



144 Addison Street

East Boston, Massachusetts

Draft Project Impact Report

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submitted to the
Boston Planning & Development Agency

submitted by
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Fort Point Associates, Inc.
Urban Planning Environmental Consulting Project Permitting

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Chapter 1

PROJECT SUMMARY

CHAPTER 1: PROJECT SUMMARY

1.1 PROJECT IDENTIFICATION

- Project Name:** 144 Addison Street
- Address/Location:** 144 Addison Street, East Boston, MA 02128
- Proponent:** Addison Street Partners, LLC
- Assessor’s Parcel Number:** 0100548100

1.2 INTRODUCTION

This chapter will summarize basic development proposal information, the community review process, and the public benefits of the proposed multifamily residential redevelopment (the “Project”) of property located at 144 Addison Street in East Boston (the “Project Site”).

1.3 PROPONENT

The Project Proponent is Addison Street Partners, LLC, a Delaware limited liability company, with a principal office at 265 Franklin Street, 6th Floor, Boston, MA 02110 (the "Proponent"). The Proponent is an affiliate of Bulgroup Colorado L.L.C., a Delaware limited liability company (the “Owner”).

1.4 LEGAL INFORMATION

This section summarizes legal information requested by the Boston Planning and Development Agency (BPDA).

1.4.1 SITE CONTROL

The Owner owns fee title to the Project Site. The Owner anticipates transferring such fee title to the affiliated Proponent in late 2018 prior to the commencement of construction.

1.4.2 LEGAL JUDGMENTS

The Proponent is not aware of any legal judgments in effect or legal actions pending that are adverse to the Project. The Proponent is not in tax arrears on any property owned within the City of Boston.

1.4.3 TAX ISSUES

The Proponent does not have a history of tax arrears on any property owned within the City of Boston.

1.4.4 EASEMENTS

Subject to completion of title and survey reviews for the Project Site, the Proponent is not aware of any public easements into, through, or surrounding the Project Site that would impair the advancement of the Project. The Project will have vehicular access from McClellan Highway/ Route 1A via an easement over an existing driveway, crossing an adjacent property owned in fee title by the Owner.

1.4.5 AGREEMENTS ON PROJECT SITE

On September 28, 1993, the Zoning Board of Appeal granted zoning relief to Leonard Florence Associates, Inc., the then owner of the Project Site, to allow the Project Site to be used for an automotive business, which included on-site service, storage, and sales of automobiles. The zoning relief was granted subject to a community agreement which addressed, among other things, conditions on the use of (i) an access/egress location on Addison Street and (ii) a private access road within the Project Site running approximately parallel to Saratoga Street.

The Project will not utilize such zoning relief and accordingly the Project is not subject to the above referenced conditions on such zoning relief. The Proponent anticipates using the existing Addison Street curb cut for the pick-up/drop-off area with short term parking and constructing a new curb cut for garage egress and for the Saratoga Street abutters to maintain access to their rear yards. Additionally, the Proponent anticipates establishing and recording a non-exclusive easement with abutters with respect to the private access road (Addison Driveway) and reserving egress rights.

1.5 PROJECT SITE

The Project Site is an approximately 143,139 square foot (sf) parcel paved with asphalt and used for surface parking for up to 980 vehicles. There are no existing buildings on the Project Site.

The Project Site is bounded by the Brandywyne Village Apartments on the north, the former Maverick Mills building on the west currently a multi-tenant building, Addison Street on the south, and the rear yards of Saratoga Street homes on the east. The adjacent neighborhood south of Orient Heights is characterized by a mix of land uses including commercial/industrial space and two to three-story multi-family residences and townhomes on small urban lots. The Massachusetts Bay Transportation Authority (MBTA) Orient Heights Blue Line station is

located an approximately 10-minute walk northeast from the Project Site, and the Wood Island Blue Line station is located an approximately 10-minute walk from the southeast. See Figure 1-1, Aerial View of Project Site and Surrounding Area; Figures 1-2 and 1-3, Existing Conditions Photographs; and Figure 1-4, Existing Conditions Plan.

1.5.1 LOT DESCRIPTION

See Appendix 6 for a metes and bounds lot description.

1.6 PROJECT DESCRIPTION

The Proponent proposes to redevelop the Project Site into a vibrant residential development, creating approximately 270 new housing units, approximately 179 parking spaces, and associated landscape and streetscape improvements.

The Project will improve the context of the Project Site by creating new apartment homes on a parcel that is currently completely paved. The proposed design is composed of two buildings. The building fronting Addison Street (the “South Building”) will provide three to five stories of residential units over structured parking spaces. The building on Project Site’s north side (the “North Building”), accessible to the existing private driveway connection to McClellan Highway (the “McClellan Driveway”) will provide five stories of residential units over structured parking spaces located on grade. The buildings will be connected by a residential amenity section in the center. The Project will provide pedestrian-oriented, accessible greenspace and streetscape enhancements including upgraded sidewalks, landscaping, and lighting. Table 1-1 provides the overall Project program. See Figure 1-5, Project Site Plan.

Table 1-1: Project Program

Project Component	Dimensions/Count
Project Site	143,139 sf (3.3 acre)
Gross Floor Area	approximately 226,400 sf
Floor Area Ratio	1.6
Residential Uses	270 new housing units <ul style="list-style-type: none"> • 54 studio units • 144 one-bedroom units • 72 two-bedroom units • 11,505 sf lobby/amenity space
Vehicle Parking	179 parking spaces <ul style="list-style-type: none"> • including 7 accessible spaces
Bicycle Parking	270 covered spaces for residents 15 spaces for visitors (at Urban Court)
Open Space	approximately 80,194 sf

The Project will incorporate multiple green building measures and will be Leadership in Energy and Environmental Design (LEED) certifiable as required by Article 37 of the City of Boston Zoning Code with a minimum goal of LEED Silver and the possibility of achieving LEED Gold.

The Proponent plans to start Project construction in 2019 for an approximately 24-month construction period. The total development cost is estimated to be roughly \$80 million. The Proponent’s goal is to design and craft a new residential apartment development that integrates into and enhances the existing community and stimulates the local economy.

1.7 AFFORDABLE HOUSING

The Project will contain approximately 35 new affordable units on-site, in compliance with the City’s Inclusionary Development Policy (IDP). The IDP units will be available to families earning 70% of area median income.

1.8 PROJECT ZONING

The Project is subject to land use controls contained in the City of Boston Zoning Code (the "Code"). The Project Site is located within the McClellan Highway Economic Development Area (EDA). There are no applicable overlay districts or subdistricts. Zoning relief will be required for the Project and is anticipated to be obtained via approval of a Planned Development Area (PDA) Development Plan under Section 80C of the Code (Planned Development Area Review) for the Project. PDAs are permitted for developments within the McClellan Highway EDA.

In accordance with Article 80B of the Code, the Project is subject to the requirements of Large Project Review because it exceeds 50,000 sf of gross floor area. The Project is also subject to Article 28, Boston Civic Design Commission review and Article 37, Green Buildings, which requires that proposed buildings be LEED-certifiable.

1.8.1 ZONING DISTRICT

The Project Site is within the McClellan Highway EDA, which was established with the intention of fostering environmentally-sound economic growth and the development of retail, office, research and development, and light industrial and manufacturing uses that would benefit from the proximity to downtown Boston, Boston Logan International Airport, and a major highway (Route 1A).

Under the McClellan Highway EDA, allowed uses include community center, accessory parking, local or accessory retail, and certain service uses; however, multifamily dwelling use is forbidden. The establishment on the Project Site of any use not currently permitted under the underlying zoning is anticipated to be approved in the PDA Development Plan.

1.8.2 BUILDING DIMENSIONS

The Code provides that a PDA Development Plan may increase the allowed height up to 55 feet within 250 feet of any street and any Subdistrict boundary. Addison Street abuts the southern lot line of the Project Site and certain residential Subdistricts (3F-2000 and MFR) abut the eastern/northern lot lines of the Project Site such that the PDA Development Plan may increase the allowed height for the Project Site accordingly. The Code further provides that a PDA Development Plan may increase the allowed FAR up to 2.0. The Project has been designed to be consistent with these requirements, and any proposed dimensional alteration not currently permitted under the underlying zoning is anticipated to be approved in the PDA Development Plan.

1.8.3 PLANNED DEVELOPMENT AREA

The McClellan Highway EDA district permits the establishment of PDA Development Plans for zoning compliance.

The Boston Redevelopment Authority's August 14, 2014 Planned Development Area Policy Guidance for Developers states that a PDA Development Plan may be allowed for zoning compliance in the following cases:

- Project Site is larger than one acre
- Project is large-scale and complex

- Project requires significant zoning relief
- Project must comply with PDA restrictions in its underlying district
- Project provides significant mitigation and public benefits

The Project meets all the preceding requirements since it is a 3.3 acre development site, the Project contains a large and complex program divided between two buildings, the Project requires zoning relief from the McClellan Highway EDA district standards, the Project complies with McClellan Highway EDA restriction on the maximum height and FAR for the development site, and the Project provides significant mitigation and public benefits, as further explained in Section 1.11, Public and Community Benefits.

1.9 ALTERNATIVES ANALYSIS

The Proponent conducted a development study to determine the highest and best use for the Project Site. This section describes the four alternatives considered for the development of the Project Site and the expected impacts related to each alternative.

1.9.1 ALTERNATIVE 1: NO BUILD

Under the No Build alternative, a large parcel in proximity to downtown Boston and Boston Harbor would remain underutilized as a large surface parking lot for up to 980 vehicles. This alternative would yield no dynamic urban redevelopment and no benefits to the environment, the surrounding community, or the City. The lot would continue to receive little maintenance and accumulate litter and debris. The Project Site would remain walled off from the surrounding neighborhood with a continuous and deteriorated chain-link fence. There would be no improved urban connections within the Harborview and Orient Heights neighborhoods and no improvements to the Addison Street streetscape.

A majority of the Project Site is located within the FEMA 1% floodplain (100-year) and is currently comprised of 100% impervious surface. Under this alternative, there would be no stormwater management improvements to the Project Site. As sea levels rise and storm events increase in frequency and intensity, the Project Site will flood more often and severely and become a larger public safety issue for neighbors and the surrounding community.

1.9.2 ALTERNATIVE 2: OFFICE BUILDING AND PARKING GARAGE

Under this alternative based on the current as-of-right zoning, the Project Site would be redeveloped with a six-story office building and six-level parking garage with a maximum height of 45 feet and up to 670 parking spaces for office workers. The

Project Site would be accessed exclusively by a single entrance and drop-off on Addison Street. See Figure 1-6, As-of-Right Zoning Alternative.

This alternative would not be sensitive to the needs and interests of the community and would be at a scale that is not appropriate to the surrounding residential neighborhood. It would provide no new housing opportunities and could contribute to rising housing prices and further stress on the housing stock, as office workers may choose to relocate to live closer to the large office building. This alternative would also drastically increase the number of vehicle trips to and from the Project Site at peak commuting times. It would create considerable new traffic congestion on Addison Street where the garage would be located, and the surrounding streets including Route 1A.

1.9.3 ALTERNATIVE 3: LOW DENISTY RESIDENTIAL

The surrounding residential neighborhood is zoned for two-family structures on a lot of 3,000 sf minimum and three-family structures on a lot of 2,000 sf minimum. Zoning code allows for a maximum height of 2.5 stories (35 feet) and 3 stories (35 feet), respectively. If the Project Site were to adopt the surrounding residential zoning, this would result in approximately 47-70 units on the 3.3-acre site.

A development of this scale would be an inefficient use of a large parcel in proximity to public transit, Boston Harbor, and downtown Boston. This alternative would contribute to urban sprawl and may encourage dependency on single-occupancy vehicles. This alternative would provide fewer housing opportunities and could potentially limit diversity in a neighborhood experiencing significant pressure from rising housing prices due to limited housing availability.

The Project Site requires a significant financial investment to make necessary and positive site infrastructure improvements and would require many large-scale processes that would render a proposal of this type infeasible from a financial perspective. Additionally, a smaller scale project would likely not be able to implement the comprehensive sustainability and climate change resiliency measures that necessary for the long-term success of the project. Finally, this alternative would provide fewer economic benefits to the City, no full-time jobs created, and likely no publicly accessible open space.

1.9.4 ALTERNATIVE 4: COMPACT URBAN RESIDENTIAL (PREFERRED ALTERNATIVE)

This alternative (the Project) would construct a 270-unit residential development including 35 affordable housing units, 179 resident parking spaces, and publicly accessible open space. The Project would have resident access via McClellan Highway and a short-term parking and drop-off and garage egress on Addison Street.

Increasing housing in transit-accessible areas is a Citywide priority outlined in *Imagine Boston 2030*. New housing for a variety of incomes will help reduce housing-price pressure on existing neighborhoods and compact urban infill development is more environmentally sustainable than urban sprawl development patterns.

This alternative will help in creating a more walkable neighborhood and reduce dependence on single-occupancy vehicles. Residents in higher-density housing tend to utilize public transportation more often, have lower car ownership rates, and make fewer vehicle trips.¹ Over time, this alternative may reduce traffic congestion in the neighborhood by allowing residents to walk to services, grocery shopping, or dry cleaning, rather than driving.

This alternative would create the revenue required to implement large scale landscaping and public realm improvements, stormwater management strategies, and climate change resilience measures. This alternative will also provide a financial contribution to Boston Water and Sewer Commission for Infiltration/Inflow mitigation to be applied to the separation of combined sewer infrastructure in East Boston.

1.9.5 SUMMARY

The Proponent chose the Preferred Alternative for the following reasons:

- A 270-unit housing development is large enough to generate revenue needed to complete complex and necessary site improvements, while remaining an appropriate scale as to not disturb the surrounding community.
- The larger-scale project will include security measures at the currently underutilized Project Site, which will benefit the overall community by providing more safety in the neighborhood via “eyes on the street.”
- Multiple access points to the Project Site will alleviate traffic congestion in the neighborhood.
- A higher-density alternative would promote compact development that offers greater efficiency in use of public services and infrastructure.
- High-density housing can encourage nearby retail development, as well as ease of walking and transit. New residents will support the growth of retail and services in the neighborhood, as well as restaurants and entertainment.

¹ Haughey, Richard M. *Higher-Density Development: Myth and Fact*. Washington, D.C.: ULI—the Urban Land Institute, 2005

The Proponent studied a considerable number of alternative massings that led to the current Project configuration. See Figure 1-7, Alternative Massing Study. Early site layouts organized the buildings around the perimeter of the Project Site, maximizing private open space for future residents. Ultimately this option was rejected by the Project Team as it did not adequately tie into the neighborhood. See Table 1-2, Alternatives Analysis for a summary of estimated impacts.

Table 1-2: Alternatives Analysis

	Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Program	No Build	Office Building	Low Density Residential	Preferred Alternative
SF/Units	Paved Parking Lot	Office Building – 287,080 sf Parking Garage – 225,480 sf	47-70 units	270 units
FAR	0	2.0	0.8-1.0	1.6
Parking	980 spaces	670 spaces	33-49 spaces	179 spaces
Trip Generation	N/A	2,796 daily trips	512 daily trips	1,468 daily trips
Water Use	0 gpd	23,678 gpd	12,100 gpd	41,382 gpd
Wastewater Flow	0 gpd	21,525 gpd	11,000 gpd	37,620 gpd

1.10 COMMUNITY PROCESS

The Proponent has engaged in extensive community outreach throughout 2017 and 2018, including formal community meetings and informal talks with abutters, community leaders, and City of Boston staff. The Proponent will continue to work with the BPDA and the neighborhood to gather feedback and develop a project that will benefit the neighborhood. The following list represents community meetings the Proponent held to describe the Project and gather neighborhood input.

- Abutter Meeting – August 10, 2017
- Harbor View Neighborhood Association – September 11, 2017

- Orient Heights Neighborhood Association – September 28, 2017
- Abutter Meeting – December 12, 2017
- IAG Meeting – January 31, 2018
- BPDA Community Meeting – March 1, 2018
- BCDC Presentation – March 6, 2018
- IAG Meeting – June 28, 2018
- BCDC Subcommittee Presentation – July 17, 2018

1.11 PUBLIC AND COMMUNITY BENEFITS

The Project includes a wide variety of public and community benefits, as briefly outlined below:

- Creation of 270 new residential housing units, including mid-market rate units in proximity to the MBTA rail and bus services, shared cars, and by accommodating bicycle storage on-site;
- Creation of approximately 35 new affordable housing units on-site in compliance with the IDP;
- Replacement of a large impervious surface parking lot with a new, modern residential building featuring energy-efficient systems, new landscaping and permeable areas, improved stormwater treatment, and a reduction of the urban heat island effect;
- Support of the City's goals for a sustainable future through the development of energy-efficient and environmentally-friendly buildings that are expected to be certifiable as LEED Silver at a minimum;
- Contribution of approximately \$362,657 to the Boston Water and Sewer Commission for Infiltration/Inflow mitigation to be applied for the separation of combined sewer infrastructure in East Boston in order to reduce wastewater overflow;
- Addison Street streetscape and Addison Driveway improvements estimated at approximately \$334,179 including improved sidewalks, the removal of the existing deteriorated fence and installation of new landscaping and decorative lighting along Addison Street, and reconstruction of the Addison Driveway with new pavement, landscaping, lighting, and a formalized curb cut for the Saratoga Street neighbors to access their backyards;
- A contribution towards the upcoming East Boston Transportation Study;

- Increase in property tax revenues to the City, expected to be approximately \$682,360 annually; and
- Provision of approximately 300-400 full-time equivalent construction-related jobs, approximately 10 full-time equivalent permanent jobs, and stimulation of the local and regional economies.

1.12 SUMMARY OF ANTICIPATED PERMITS AND APPROVALS

The following table is a list of anticipated approvals for the Project.

Table 1-3: Anticipated Project Approvals

Agency	Approval
Local	
Boston Planning & Development Agency (BPDA)	<ul style="list-style-type: none"> • Article 80B Large Project Review • Article 80C Planned Development Area Development Plan • Certification of Compliance/Consistency with Article 80B and Article 80C • Compliance with Article 37
Boston Civic Design Commission	<ul style="list-style-type: none"> • Design Review Recommendation
Boston Zoning Commission	<ul style="list-style-type: none"> • Planned Development Area Development Plan
Boston Conservation Commission	<ul style="list-style-type: none"> • Order of Conditions
Boston Transportation Department	<ul style="list-style-type: none"> • Transportation Access Plan Agreement • Construction Management Plan
Boston Water and Sewer Commission	<ul style="list-style-type: none"> • Site Plan Approval • Water and Sewer Connection Permits
Boston Public Improvement Commission	<ul style="list-style-type: none"> • Specific Repairs (if required)
Inspectional Services Department	<ul style="list-style-type: none"> • Building Permit • Certificate of Occupancy
State	
Massachusetts Department of Environmental Protection	<ul style="list-style-type: none"> • Notification Prior to Construction or Demolition
Federal	
Environmental Protection Agency	<ul style="list-style-type: none"> • National Pollutant Discharge Elimination System Permit
Federal Aviation Administration	<ul style="list-style-type: none"> • Determination of No Hazard to Air Navigation (if required for buildings or cranes)

1.12.1 MEPA REVIEW

The Project does not require any state permits, and the Proponent does not expect to receive any state funding. Accordingly, the Project is not subject to MEPA jurisdiction in the absence of any state permit or state funding.

1.13 PROJECT TEAM

Proponent	Addison Street Partners, LLC c/o Bulgroup Colorado L.L.C. 224 12 th Avenue New York, NY 10001 Contact: Andrew Dulac adulac@wfboston.com 646-879-3572
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Architect	Arrowstreet 10 Post Office Square, Suite 700N Boston, MA 0210910 Contact: David Bois bois@arrowstreet.com 617-666-7015 Amy Korte korte@arrowstreet.com 617-666-7026

Landscape Architect	<p>Copley Wolff Design Group 10 Post Office Square, Suite 1315 Boston, MA 02109</p> <p>Contact: John Copley jcopley@copley-wolff.com 617-654-9000</p>
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Geotechnical	<p>Sanborn Head & Associates, Inc. 239 Causeway Street, Suite 105 Boston, MA 02114</p> <p>Contact: Stan Sadkowski ssadkowski@sanbornhead.com 857-327-9731</p>
Sustainability and Wind	<p>Thornton Tomasetti 386 Fore Street, Suite 401 Portland, ME 04101</p> <p>Contact: Michael Pulaski MPulaski@ThorntonTomasetti.com 207-245-6060</p>
Noise	<p>ACENTECH 33 Moulton Street Cambridge, MA 02138</p> <p>Contact: Rose Mary Su rsu@acentech.com 617-499-8000</p>





View 1: Project Site looking West - Brandywyne Village



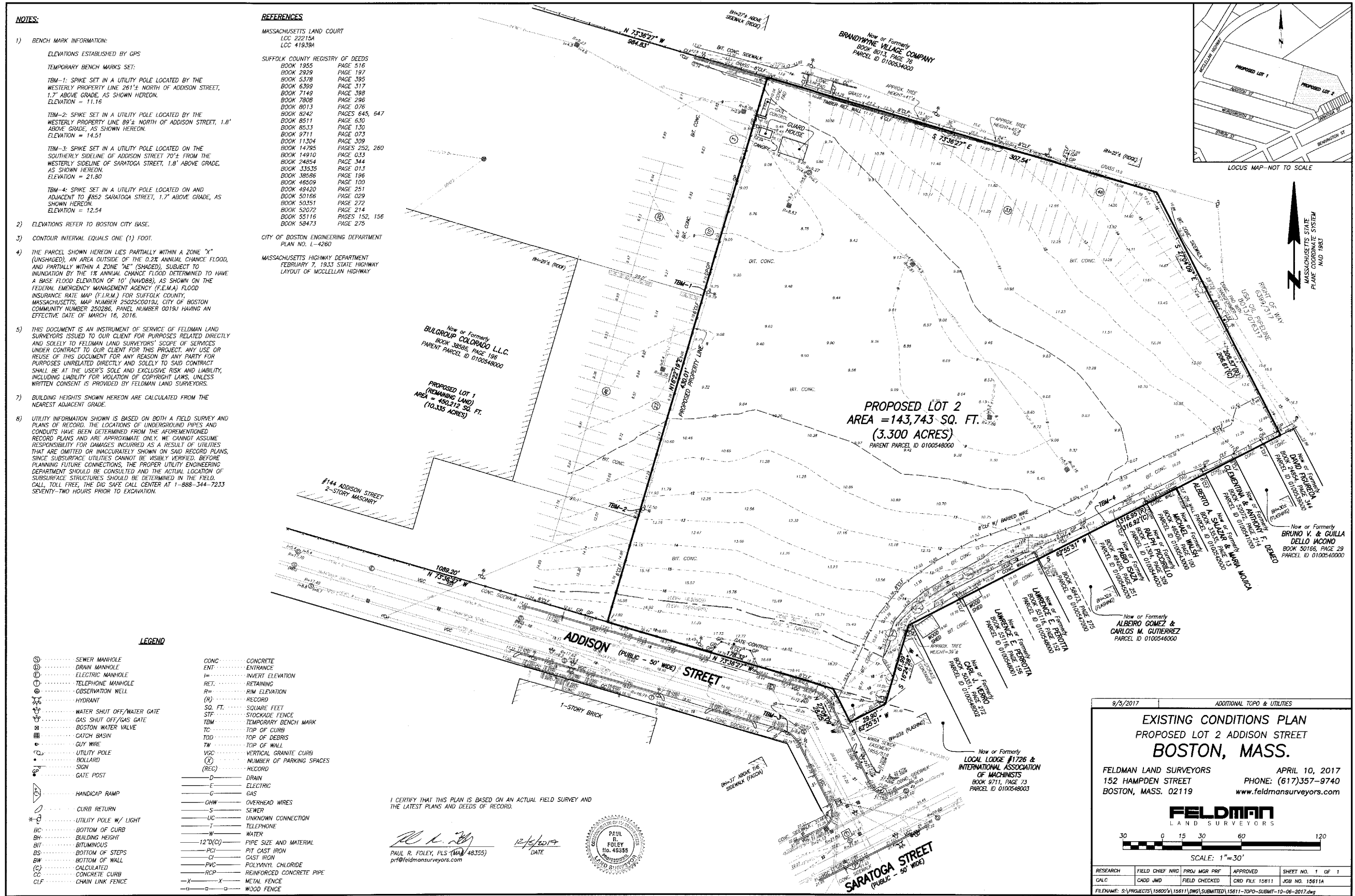
View 2: Private Driveway

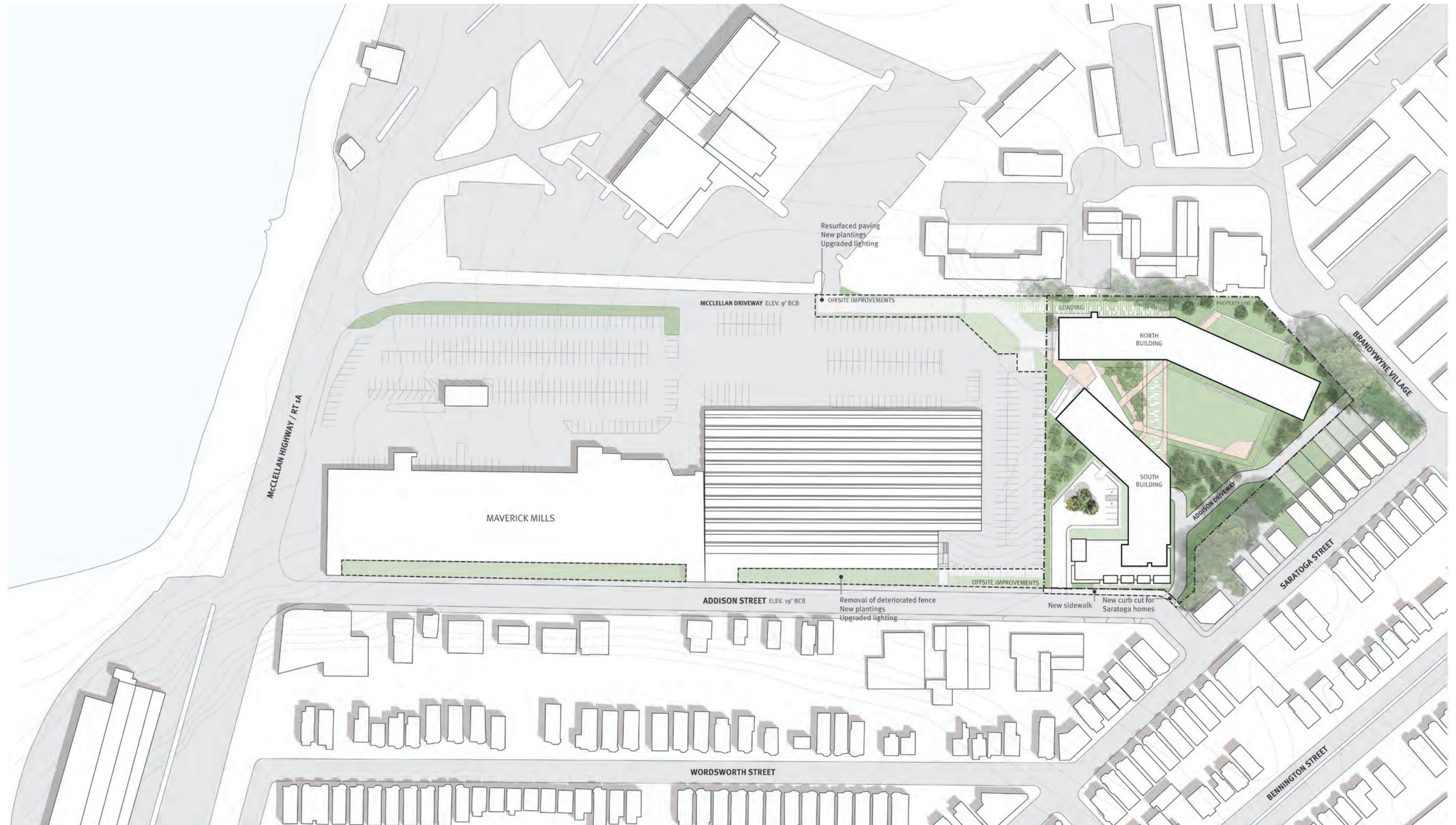


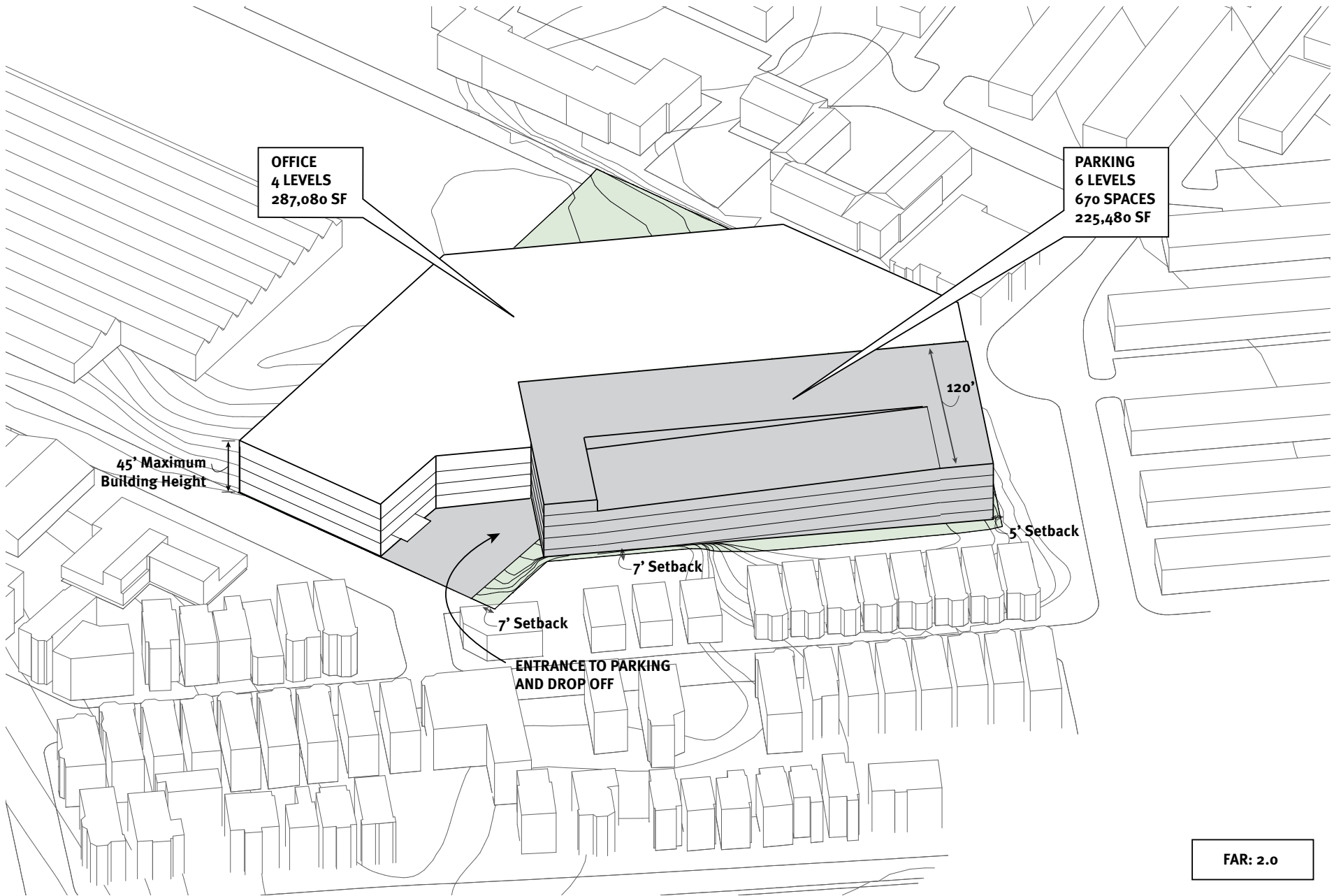
View 3: Project Site looking North



View 4: Project Site looking East - Saratoga Street Homes

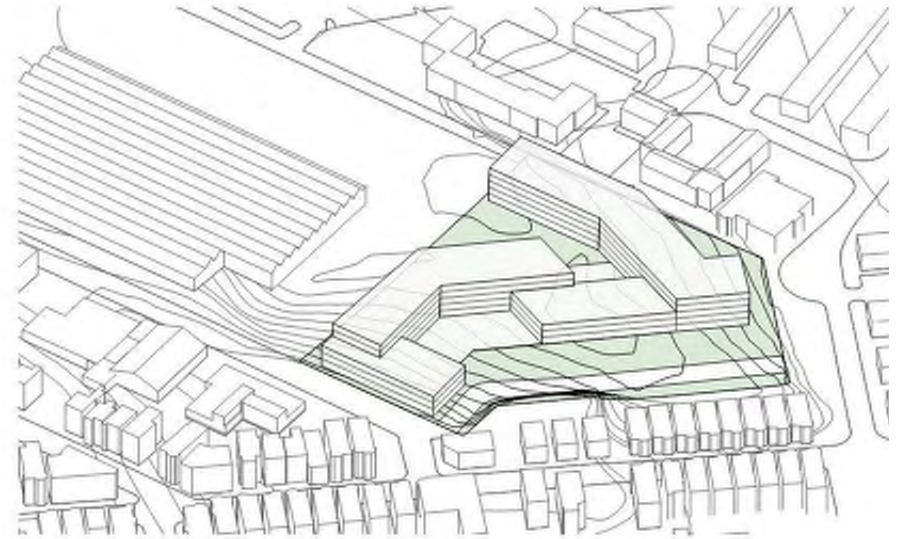








Massing 1: Simple extrusion that follows the perimeter of the site.



Massing 3: Two residential buildings anchor into higher topography of the site, and a physical connector housing amenities bridges across the site.



Massing 2: Two buildings run linearly east to west across site.



Final Massing: Two residential buildings remain on either side of the site, anchored in higher topography, and a pedestrian bridge links the two together.

Chapter 2

URBAN DESIGN

CHAPTER 2: URBAN DESIGN

2.1 INTRODUCTION

The Project Site is adjacent to the terminus of the former Maverick Mills building, or 175 McClellan Highway. Built in 1909, Maverick Mills was the first and largest textile mill built entirely of reinforced concrete. The building is comprised of a two-story main mill, approximately 550 feet long by 130 feet wide and a one-story weave shed, approximately 340 feet long by 231 feet wide. Today, the Maverick Mills building stretches across the entire northern side of Addison Street and is currently populated with a mix of local businesses that range from art studios to light industrial and warehouse spaces including Parlor Skis and Sterlingwear of Boston, which has manufactured the official US Navy pea coat for over four decades.

The land surrounding the Project Site was originally laid out in a grid of wide straight streets by the East Boston Company in the 1830s for speculative residential development. While the area south and east of the Project Site was developed with double and triple-deckers, the area north remained undeveloped until the East Boston Company began filling in these low-lying areas between approximately 1912-1919 and rebranding them as “factory sections.” Following that, it took decades before adjacent areas were developed into a commercial property on the north (the current twelve-story Courtyard by Marriot), the residential Brandywyne Village in 1967, and a mix of industrial and commercial developments on either side of McClellan Highway.

The Project, which will add new residential units at the eastern edge of the Maverick Mills site, is sited on a parcel currently entirely paved and used as a rental car parking lot. The Project Site presents an opportunity to improve current and future urban connections within the Harborview and Orient Heights neighborhoods and creates a destination in an otherwise uninhabited parking lot.

2.2 MASSING

The Project will be composed of two separate residential buildings, varying in height from three to five stories and connected by an amenity deck, elevated above the landscape. On Addison Street, the South Building will remain lower in height, at three stories, relating to the scale of the triple-decker residences at the corner of Saratoga and Addison Street. Front doors and small balconies will open up onto Addison Street, extending the residential character of the street and activating it with pedestrians. The South Building terraces up to five-stories, toward the center of the Project Site, and is organized around an urban entry court with pedestrian and limited vehicular access off Addison Street.

Along the northern edge of the Project Site, the five-story North Building is oriented perpendicular to the Saratoga Street backyards to maximize the view corridor through the property. This residential bar has a slight bend in it to provide a landscaped buffer between Brandywyne Village and the Project. Existing landscaping, grading, and land ownership restrict circulation between the Project Site and Brandywyne Village.

Both buildings are surrounded by extensive landscaping, which engages the edges of the buildings underneath and creates a green focal point from the McClellan Driveway approach and an extended backyard buffer for the Saratoga Street residences alongside the Addison Driveway.

The buildings are oriented to minimize any new shadow on the surrounding residential neighborhood while also creating a front door and visitor entry sequence off, of the limited street frontage of Addison Street, and a residential entry sequence off McClellan Highway by way of the existing driveway. See Figures 2-1 through 2-4, Floor Plans.

2.2.1 PREVIOUS MASSING STUDIES

The Project Team has studied a significant number of alternative massings that led to the current Project configuration. Early site layouts organized the buildings around the perimeter of the Project Site, maximizing private open space for future residents. Ultimately this option was rejected by the Project Team as it did not adequately tie into the neighborhood. Later exploration studies required a significant amount of backfill and regrading of the Project Site, and were abandoned due to potential impacts on stormwater and geotechnical constraints. Finally, studies were developed that linked the buildings with a "bridge" structure. This option also organized the building entry more focused on the eastern end of Addison Street, organized off the Addison Driveway. Ultimately, this option was dismissed as it eliminated view corridors and did not adequately address future urban connections at the neighboring Maverick Mills site. See Figure 2-5, Alternative Massing Study.

2.3 MATERIALS

2.3.1 EXISTING CHARACTER AND MATERIALS

The neighborhood surrounding the Project contains a variety of building types, different materials, and overall scales. On Addison Street, the Project will be directly across the street from the single-story East Boston Neighborhood Health and its associated parking lot, the backyards of two triple-deckers on Saratoga Street and two buildings of a vending machine supplier, Automated Food Services, at 141-143 Addison Street. The street character, at this end of Addison Street, is generally commercial in nature and not activated with much street life, due to the large expanses of paving and blank walls of the adjacent commercial buildings. The largest,

most direct influence on the Project Site is the adjacent Maverick Mills building, originally clad with hollow concrete tile and surrounded on three sides by parking lots. At the north and east boundaries of the Project Site, Brandywyne Village, and Saratoga Street backyards contain two and three-story residences with a mix of vinyl siding and wooden decks.

2.3.2 PROPOSED CHARACTER AND MATERIALS

The proposed materials for the Project are a mix of masonry, corrugated metal, and fiber cement siding. These materials were chosen to create a natural palette to complement the surrounding industrial-residential neighborhood while also designing the expanses of facade, visible from McClellan Highway, as “larger works of art” through color, texture, and orientation of these materials. Materials that meet the ground plane will be durable enough to withstand and divert potential flooding at any critical facilities (i.e. fire stair and elevator core).

A physical connection to Addison Street is established by a three-story masonry volume that anchors the South Building to the street while also serving as the most visible facade of that building. The facade is subdivided into vertical, row house-like sections, reinterpreting the traditional triple-deckers of East Boston. The exterior will push out to create inhabitable balconies for some residential units, while pulling in and creating terraces at others. Terraces at ground floor units along Addison Street will be slightly elevated above sidewalk level, allowing residents a visual connection to the active street below while maintaining a sense of privacy. The Addison Street front will punctuate the landscape into garden size plots, creating a series of urban front yards for the Project. At the southwest corner abutting the former Maverick Mills, the masonry facade wraps around the building to signify the entry. A few facades, primarily visible from McClellan Highway and the Maverick Mills parking lot are envisioned as large canvases that will become a focal point at the end of the Maverick Mills view corridor. For example, the western and southern facade of the North Building is proposed as fine-ribbed metal cladding designed to reflect the temporal qualities of the sky and surrounding landscape throughout the seasons and times of day. The play of light and shadow across these facades is designed to minimize the perceived scale of the building while also playing into the urban street art culture of East Boston. The remaining facade will be clad with fiber cement siding designed as quieter backdrops along the northern and eastern property lines. See Figure 2-6, Axon View; Figures 2-7 through 2-8, Elevations; Figure 2-9, Section Perspective; and Figure 2-10 through 2-15, Views.

2.4 SITE CIRCULATION AND CONNECTIONS

In an effort to respond to neighboring context, the massing and terrace arrangement on Addison Street reflect a street and sidewalk typology more attuned to the surrounding

residential streetscapes. This contextual blending, along with a programmatic driver to centrally locate the building amenities, promotes a passenger drop-off and pedestrian entry courtyard just interior of the Addison Street massing. As the pedestrian sidewalk wraps around the corner, it helps to buffer the vehicular drive as it approaches the main entry to the building. The main entry located off the interior vehicular courtyard provides continuous access through the amenities space, to an outside connecting amenity deck and on to the North Building's amenity space. The interior courtyard's front door is elevated at 21.5 feet BCB, which elevates it five feet above the floodplain and provides pedestrian connections to neighboring sidewalks and multiple means of public transit walkable to the Project Site.

For Project residents, the main vehicular entry will be located off of McClellan Highway/Route 1A, at elevation 9 feet to 10 feet BCB. This lower entry drive allows direct access to the open air, parking level beneath the building footprint. As the drive approaches the Project Site, views of the Project and glimpses into the lush, green courtyard beyond appear. From this level, residents are encouraged to engage with the landscape by means of pedestrian pathways that traverse the Project Site and lead into the parking level.

Landscaping elements will create a soft boundary at the perimeter of the Project Site, blurring the edges of the property into the revitalized green, open space. This landscaped edge removes the physical deterrent of a fence while still addressing privacy concerns from neighboring properties. From Brandywyne Village, and the backyards of Saratoga Street homes, existing residents will experience enhanced views of trees groves, and greenery beyond. See Figure 2-16, Ground Floor Access Plan and Figure 2-17, Parking Access Plan.

2.5 LANDSCAPE AND PUBLIC REALM

2.5.1 OVERVIEW

The Project includes landscaping and open space improvements throughout the Project Site and streetscape improvements along Addison Street. These open space and landscape areas total approximately 80,194 sf exclusive of new surface parking and the upgrades to the McClellan Driveway connecting to McClellan Highway.

The existing impervious surface of asphalt, currently covering 100 percent of the Project Site, will be removed and replaced with a mix of landscape and hardscape areas designed to mitigate stormwater and periodic flooding. Tree plantings will be larch, poplar, willow, and numerous shrubs and grasses all tolerant of storm surges and occasional flooding. Plantings will be clustered to break down the scale of the buildings to the neighbors. New planting species selections also mimic existing plant species in an effort to expand the existing urban plant palette across the Project Site instead of introducing a traditional residential landscape of lawn and shade trees.

2.5.2 OPEN SPACE AND RESIDENT AMENITIES

At the western boundary of the Project Site, where the Project abuts the large surface parking lot of 175 McClellan Highway, a large, landscaped open space is proposed to create both a visual focal point, from the approach off McClellan Highway, and to provide an area of recharge to support drainage at the Project Site and resiliency during storm and flood conditions. This space will be programmed with amenities for the Project's residents. Internally, the landscape program supports a variety of active and passive uses. A 3,000 sf turf dog run surrounded by seat walls and fencing is provided along the northeast edge of the Project Site. To the south, an event lawn measuring approximately 140 feet by 70 feet with 100 feet of bleacher-style seating can serve multiple uses, from pick-up soccer to cookouts and movie nights. Smaller, hardscape areas can be furnished as more intimate gathering spaces. Above, an amenity deck will span the buildings, providing a pool and additional programmable outdoor space.

2.5.3 PROJECT EDGES AND PUBLIC REALM

Along the eastern side of the Project Site, where the Project faces the privately-owned Addison Driveway and the triple-decker backyards of Saratoga Street, a large landscaped "backyard" is proposed to both provide a significant setback to the adjacent residential neighborhood as well as a prominent green space that visually extends their backyards.

At Addison Street, the existing streetscape will be substantially upgraded and redesigned as a residential street. New sidewalks, lighting, and street tree planting in the small yards with front stoops will activate the street edge along the Project's frontage.

The Addison Driveway, which currently provides the Saratoga Street residents vehicular access to their backyards, will be improved through new paving and lighting. The existing mature trees (hackberry, tree of heaven, poplar, white pine, maple, crabapple) along the edge of this driveway will be protected through construction of the Project.

Existing plantings along the eastern and northern property lines (tree of heaven, arborvitae, white pine, and poplar) will all be retained and protected.

All landscape lighting will be indirect LED fixtures with fixtures pointed to the ground to reduce light glare migration to neighbors. See Figures 2-18 and 2-19, Landscape Plan.



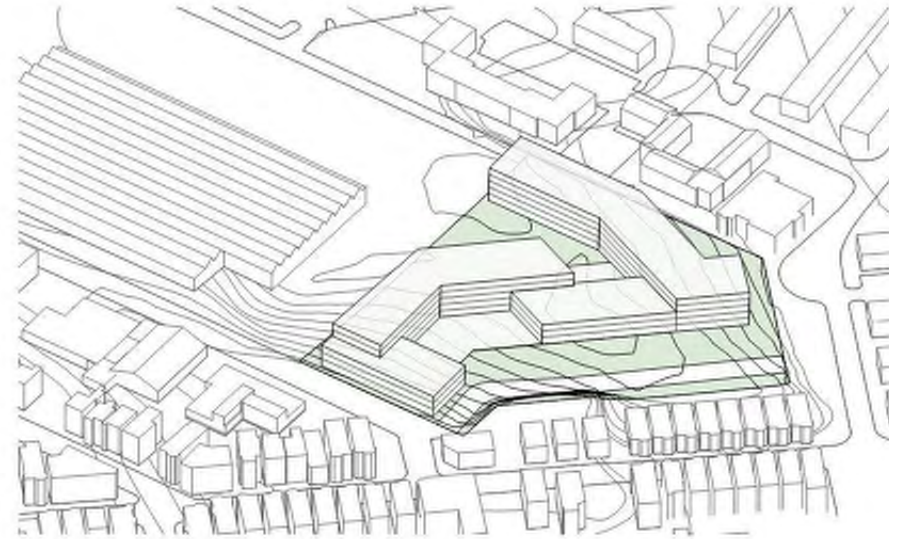








Massing 1: Simple extrusion that follows the perimeter of the site.



Massing 3: Two residential buildings anchor into higher topography of the site, and a physical connector housing amenities bridges across the site.



Massing 2: Two buildings run linearly east to west across site.

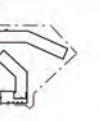


Final Massing: Two residential buildings remain on either side of the site, anchored in higher topography, and a pedestrian bridge links the two together.



East Boston, Massachusetts

Figure 2-6
Axon View
Source: Arrowstreet, 2018









East Boston, Massachusetts

Figure 2-10
View from Saratoga Street
Source: Arrowstreet, 2018





East Boston, Massachusetts

Figure 2-12
View from McClellan Driveway
Source: Arrowstreet, 2018



East Boston, Massachusetts

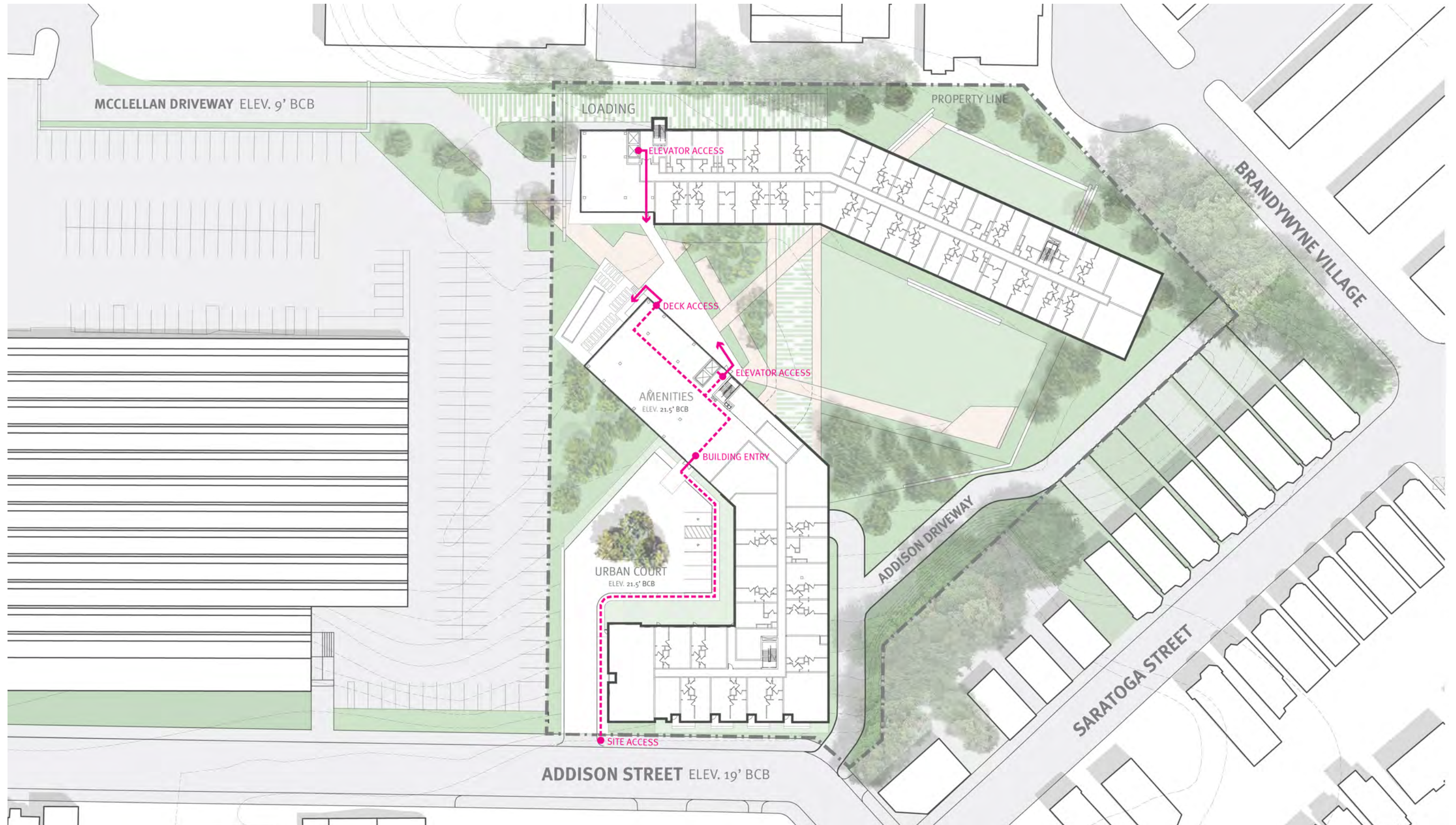
Figure 2-13
View from Urban Court
Source: Arrowstreet, 2018

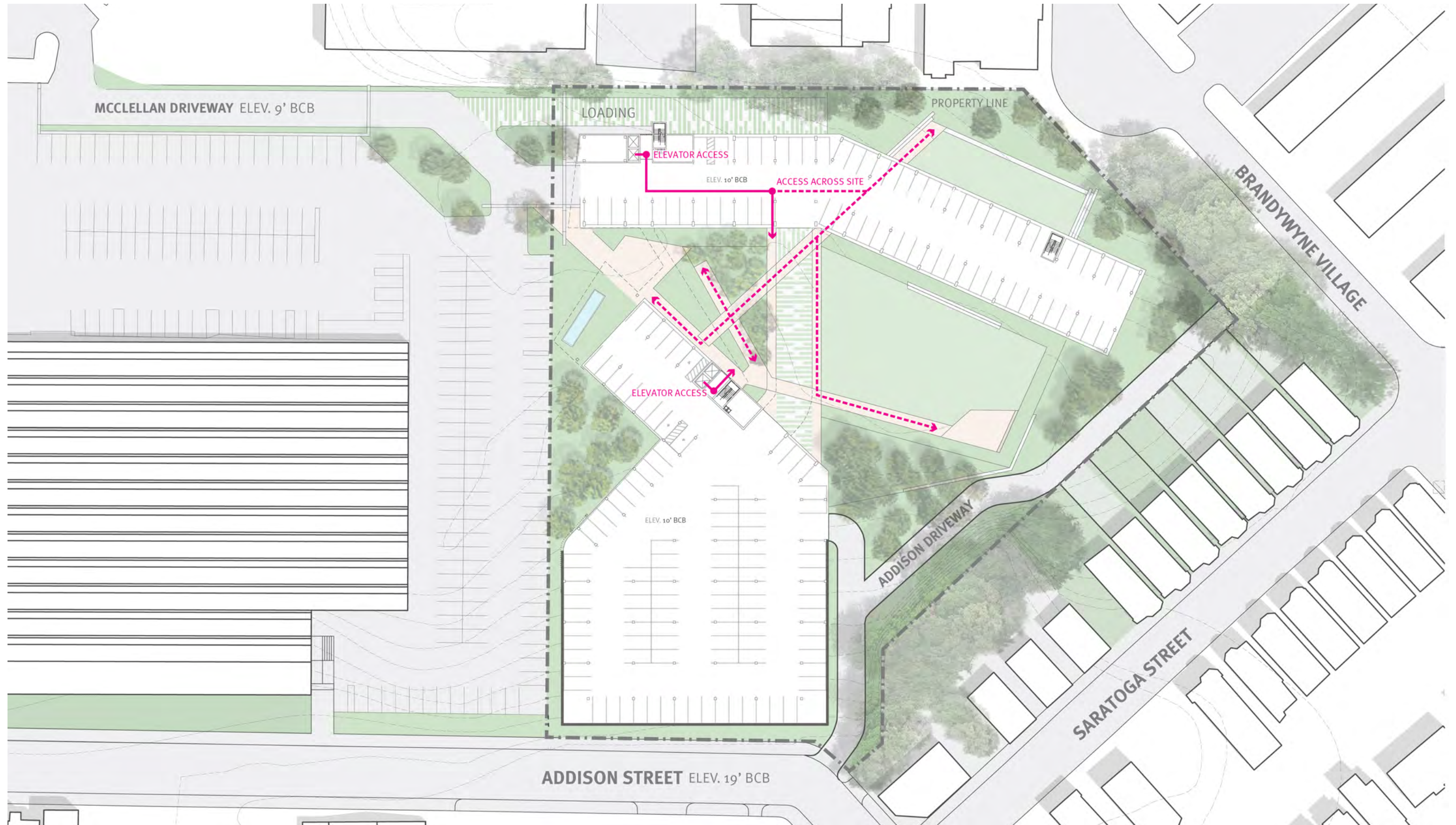


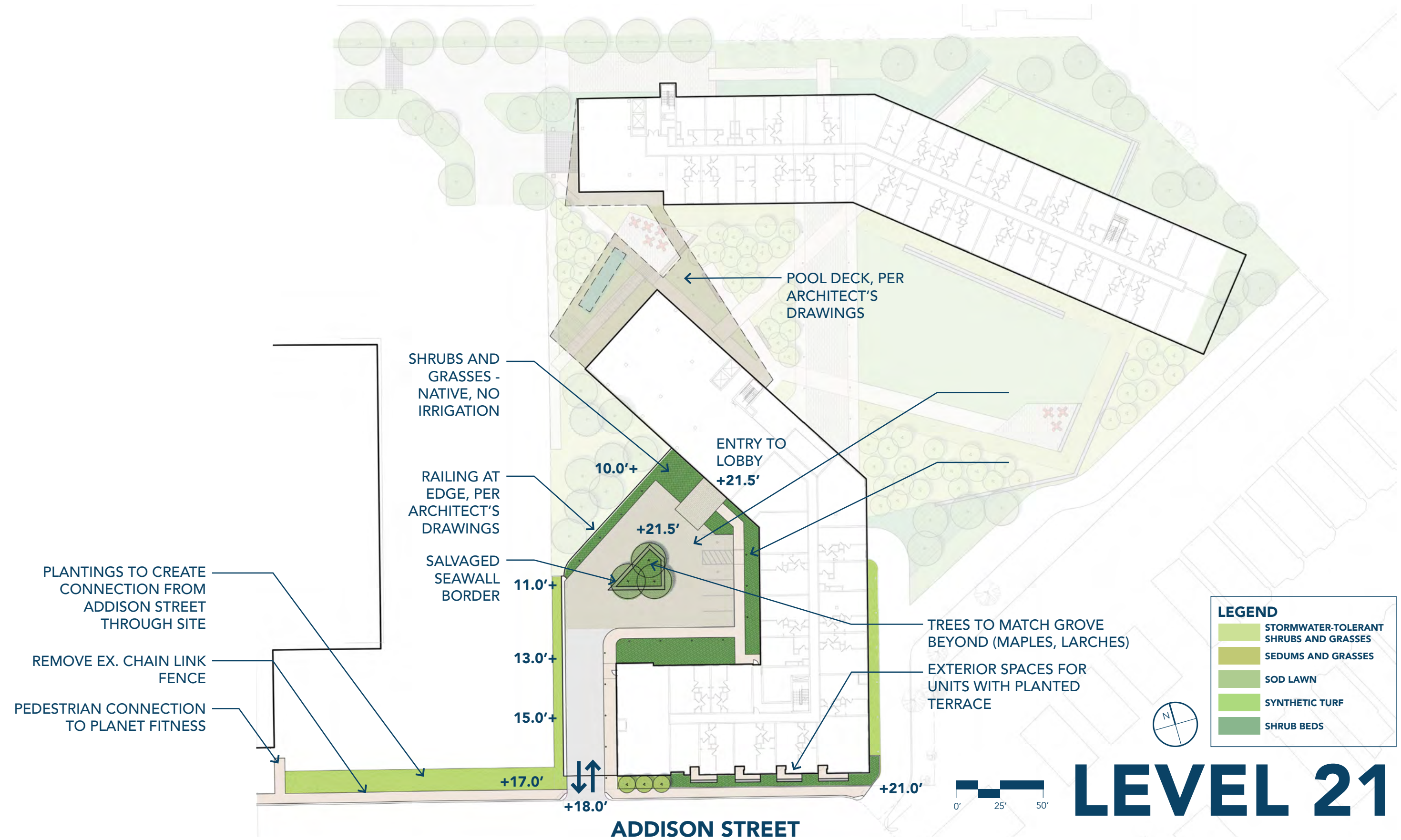
East Boston, Massachusetts

Figure 2-14
View of Resident Amenity Space and Pool
Source: Arrowstreet, 2018











Chapter 3

SUSTAINABILITY

CHAPTER 3: SUSTAINABILITY

3.1 INTRODUCTION

The Project Site was selected based on the opportunity it presented— the ability to utilize a paved lot as an infill site within a dense urban context. Considering the Project Site’s juxtaposition to existing urban developments, the Project will take advantage of a network of transportation, existing infrastructure and other resources that are innate to urban living. The Project is designed to produce 270 units of housing on a 3.3-acre lot, while leaving more than 50 percent of the Project Site as open space.

The Project will replace an existing asphalt surface parking lot with two buildings and a landscape surfaced with hardy and native vegetation. The selected plantings will be able to withstand periods of drought as well as over saturation and flooding, while reducing heat island effect, improving air quality and dramatically improving the quality of stormwater runoff. Although, the Project Site itself has the potential to flood during major storm events, its ability to retain water for short periods of time and its permeable surfaces will both slow down and filter stormwater, while ultimately recharging the groundwater.

The orientation of the proposed buildings will assist in reducing energy loads throughout the year, by positioning glazed openings to optimize solar heat gain and natural daylighting. Future installation of solar panels would provide an on-site renewable energy source, assisting in carbon output reduction and offsetting energy demand on the electric grid.

3.2 ARTICLE 37 / LEED COMPLIANCE

The Project will achieve compliance with the City of Boston’s Article 37 Green Building standards and the Governor’s Executive Order 484 – Leading by Example – Clean Energy and Efficient Buildings. The Project Team is currently targeting the LEED Silver Level at a minimum on the Multifamily Midrise rating system. The LEED checklist will continue to be revised as the Project is further refined throughout the design process. The credit-by-credit narrative described in the EPNF is unchanged at this time. The Proponent expects to submit a detailed Green Building Report to the IGBC approximately one month prior to applying for a building permit. See Figure 3-1, LEED Checklist.

3.3 CLIMATE CHANGE ADAPTATION

In December 2016, the Boston Planning & Development Agency (BPDA) released Climate Ready Boston, a comprehensive study report detailing updated climate projections, a vulnerability assessment, focus areas for future action, and climate resilience initiatives for the City of Boston. In this study, extreme heat, extreme precipitation, and sea level rise were

identified as priority issues for the City. The potential Project Site vulnerabilities and Project-related strategies to avoid, eliminate, or mitigate climate change impacts are discussed in the following sections.

3.3.1 EXTREME HEAT

Average temperatures in the Northeast have increased by almost two degrees Fahrenheit between 1895 and 2011. If the rate of heat increase accelerates, the City of Boston will experience both higher average summer temperatures and more frequent days of extreme heat. Urban areas are particularly affected by rising temperatures due to the heat-retaining qualities of concrete, asphalt, and other materials of the built environment. This occurrence, known as the “urban heat island effect,” typically affects sites such as the Project Site, which is currently entirely covered in an impermeable, heat-retaining asphalt surface.

Green infrastructure, particularly large shade trees, have a mitigating effect on the urban heat island effect. The existing mature trees in the northeast corner of the Project Site will be protected and nurtured. Reflective hardscape materials can also counteract chronic heat. Whereas traditional dark pavements and roofs absorb sunlight and emit heat, light-colored reflective materials maintain a cooler surface and air temperature, thus reducing the urban heat island effect. Most of the hardscape provided will be located directly beneath the building, making it over 75% shaded. The buildings will have reflective, high albedo roofs.

The Project will also employ a high-performance building envelope and a double pane glazing system to improve energy efficiency. A high performing envelope will allow the indoor temperature to change gradually, while operable windows promote natural ventilation. When paired with the cooling effects of green infrastructure and reflective building materials, these interventions create multiple scales of protection that reduce the risk of system failure.

3.3.2 EXTREME PRECIPITATION

As temperatures rise, precipitation becomes more frequent and severe. Warmer air holds more moisture in the form of water vapor, meaning more water can fall as rain. Seasonal snowmelt can also cause flooding, and when precipitation falls as rain instead of snow due to warmer winter temperatures, existing snow can melt faster and lead to flood-causing runoff. Since 1958, there has been a 70 percent increase in the amount of rain and snow that fell during days of heavy precipitation and as this trend continues and intensifies, the City’s current stormwater drainage system may not have adequate capacity. The results of the Climate Ready Boston study suggest that in the near term (2030s to 2050s), East Boston will be one of the neighborhoods most vulnerable to stormwater flooding related to climate change.

Under the existing conditions, the Project Site is entirely covered in impervious surfaces, making stormwater flooding a significant concern. Flooding occurs when heavy precipitation falls on land unable to absorb and drain the high volume of stormwater. Permeable surfaces and green infrastructure relieve pressure on the City's built stormwater drainage system by slowing the pace of runoff and infiltrating water on-site, thus reducing stormwater flooding. Approximately 54% of the Project Site will be converted to vegetated and permeable open space. The large amount of low-lying open space will be able to manage a large influx of water. The vegetated, pervious open areas will help reduce and slow water leaving the Project Site. The Proponent will make an economic contribution to the Boston Water and Sewer Commission to upgrade sewage and stormwater infrastructure to accommodate an increase in water flow from heavy precipitation events and reduce sewage overflow.

The majority of the Project Site is located within the FEMA Flood Zone AE 10 floodplain and is subject to flooding during a one percent storm event. See Figure 3-2, National Flood Hazard Layer. The Proponent explored the opportunity to regrade the entire Project Site to elevate it entirely above the 1% floodplain (100 year), but this proved infeasible due to accessibility and financial constraints. The Project Site itself will remain low-lying at 8.0 feet Boston City Base (BCB) at its lowest point with open air parking at 10.0 feet BCB below the levels of occupancy. All structures at elevation 10.0 feet BCB will be constructed of material durable enough to withstand and divert potential flooding at any critical facilities (i.e. fire stair and elevator core). The Project will also provide water tight utility conduits, as well as stormwater and wastewater back flow prevention. All inhabited space (residential, entry, amenities, etc.) and mechanical equipment will be elevated to 21.5 feet BCB, which is approximately five feet above the FEMA 1% flood elevation. Occupants will be able to remain in their residences during events of high precipitation.

3.3.3 SEA LEVEL RISE

The Climate Ready Boston report projects approximately nine inches of sea level rise to occur between current day and the 2030s-2050s and approximately 21 inches by the end of the century. As a result, the East Boston waterfront will experience increased coastal flooding due to storm surge.

Although the Project Site is not situated on the waterfront, its elevation and proximity to the shoreline make it vulnerable to coastal flooding, particularly in the coming decades as sea levels gradually rise. The BPDA has encouraged project proponents to reference the Sea Level Rise – Base Flood Elevations (SLR-BFE) derived from the MassDOT-FHWA Boston Harbor Flood Risk Model to evaluate future vulnerability. The highest SLR-BFE for the Project Site is 19.3 feet BCB, according to the BPDA Zoning Viewer. See Figure 3-3, Sea Level Rise – Base Flood Elevation.

To account for current and future flood elevations and the potential for sea level rise, the Project has been designed so that the finished first floor (FFE) elevation is at approximately 21.5 feet BCB, which is five feet above the existing BFE and 2.2 feet above the SLR-BFE. All critical building infrastructure including transformers will be located above the 1% floodplain to prevent a loss of service in the event of a coastal storm and future sea level rise.

The Project is designed to withstand the damaging effects of saltwater on building facades and will be constructed of nonporous, weather-resistant exterior paneling to withstand periodic flooding. The lowest lying areas on the Project Site will be covered with native vegetation and salt tolerant grasses that can withstand occasional storm surges.

All inhabited areas are raised well above the anticipated flood level. Potable water for drinking, food preparation, sinks, and sanitary systems will be maintained. If the adjacent roadways remain un-altered, occupants will be able to resume normal activities post-weather event. The ground floor and main entry of the building will be elevated above the SLR-BFE and should remain accessible to Addison Street, located at an average grade of 19.0 feet BCB. Should sea level rise affect the low-lying areas of Orient Heights, the main entry drive to this Project Site could be relocated from McClellan Highway to Addison Street.

3.4 SOLAR ENERGY

The Owner Proponent has initiated conversations with photovoltaic (PV) installers and will consider a lease or Power Purchase Agreement for installation. PVs provide clean energy and can be an effective solution to meet energy demand peaks especially in hot summer months where energy demand is high, which in turn allows reduction of the building's GHG emissions and increases its resiliency. It is estimated that the buildings will provide 18,000 sf of roof space for a 150kW fixed open rack PV system that can generate up to 204,000 kWh per year. This could offset 10% of the totally electricity use and result in approximately \$40,000 savings per year.

3.5 BUILDING ENVELOPE

The Project's massing is designed to maximize open space and allow for potential natural ventilation strategies. The buildings are positioned with the long façade oriented southeast and southwest, which allows optimum solar gains and daylight. The Project Site will remain more than 50 percent open area, mostly vegetated, with areas of trees and shrubs to provide shading. The horizontally-applied building materials and non-vegetated surfaces will have a high reflectivity, to avoid absorption of additional heat.

Optimized envelope systems have been considered in the design, along with high performance glazing that are operable and double pane Low-E coated, LED lighting fixtures in common areas, and low flow fixtures. The Project design parameters will be optimized for both heating and cooling, with consideration to projected extreme heat temperatures by optimizing solar heat gain coefficient, natural ventilation strategies, and adding cooling capacity. By employing both passive and active energy reduction strategies, the team will be able to analyze the building performance holistically and report out energy reductions of 17 percent over building code requirements.

3.6 GOVERNMENT INCENTIVES

The Proponent will apply for eligible rebates or incentives through the Mass Save program. It is expected the Project will receive rebates for the installation of high efficiency (>95%) combined heating and hot water equipment and wireless Nest thermostats in all residential units.

3.7 UTILITY INCENTIVES

The Project Team will contact National Grid and Eversource and participate in applicable incentive programs.

National Grid offers technical assistance and financial incentives of up to 75 percent of incremental costs to large commercial and industrial customers who are building new facilities. This program provides assistance in four critical areas: design, technical, educational, and financial services.

Eversource offers prescriptive and custom rebates designed to help customers to purchase more energy efficient equipment, such as energy efficient lighting, motors, HVAC systems, chillers, variable frequency drives, and air compressors. There are also custom rebates for all non-prescriptive equipment and other qualifying measures where energy savings can be realized.



LEED v4 for Building Design and Construction: Multifamily Midrise

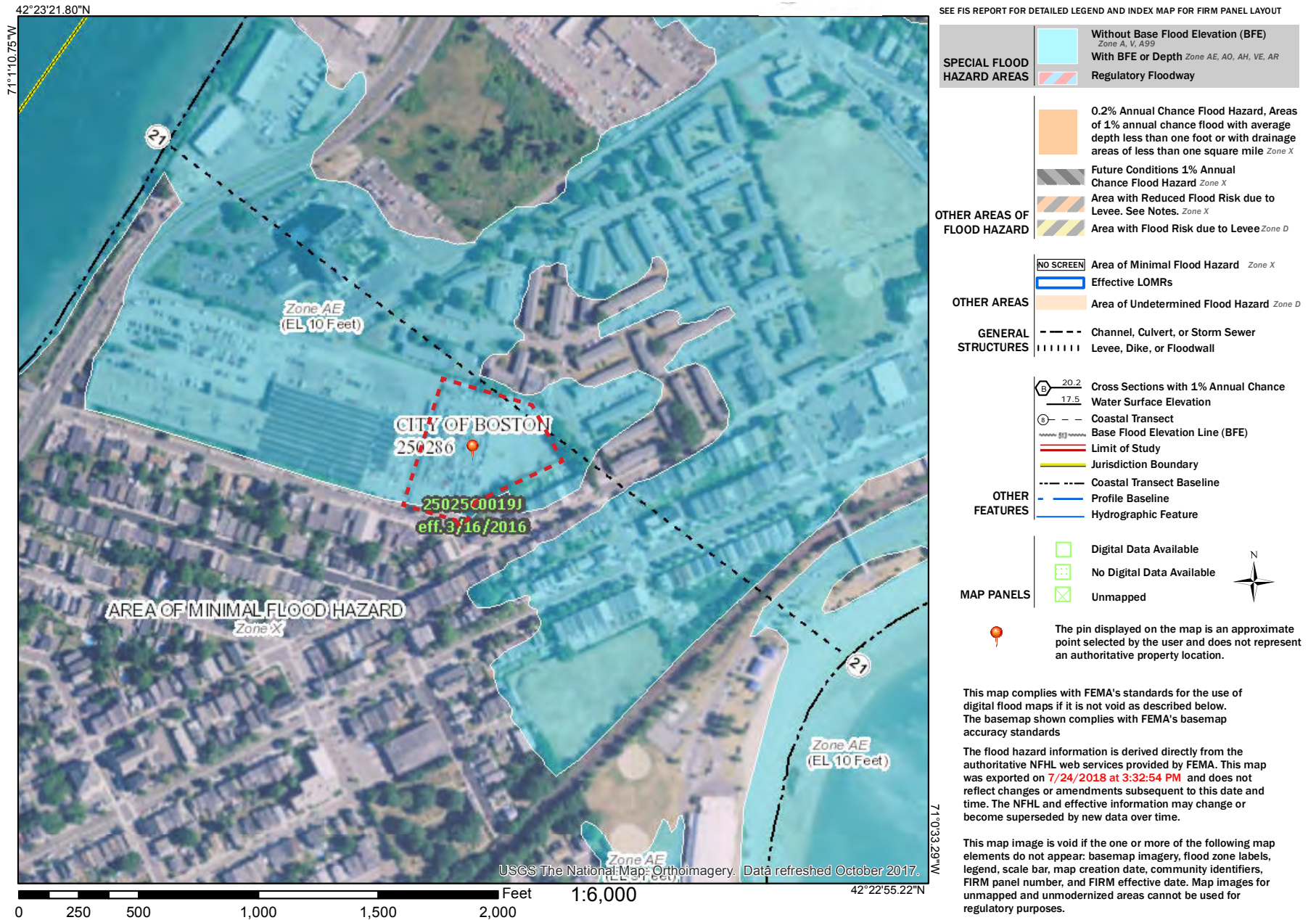
Project Checklist

Project Name: 144 Addison Street
Date: 11/27/2017

Y	?	N			
1	1		Credit	Integrative Process	2
14 1 0 Location and Transportation 15					
Y			Prereq	Floodplain Avoidance	Required
PERFORMANCE PATH					
			Credit	LEED for Neighborhood Development Location	15
PRESCRIPTIVE PATH					
7	1		Credit	Site Selection	8
3			Credit	Compact Development	3
2			Credit	Community Resources	2
2			Credit	Access to Transit	2
7 0 0 Sustainable Sites 7					
Y			Prereq	Construction Activity Pollution Prevention	Required
Y			Prereq	No Invasive Plants	Required
2			Credit	Heat Island Reduction	2
3			Credit	Rainwater Management	3
2			Credit	Non-Toxic Pest Control	2
10 0 0 Water Efficiency 12					
Y			Prereq	Water Metering	Required
PERFORMANCE PATH					
			Credit	Total Water Use	12
PRESCRIPTIVE PATH					
6			Credit	Indoor Water Use	6
4			Credit	Outdoor Water Use	4
10 13 14 Energy and Atmosphere 37					
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Energy Metering	Required
Y			Prereq	Education of the Homeowner, Tenant or Building Manager	Required
10	10	10	Credit	Annual Energy Use	30
2	3		Credit	Efficient Hot Water Distribution	5
1	1		Credit	Advanced Utility Tracking	2
5 4 0 Materials and Resources 9					
Y			Prereq	Certified Tropical Wood	Required
Y			Prereq	Durability Management	Required
1			Credit	Durability Management Verification	1
2	3		Credit	Environmentally Preferable Products	5
3			Credit	Construction Waste Management	3

Y	?	N			
9 7 2 Indoor Environmental Quality 18					
Y			Prereq	Ventilation	Required
Y			Prereq	Combustion Venting	Required
Y			Prereq	Garage Pollutant Protection	Required
Y			Prereq	Radon-Resistant Construction	Required
Y			Prereq	Air Filtering	Required
Y			Prereq	Environmental Tobacco Smoke	Required
Y			Prereq	Compartmentalization	Required
	1	2	Credit	Enhanced Ventilation	3
	1	1	Credit	Contaminant Control	2
	1	2	Credit	Balancing of Heating and Cooling Distribution Systems	3
	3		Credit	Enhanced Compartmentalization	3
	2		Credit	Enhanced Combustion Venting	2
	1		Credit	Enhanced Garage Pollutant Protection	1
	3		Credit	Low Emitting Products	3
	1		Credit	No Environmental Tobacco Smoke	1
1 5 0 Innovation 6					
Y			Prereq	Preliminary Rating	Required
	5		Credit	Innovation	5
	1		Credit	LEED AP Homes	1
4 0 0 Regional Priority 4					
	2		Credit	Regional Priority: Access to Transit	1
	2		Credit	Regional Priority: Heat Island Reduction	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1

61 31 16 TOTALS Possible Points: **110**
Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110





East Boston, Massachusetts

Figure 3-3
Sea Level Rise - Base Flood Elevation
Source: Boston Planning & Development Agency, 2018

Chapter 4

TRANSPORTATION

CHAPTER 4: TRANSPORTATION

4.1 INTRODUCTION

Howard Stein Hudson (HSH) has conducted an evaluation of the transportation impacts of the Project in the East Boston neighborhood of Boston, Massachusetts. The transportation study contained in the Expanded Project Notification Form (EPNF) submitted in January 2018 that adhered to the Boston Transportation Department (BTD) Transportation Access Plan Guidelines and BPDA Article 80 Large Project Review process. This study included an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, loading operations, transit services, and pedestrian activity.

Since the submission of the EPNF, the proposed Project has not changed in size or preferred access. Therefore, the EPNF Transportation study, including the calculations, analysis, and conclusions, is still an accurate depiction of the impact of the Project. The DPIR transportation study includes further information and analysis based on comments that have been received during the permitting process, most notably the analysis of alternative access options for the Project. The transportation study follows BTD guidelines, while the recommendations, transportation demand management, and transportation mitigation all align with the recommendations and intent of the Go Boston 2030 Vision and Action Plan.

4.2 NO-BUILD CONDITION

Since the filing of the EPNF, the Suffolk Downs redevelopment project has filed its PNF with the City of Boston. The vehicle trip generation associated with that development was added to the EPNF No-Build Condition traffic volumes to establish the updated No-Build (2024) Condition. The No-Build Condition traffic volumes for the a.m. and p.m. peak hours are shown in Figure 4-1 and Figure 4-2 respectively.

4.3 BUILD CONDITION

The Project Site Plan is shown in Figure 4-3. This site plan includes the Preferred Alternative (with continued egress onto Addison Street). Two access alternatives that do not include the proposed egress driveway from the garage onto Addison Street have also been analyzed; the 175 McClellan Alternative, and the 175 McClellan Alternative without the Hotel Drive Connection.

4.3.1 PREFERRED ALTERNATIVE

The Preferred Alternative remains the same as the Build Condition outlined in the EPNF filing. Garage access and egress will be provided from the 175 McClellan Highway driveway via either Route 1A or the Hotel Driveway. Garage egress will

also be provided to Addison Street via the Addison Driveway. The Preferred Alternative provides residents headed southbound from the Project Site (the majority of the vehicles) a direct route in the direction of travel, limiting the vehicle miles traveled and impacting less streets. This egress is not expected to impact the traffic volumes traveling past the existing residential units on Addison Street. The a.m. and p.m. peak hour project generated trips associated with this alternative are the same as the EPNF and are shown in Figure 4-4 and Figure 4-5, respectively.

4.3.2 175 MCCLELLAN ALTERNATIVE (ALTERNATIVE 1)

This alternative includes access/egress to the garage solely from the 175 McClellan Highway Driveway (McClellan Driveway), either from Route 1A or from Boardman Street (via Hotel Driveway). This alternative limits the Project-related traffic vehicles on Addison Street, however vehicles exiting the Project Site will impact Boardman Street by adding vehicles approaching Route 1A from Boardman Street. The Boardman Street approach to Route 1A currently operates with longer delays than other streets in the area. The a.m. and p.m. peak hour project generated trips associated with this alternative are shown in Figure 4-6 and Figure 4-7, respectively.

4.3.3 175 MCCLELLAN ALTERNATIVE WITHOUT THE HOTEL DRIVE CONNECTION (ALTERNATIVE 2)

This alternative will provide access/egress to the garage only from Route 1A (via McClellan Driveway). The hotel driveway connection to the McClellan Driveway would be closed. This alternative would remove the impact to Boardman Street approaching Route 1A, however, vehicle trips returning to the Project Site from the north and east would have to travel around the Project Site down Saratoga Street, and then a right turn onto Addison Street, and Route 1A to access the Project Site. The trips from the north and east destined for the commercial uses at McClellan Highway would also have to travel this route. Therefore, this alternative results in a higher traffic volume on Addison Street than the Preferred Alternative. The a.m. and p.m. peak hour project generated trips associated with this alternative are shown in Figure 4-8 and Figure 4-9, respectively.

4.3.4 BUILD (2024) CONDITION TRAFFIC VOLUMES

The trip assignments for each alternative were added to the No-Build (2024) Condition traffic volumes to develop the Build (2024) Condition traffic volumes. The Build (2024) Condition a.m. and p.m. peak hour traffic volumes for the Preferred Alternative are shown on Figure 4-10 and Figure 4-11 respectively. The Build (2024) Condition a.m. and p.m. peak hour traffic volumes for Alternative 1 are shown on Figure 4-12 and Figure 4-13 respectively. The Build (2024) Condition a.m. and p.m.

peak hour traffic volumes for Alternative 2 are shown on Figure 4-14 and Figure 4-15 respectively.

4.4 TRAFFIC OPERATIONS ANALYSIS

The Existing (2017) Condition analysis is unchanged from the EPNF filing and is therefore not included in this document. Table 4-1 and Table 4-2 summarize the No-Build (2024) Condition capacity analysis for the study area intersections during the a.m. and p.m. peak hours respectively. The detailed analysis sheets are provided in the Appendix, which is available upon request.

Table 4-1: No-Build (2024) Condition, Capacity Analysis Summary, a.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th Percentile Queue (ft)	95 th Percentile Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	82.1	-	-	-
Boardman St EB left	F	105.4	0.32	52	99
Boardman St EB thru/right	F	133.3	0.97	151	#319
Boardman St WB left	F	135.6	0.88	249	#400
Boardman St WB left/thru	F	138.4	0.90	254	#413
Boardman St WB right	B	17.8	0.33	0	62
Rt 1A NB left	F	157.8	0.99	265	#454
Rt 1A NB thru thru	F	95.1	1.11	~ 2022	#2111
Rt 1A NB right	A	4.7	0.07	5	30
Rt 1A SB left	F	98.4	0.44	120	191
Rt 1A SB thru thru/right	D	52.1	0.96	1428	1547
Boardman St/Marriott	A	3.5	-	-	-
Marriott Driveway EB left/right	B	13.7	0.14	-	12
Ashley St WB left/thru/right	B	12.0	0.15	-	13
Boardman St NB left/thru	A	1.5	0.04	0	3
Boardman St SB right/thru	A	0.1	0.10	0	0
Saratoga St/Bennington St	E	55.1	-	-	-
Saratoga St EB left/thru	F	82.9	0.76	203	273
Saratoga St EB right	A	0.7	0.11	0	0
Saratoga St WB left	E	63.9	0.78	~ 485	#713
Saratoga St WB left/thru	E	64.4	0.79	~ 516	#750
Saratoga St WB right	A	3.5	0.25	0	35
Bennington St NB left/thru	E	77.1	0.67	123	210
Bennington St NB right	A	3.5	0.29	0	54
Bennington St SB left/thru	E	67.0	0.91	333	#445
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB left/thru	A	2.4	0.01	-	1
McClellan WB thru/right	A	0.0	0.02	-	0
Marriott SB left/right	A	8.9	0.06	-	5
Route 1A/175 McClellan Highway	-	-	-	-	-
McClellan WB right	E	38.4	0.23	-	21
Rt 1A NB thru thru/right	A	0.0	1.05	-	0
Rt 1A SB thru thru	A	0.0	0.76	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	E	49.5	0.49	-	58

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th Percentile Queue (ft)	95 th Percentile Queue (ft)
Rt 1A NB thru thru/right	A	0.0	0.97	-	0
Rt 1A SB thru thru/right	A	0.0	0.76	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	A	9.6	0.21	-	20
Saratoga St NB left/thru	A	9.2	0.21	-	20
Saratoga St SB thru/right	B	12.4	0.53	-	80
Boardman St/Saratoga St/Ford St	A	8.0	-	-	-
Boardman St EB left/thru/right	A	6.4	0.22	-	22
Saratoga St WB left/thru/right	A	8.4	0.42	-	55
Saratoga St NB left/thru/right	A	4.7	0.11	-	10
Ford St SB left/thru/right	B	10.5	0.40	-	46

Grey Shading indicates LOS E or F.

~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

Table 4-2: No-Build (2024) Condition, Capacity Analysis Summary, p.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th Percentile Queue (ft)	95 th Percentile Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	106.8	-	-	-
Boardman St EB left	F	123.5	0.66	116	#188
Boardman St EB thru/right	F	153.0	0.99	170	#330
Boardman St WB left	F	137.5	0.90	257	#418
Boardman St WB left/thru	F	136.7	0.90	258	#420
Boardman St WB right	B	16.1	0.48	0	79
Rt 1A NB left	F	110.2	0.64	162	243
Rt 1A NB thru thru	F	99.4	1.12	~2131	#2215
Rt 1A NB right	A	4.0	0.06	2	26
Rt 1A SB left	F	130.5	0.85	229	#352
Rt 1A SB thru thru/right	F	113.0	1.15	~2270	#2350
Boardman St/Marriott	A	5.1	-	-	-
Marriott Driveway EB left/right	C	17.8	0.41	-	49
Ashley St WB left/thru/right	B	12.1	0.10	-	9
Boardman St NB left/thru	A	1.9	0.20	0	86
Boardman St SB right/thru	A	1.8	0.18	0	74
Saratoga St/Bennington St	D	52.3	-	-	-
Saratoga St EB left/thru	E	73.1	0.80	267	323
Saratoga St EB right	A	0.3	0.06	0	0
Saratoga St WB left	F	91.8	0.94	~465	#676
Saratoga St WB left/thru	F	99.7	0.98	~501	#714
Saratoga St WB right	A	6.2	0.37	0	42
Bennington St NB left/thru	E	61.7	0.76	299	#473
Bennington St NB right	A	3.8	0.51	0	72
Bennington St SB left/thru thru/right	D	48.9	0.74	173	245
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB left/thru	A	7.0	0.07	-	6
McClellan WB thru/right	A	0.0	0.03	-	0
Marriott SB left/right	B	10.0	0.05	-	4
Route 1A/175 McClellan Highway	-	-	-	-	-

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th Percentile Queue (ft)	95 th Percentile Queue (ft)
McClellan WB right	E	36.7	0.14	-	12
Rt 1A NB thru thru/right	A	0.0	1.05	-	0
Rt 1A SB thru thru	A	0.0	0.91	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	E	40.1	0.27	-	25
Rt 1A NB thru thru/right	A	0.0	1.00	-	0
Rt 1A SB thru thru/right	A	0.0	0.91	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	B	10.0	0.26	-	25
Saratoga St NB left/thru	B	11.6	0.45	-	60
Saratoga St SB thru/right	A	9.8	0.30	-	33
Boardman St/Saratoga St/Ford St	A	6.9	-	-	-
Boardman St EB left/thru/right	A	7.2	0.33	-	38
Saratoga St WB left/thru/right	A	8.5	0.37	-	43
Saratoga St NB left/thru/right	A	7.0	0.27	-	27
Ford St SB left/thru/right	A	5.8	0.13	-	12

Grey Shading indicates LOS E or F.

~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

The operations shown in Table 4-1 and Table 4-2 are the expected operations without the development of the proposed Project.

The Build (2024) Condition capacity analysis is summarized in Table 4-3 through Table 4-8 for the a.m. and p.m. peak hours for the Preferred Alternative, Alternative 1, and Alternative 2. Since the operations at the Saratoga Street/Bennington Street and Boardman Street/Saratoga Street intersections are not materially different in each alternative, they are not included in the Alternative 1 and Alternative 2 tables.

Table 4-3: Build (2024) Condition Pref. Alt., Capacity Analysis Summary, a.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th % Queue (ft)	95 th % Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	82.6	-	-	-
Boardman St EB left	F	105.4	0.32	52	99
Boardman St EB thru/right	F	133.3	0.97	151	#319
Boardman St WB left	F	135.6	0.88	249	#400
Boardman St WB left/thru	F	138.4	0.90	254	#413
Boardman St WB right	B	17.8	0.33	0	62
Rt 1A NB left	F	157.8	0.99	265	#454
Rt 1A NB thru thru	F	96.2	1.11	~2032	#2120
Rt 1A NB right	A	4.7	0.07	5	30
Rt 1A SB left	F	98.8	0.45	123	195
Rt 1A SB thru thru/right	D	52.1	0.96	1428	1547
BoardmanSt/Marriott Driveway/Ashley	A	3.5	-	-	-
Marriott Driveway EB left/right	B	13.7	0.14	-	12
Ashley St WB left/thru/right	B	12.0	0.15	-	13
Boardman St NB left/thru	A	0.3	0.04	0	3
Boardman St SB right/thru	A	0.1	0.10	0	0
Saratoga St/Bennington St	E	55.5	-	-	-
Saratoga St EB left/thru	F	83.2	0.77	206	277
Saratoga St EB right	A	0.7	0.11	0	0
Saratoga St WB left	E	64.0	0.78	~485	#713
Saratoga St WB left/thru	E	64.6	0.79	~516	#750
Saratoga St WB right	A	3.5	0.25	0	35
Bennington St NB left/thru	E	77.9	0.67	123	211
Bennington St NB right	A	3.5	0.29	0	54
Bennington St SB left/thru thru/right	E	67.8	0.92	335	#448
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB left/thru	A	1.9	0.01	-	1
McClellan WB thru/right	A	0.0	0.02	-	0
Marriott SB left/right	A	9.0	0.07	-	5
Route 1A/175 McClellan Highway	-	-	-	-	-
McClellan WB right	E	40.7	0.28	-	26
Rt 1A NB thru thru/right	A	0.0	1.05	-	0
Rt 1A SB thru thru	A	0.0	0.76	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	F	50.0	0.49	-	58
Rt 1A NB thru thru/right	A	0.0	0.98	-	0
Rt 1A SB thru thru/right	A	0.0	0.76	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	A	9.8	0.25	-	25
Saratoga St NB left/thru	A	9.4	0.22	-	20
Saratoga St SB thru/right	B	12.8	0.54	-	83
Boardman St/Saratoga St/Ford St	A	8.0	-	-	-
Boardman St EB left/thru/right	A	6.4	0.22	-	22
Saratoga St WB left/thru/right	A	8.4	0.42	-	55
Saratoga St NB left/thru/right	A	4.7	0.11	-	10
Ford St SB left/thru/right	B	10.5	0.40	-	46

Grey Shading indicates decrease to LOS E or F.

~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

Table 4-4: Build (2024) Condition Pref. Alt., Capacity Analysis Summary, p.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th % Queue (ft)	95 th % Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	108.0	-	-	-
Boardman St EB left	F	123.8	0.66	116	#188
Boardman St EB thru/right	F	153.1	0.99	170	#330
Boardman St WB left	F	138.0	0.90	257	#418
Boardman St WB left/thru	F	137.3	0.90	258	#420
Boardman St WB right	B	16.2	0.48	0	79
Rt 1A NB left	F	109.3	0.64	162	243
Rt 1A NB thru thru	F	101.0	1.12	~ 2137	#2221
Rt 1A NB right	A	4.0	0.07	2	26
Rt 1A SB left	F	132.8	0.87	239	#370
Rt 1A SB thru thru/right	F	114.0	1.16	~ 2270	#2350
Boardman St/Marriott	A	5.1	-	-	-
Marriott Driveway EB left/right	C	18.0	0.41	-	50
Ashley St WB left/thru/right	B	12.2	0.10	-	9
Boardman St NB left/thru	A	1.9	0.21	0	87
Boardman St SB right/thru	A	1.8	0.18	0	74
Saratoga St/Bennington St	D	52.7	-	-	-
Saratoga St EB left/thru	E	73.4	0.80	271	327
Saratoga St EB right	A	0.3	0.06	0	0
Saratoga St WB left	F	95.0	0.95	~ 473	#685
Saratoga St WB left/thru	F	98.9	0.97	~ 494	#708
Saratoga St WB right	A	6.2	0.37	0	42
Bennington St NB left/thru	E	61.9	0.77	300	#473
Bennington St NB right	A	3.8	0.51	0	72
Bennington St SB left/thru	D	49.2	0.75	174	245
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB left/thru	A	5.9	0.07	-	6
McClellan WB thru/right	A	0.0	0.03	-	0
Marriott SB left/right	B	10.4	0.06	-	5
Route 1A/175 McClellan Highway	-	-	-	-	-
McClellan WB right	E	38.9	0.18	-	16
Rt 1A NB thru thru/right	A	0.0	1.05	-	0
Rt 1A SB thru thru	A	0.0	0.91	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	E	41.0	0.27	-	26
Rt 1A NB thru thru/right	A	0.0	1.01	-	0
Rt 1A SB thru thru/right	A	0.0	0.91	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	B	10.3	0.29	-	30
Saratoga St NB left/thru	B	11.8	0.46	-	60
Saratoga St SB thru/right	A	10.0	0.31	-	33
Boardman St/Saratoga St/Ford St	A	6.9	-	-	-
Boardman St EB left/thru/right	A	7.2	0.33	-	38
Saratoga St WB left/thru/right	A	8.5	0.37	-	43
Saratoga St NB left/thru/right	A	7.0	0.27	-	27
Ford St SB left/thru/right	A	5.8	0.13	-	12

Grey Shading indicates decrease to LOS E or F.

~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

Table 4-5: Build (2024) Condition Alt. 1, Capacity Analysis Summary, a.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th % Queue (ft)	95 th % Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	83.3	-	-	-
Boardman St EB left	F	105.4	0.32	52	99
Boardman St EB thru/right	F	133.3	0.97	151	#319
Boardman St WB left	F	135.6	0.88	249	#400
Boardman St WB left/thru	F	138.4	0.90	254	#413
Boardman St WB right	B	17.6	0.34	0	64
Rt 1A NB left	F	180.7	1.11	~ 336	#531
Rt 1A NB thru thru	F	95.1	1.11	~ 2022	#2111
Rt 1A NB right	A	4.7	0.07	5	30
Rt 1A SB left	F	98.8	0.45	123	195
Rt 1A SB thru thru/right	D	52.1	0.96	1428	1547
Boardman St/Marriott	A	3.7	-	-	-
Marriott Driveway EB left/right	B	14.2	0.17	-	15
Ashley St WB left/thru/right	B	12.0	0.15	-	13
Boardman St NB left/thru	A	1.5	0.04	0	3
Boardman St SB right/thru	A	0.1	0.10	0	0
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB left/thru	A	1.9	0.01	-	1
McClellan WB thru/right	A	0.0	0.04	-	0
Marriott SB left/right	A	9.2	0.07	-	5
Route 1A/175 McClellan Highway	-	-	-	-	-
McClellan WB right	E	48.2	0.41	-	45
Rt 1A NB thru thru/right	A	0.0	1.05	-	0
Rt 1A SB thru thru	A	0.0	0.76	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	F	50.0	0.49	-	58
Rt 1A NB thru thru/right	A	0.0	0.98	-	0
Rt 1A SB thru thru/right	A	0.0	0.76	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	A	9.6	0.21	-	20
Saratoga St NB left/thru	A	9.3	0.21	-	20
Saratoga St SB thru/right	B	12.4	0.53	-	80

Grey Shading indicates decrease to LOS E or F.
 ~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.
 # 95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.
 m Volumes for 95th percentile queue is metered by upstream signal.

Table 4-6: Build (2024) Condition Alt. 1, Capacity Analysis Summary, p.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th % Queue (ft)	95 th % Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	107.8	-	-	-
Boardman St EB left	F	123.8	0.66	116	#188
Boardman St EB thru/right	F	153.1	0.99	170	#330
Boardman St WB left	F	138.0	0.90	257	#418
Boardman St WB left/thru	F	137.3	0.90	258	#420
Boardman St WB right	B	16.5	0.48	1	82
Rt 1A NB left	F	117.1	0.73	189	279
Rt 1A NB thru thru	F	100.3	1.12	~ 2131	#2215
Rt 1A NB right	A	4.0	0.07	2	26
Rt 1A SB left	F	132.8	0.87	239	#370
Rt 1A SB thru thru/right	F	114.0	1.16	~ 2270	#2350
Boardman St/Marriott	A	5.3	-	-	-
Marriott Driveway EB left/right	C	18.4	0.43	-	53
Ashley St WB left/thru/right	B	12.2	0.10	-	9
Boardman St NB left/thru	A	1.9	0.02	0	87
Boardman St SB right/thru	A	1.8	0.16	0	75
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB left/thru	A	5.9	0.07	-	6
McClellan WB thru/right	A	0.0	0.04	-	0
Marriott SB left/right	B	10.6	0.07	-	5
Route 1A/175 McClellan Highway	-	-	-	-	-
McClellan WB right	E	44.2	0.29	-	28
Rt 1A NB thru thru/right	A	0.0	1.05	-	0
Rt 1A SB thru thru	A	0.0	0.91	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	E	41.0	0.27	-	26
Rt 1A NB thru thru/right	A	0.0	1.01	-	0
Rt 1A SB thru thru/right	A	0.0	0.91	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	B	10.0	0.26	-	60
Saratoga St NB left/thru	B	11.6	0.45	-	25
Saratoga St SB thru/right	A	9.8	0.30	-	33

Grey Shading indicates decrease to LOS E or F.

~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

m Volumes for 95th percentile queue is metered by upstream signal.

Table 4-7: Build (2024) Condition Alt. 2, Capacity Analysis Summary, a.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th % Queue (ft)	95 th % Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	83.6	-	-	-
Boardman St EB left	F	105.4	0.32	52	99
Boardman St EB thru/right	F	133.3	0.97	151	#319
Boardman St WB left	F	135.6	0.88	249	#400
Boardman St WB left/thru	F	138.4	0.90	254	#413
Boardman St WB right	B	17.8	0.33	0	62
Rt 1A NB left	F	180.7	1.11	~ 336	#531
Rt 1A NB thru thru	F	96.2	1.11	~ 2032	#2120
Rt 1A NB right	A	7.0	0.09	18	47
Rt 1A SB left	F	98.8	0.45	123	195
Rt 1A SB thru thru/right	D	52.1	0.96	1428	1547
Boardman St/Marriott	A	2.9	-	-	-
Marriott Driveway EB left/right	B	14.7	0.11	-	10
Ashley St WB left/thru/right	B	11.8	0.14	-	12
Boardman St NB left/thru	A	0.8	0.20	0	2
Boardman St SB right/thru	A	0.1	0.12	0	0
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB thru	A	0.0	0.00	-	0
McClellan WB thru	A	0.0	0.04	-	0
Route 1A/175 McClellan Highway	-	-	-	-	-
McClellan WB right	F	55.5	0.48	-	55
Rt 1A NB thru thru/right	A	0.0	1.05	-	0
Rt 1A SB thru thru	A	0.0	0.76	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	F	114.2	0.93	-	165
Rt 1A NB thru thru/right	A	0.0	0.98	-	0
Rt 1A SB thru thru/right	A	0.0	0.76	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	A	9.8	0.22	-	20
Saratoga St NB left/thru	A	9.3	0.22	-	20
Saratoga St SB thru/right	B	13.8	0.60	-	103

Grey Shading indicates decrease to LOS E or F.

~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.

m Volumes for 95th percentile queue is metered by upstream signal.

Table 4-8: Build (2024) Condition Alt. 2, Capacity Analysis Summary, p.m. Peak Hour

Intersection/Approach	LOS	Delay (sec)	V/C Ratio	50 th % Queue (ft)	95 th % Queue (ft)
<i>Signalized Intersections</i>					
Boardman St/Route 1A	F	107.7	-	-	-
Boardman St EB left	F	123.8	0.66	116	#188
Boardman St EB thru/right	F	153.1	0.99	170	#330
Boardman St WB left	F	138.0	0.90	257	#418
Boardman St WB left/thru	F	137.3	0.90	258	#420
Boardman St WB right	B	16.2	0.48	0	79
Rt 1A NB left	F	117.1	0.73	189	279
Rt 1A NB thru thru	F	101.0	1.12	~2137	#2221
Rt 1A NB right	A	7.4	0.10	20	50
Rt 1A SB left	F	132.8	0.87	239	#370
Rt 1A SB thru thru/right	F	114.0	1.16	~2270	#2350
Boardman St/Marriott	A	4.5	-	-	-
Marriott Driveway EB left/right	C	18.9	0.39	-	45
Ashley St WB left/thru/right	B	12.0	0.10	-	8
Boardman St NB left/thru	A	1.8	0.20	0	83
Boardman St SB right/thru	A	1.8	0.20	0	83
<i>Unsignalized Intersections</i>					
175 McClellan Highway/Marriott	-	-	-	-	-
McClellan EB thru	A	0.0	0.00	-	0
McClellan WB thru	A	0.0	0.04	-	0
Route 1A/175 McClellan Highway	-	-	-	-	-
McClellan WB right	F	62.7	0.53	-	63
Rt 1A NB thru thru/right	A	0.0	1.09	-	0
Rt 1A SB thru thru	A	0.0	0.91	-	0
Route 1A/Addison St	-	-	-	-	-
Addison St WB right	F	67.5	0.62	-	82
Rt 1A NB thru thru/right	A	0.0	1.01	-	0
Rt 1A SB thru thru/right	A	0.0	0.91	-	0
Addison St/Saratoga St	-	-	-	-	-
Addison St EB left/right	B	10.2	0.26	-	60
Saratoga St NB left/thru	B	11.7	0.46	-	25
Saratoga St SB thru/right	B	10.3	0.35	-	40

Grey Shading indicates decrease to LOS E or F.
 ~ 50th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.
 # 95th percentile volume exceeds capacity. Queue shown is the maximum after two cycles.
 m Volumes for 95th percentile queue is metered by upstream signal.

As shown in the tables above, the traffic operations under the Build (2024) Condition are mostly unchanged from the No-Build (2024) Condition. Additionally, traffic operations across the three alternatives are mostly the same with minor variations due to route choice resulting from different access and egress points. This is due to the proposed Project generating very low traffic volumes compared to the traffic that is in the area. The transportation impact of the Project, regardless of access alternative, will not have a detrimental effect on operations in the area.

4.5 PARKING

The Proponent proposes 179 off-street parking spaces for the 270 units. As stated in the EPNF, this results in a parking ratio of 0.66 resident spaces per unit, which complies with BTDA's maximum parking ratios for East Boston (0.75 to 1.0) and is comparable with other recent developments. It should be noted that neither BTDA nor BPDA Transportation have requested an increase to the number of parking spaces.

4.5.1 SHARED PARKING ARRANGEMENT

It is expected that the Project is providing adequate parking to accommodate residents on-site. However, should additional parking be necessary for residents or visitors beyond the on-site parking, the Proponent will establish an agreement with Bulgroup, the owners of 175 McClellan Highway, to rent parking spaces in the lot adjacent (west) to the Project Site. This would result in an efficient shared parking arrangement of these spaces, used predominately by the commercial uses during the weekday and residents on nights and weekends.

4.6 TDM PROGRAM

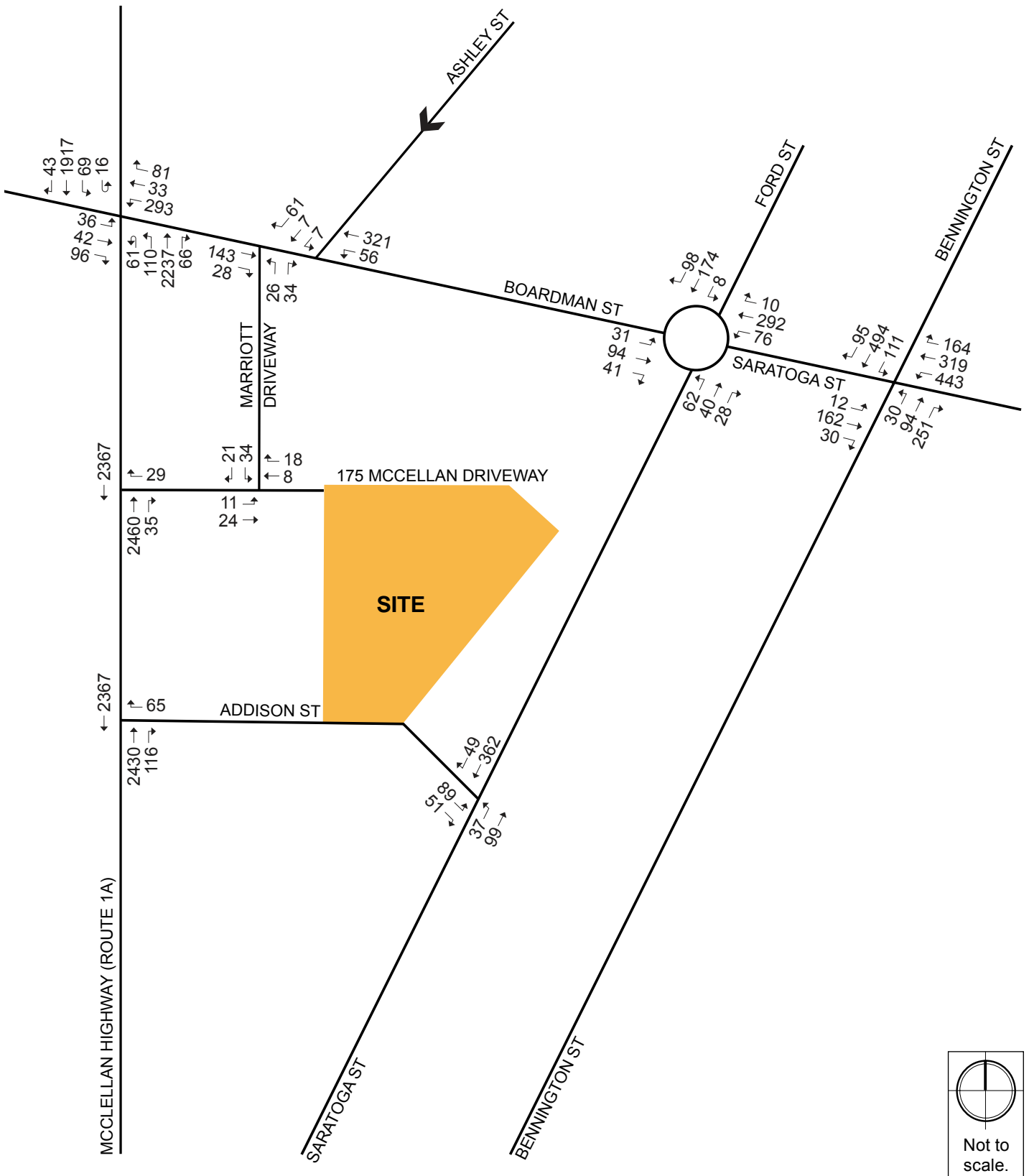
The Proponent has committed to a transportation demand management (TDM) program as outlined in the EPNF that consists of:

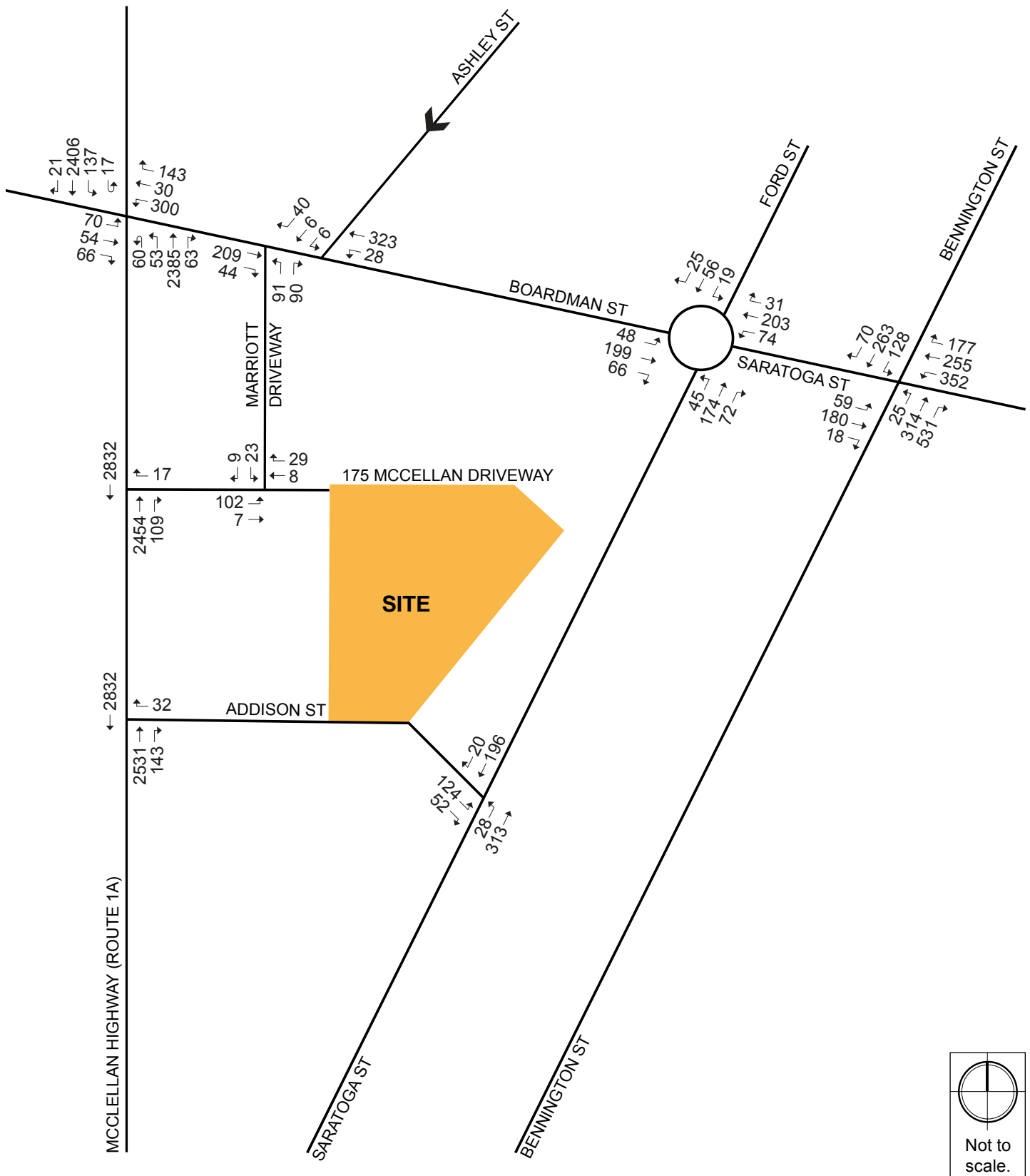
- Transportation coordinator to oversee transportation issues, including parking, service and loading, and deliveries;
- Orientation packets to new tenants containing information on available transportation choices;
- The Project's lobby will have a transit screen or similar service to list public transit information;
- Provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options;
- Provide electric vehicle charging stations for 5 percent of the parking spaces in the garage and infrastructure in place for up to 15 percent of the spaces; and
- The Proponent will explore the feasibility of providing spaces on-site for a car sharing (Zipcar) service.

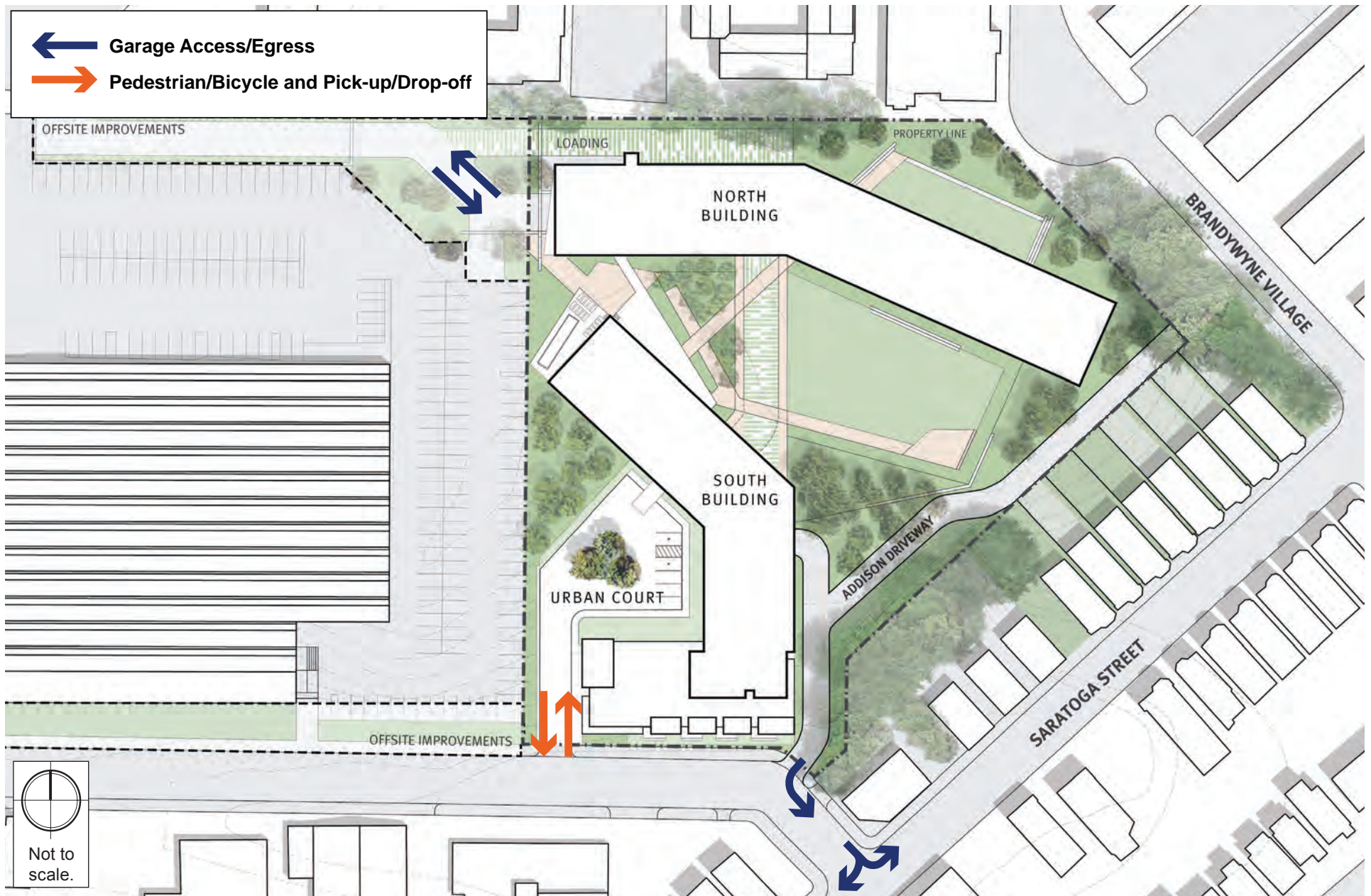
4.7 MITIGATION

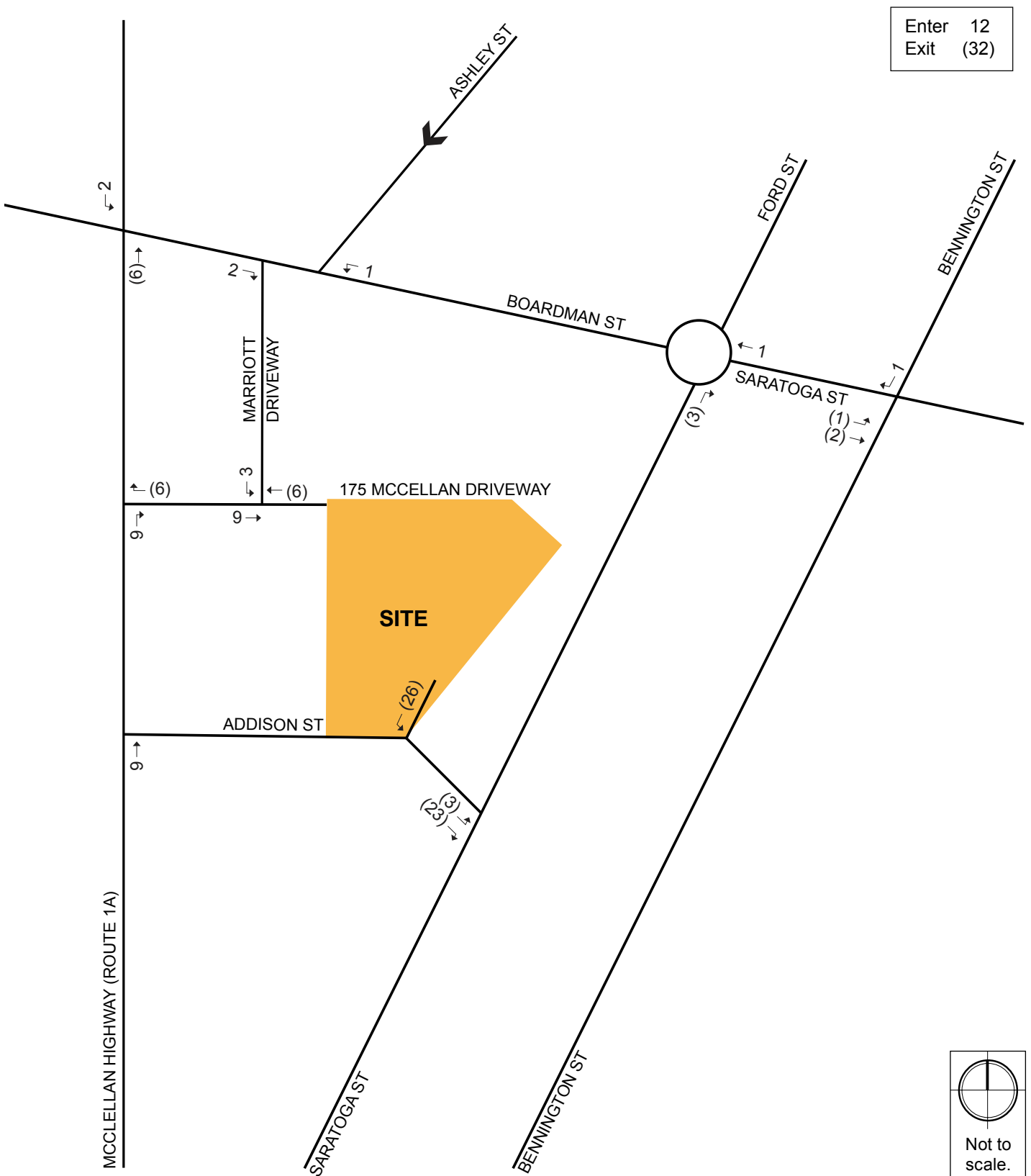
The Proponent is committed to working with the City so that the Project effectively serves all modes of transportation and expects to contribute to mitigation measures to improve the existing transportation conditions in the area. All mitigation measures will be detailed in the Transportation Access Plan Agreement (TAPA) which is a legal binding document that is drafted and executed after BPDA Board approval is obtained should the Project permitting be successful.

It is expected that mitigation will include creating a curb cut on Addison Street for access to the Saratoga Street resident parking area at the east edge of the Project Site, along with Complete Streets improvements to the intersection of Saratoga Street/Addison Street or a contribution to help enable the impending East Boston Transportation Study. In addition, construction mitigation will restrict the use of Addison Street for access/egress to the Project Site during the construction period. Shuttle service between the Project Site and the Wood Island Station or Orient Heights Station is not proposed as it is redundant to the MBTA Bus Route 120 that runs along Bennington Street.

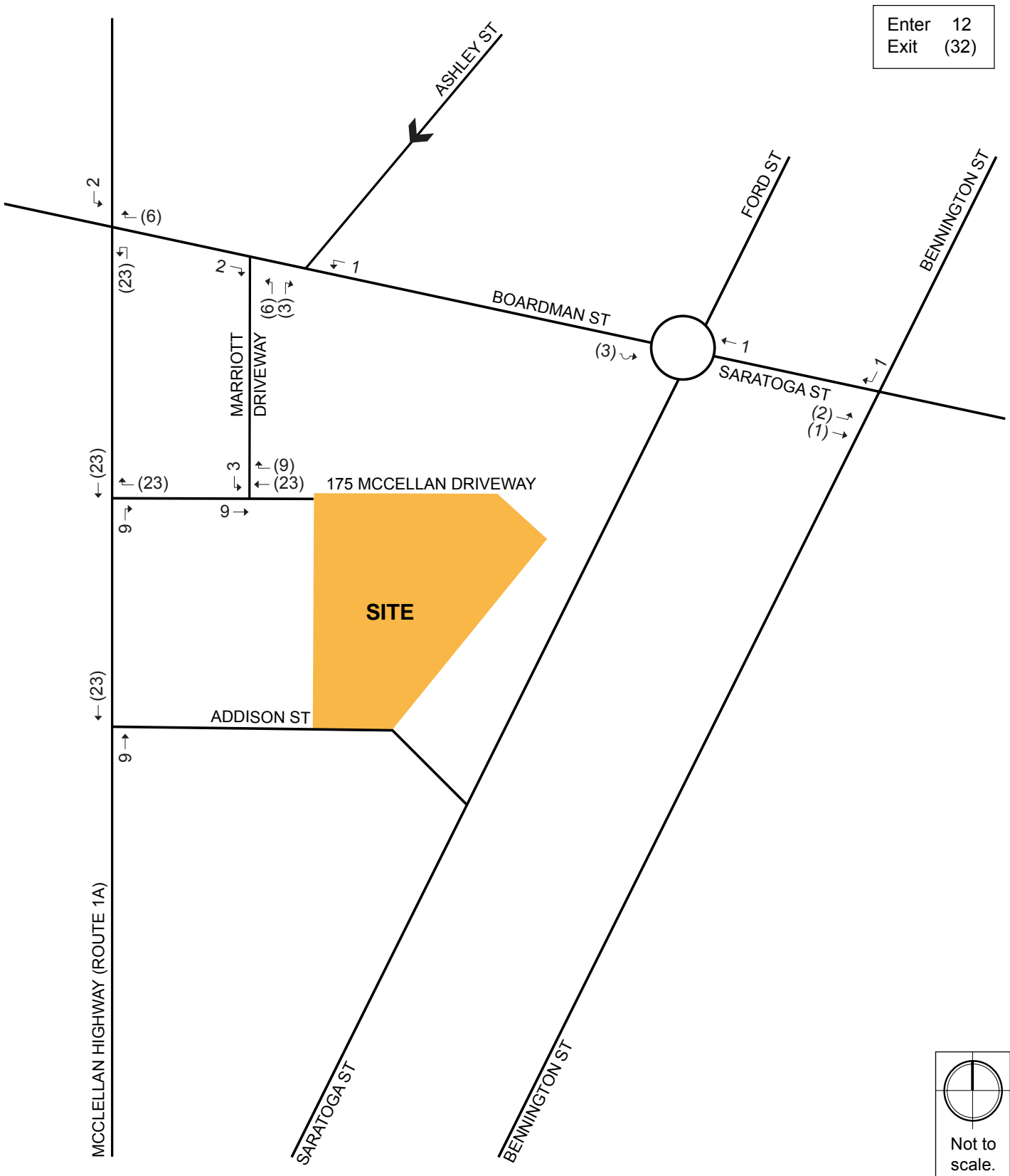


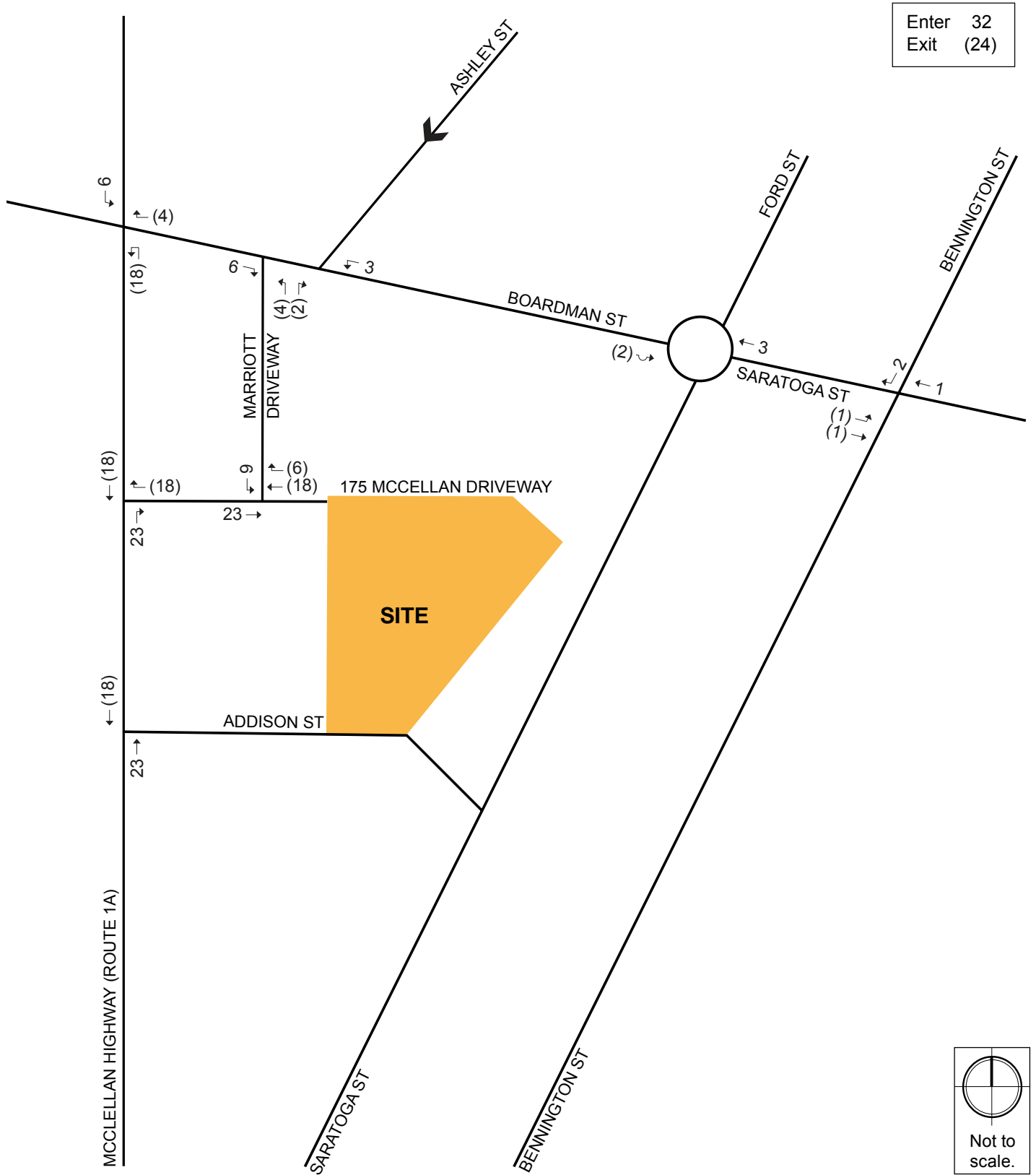


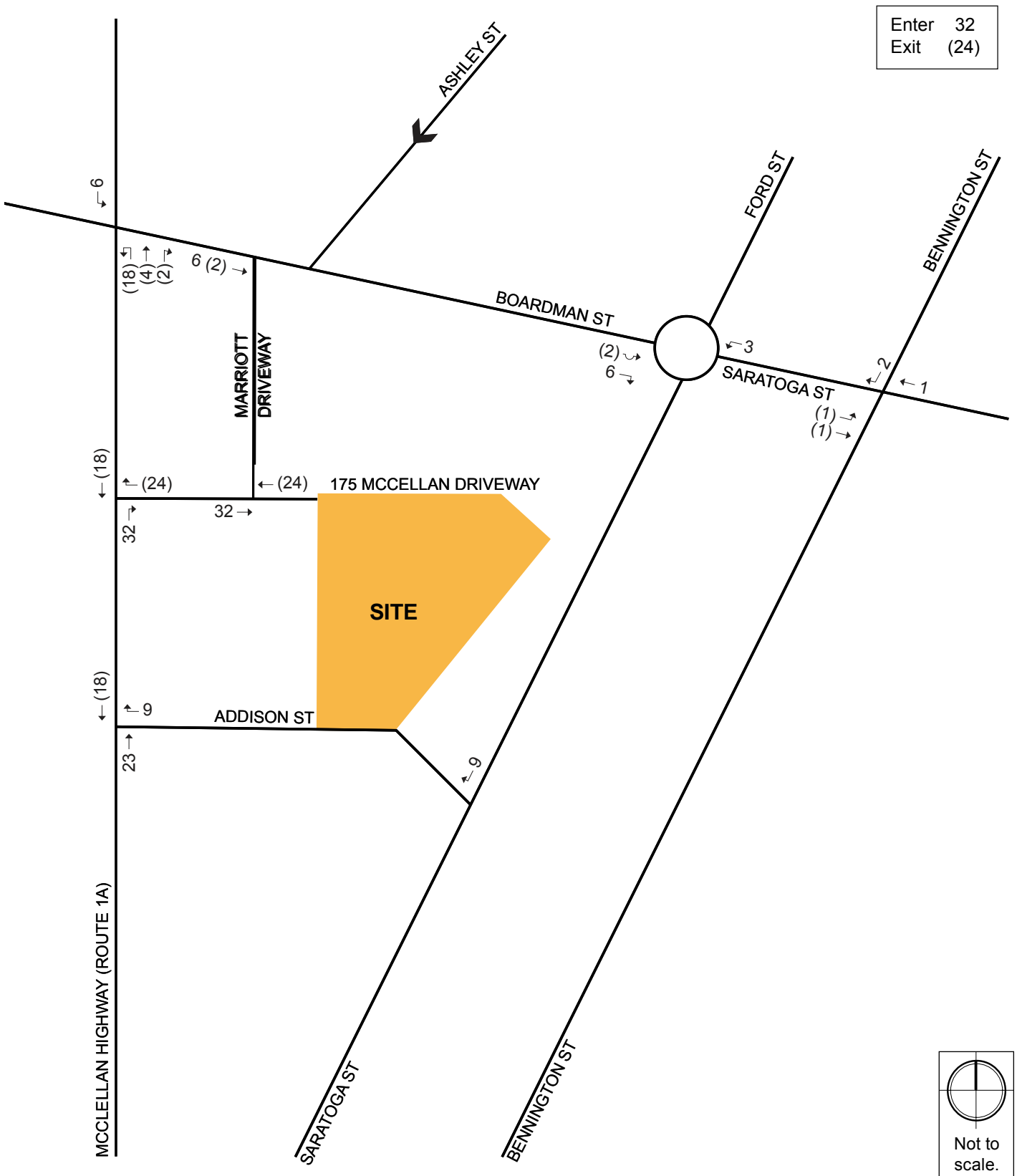


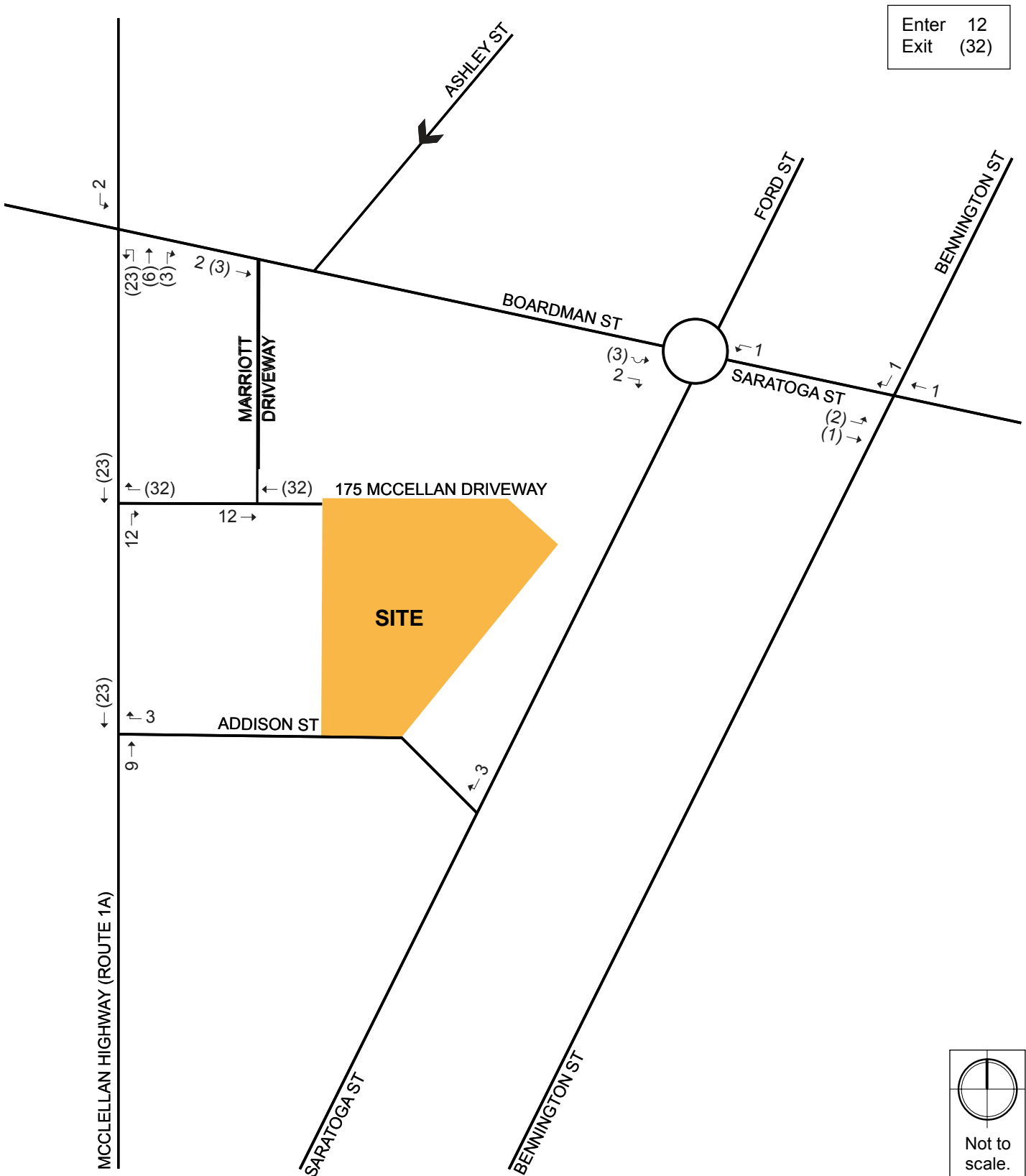


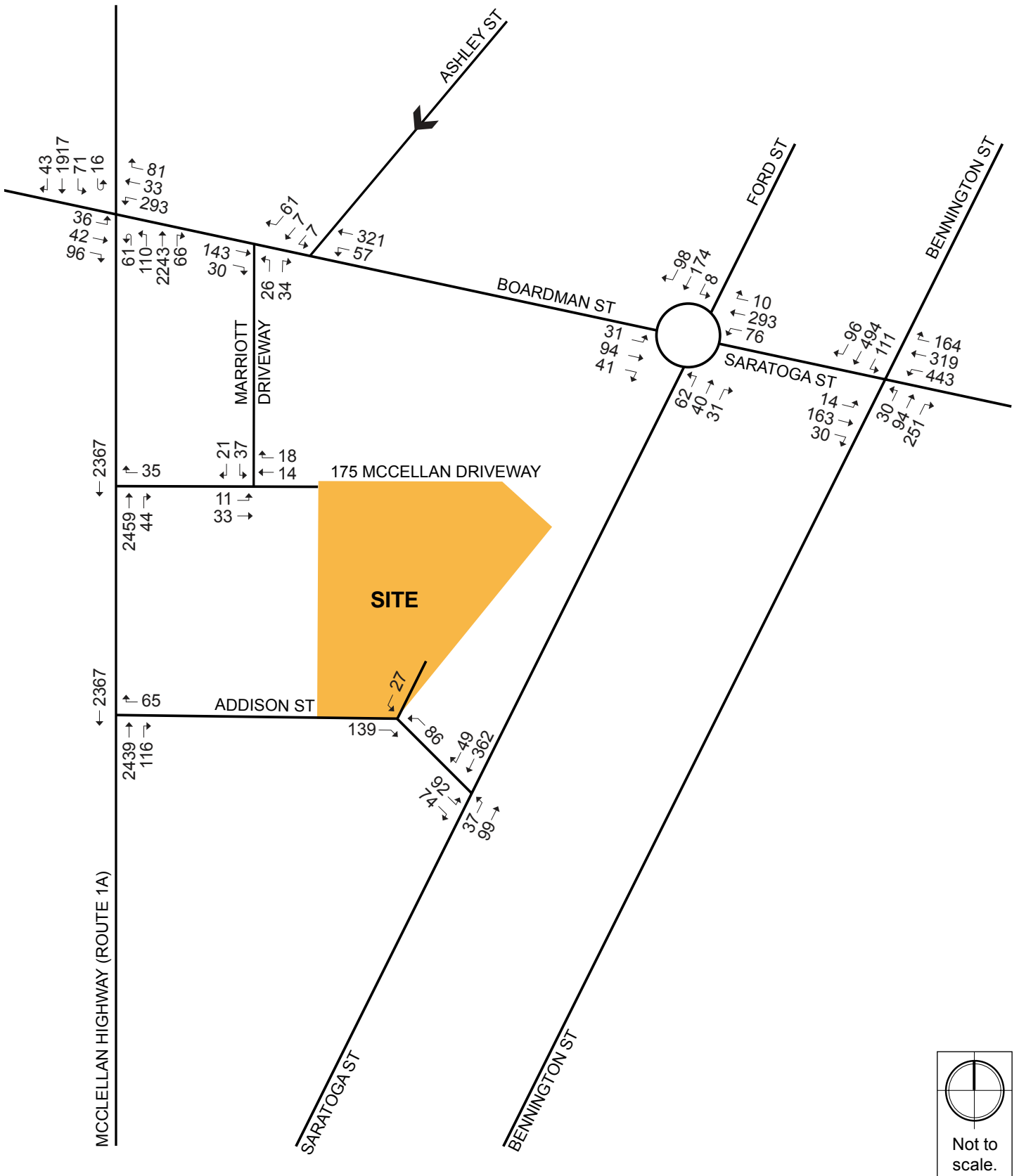


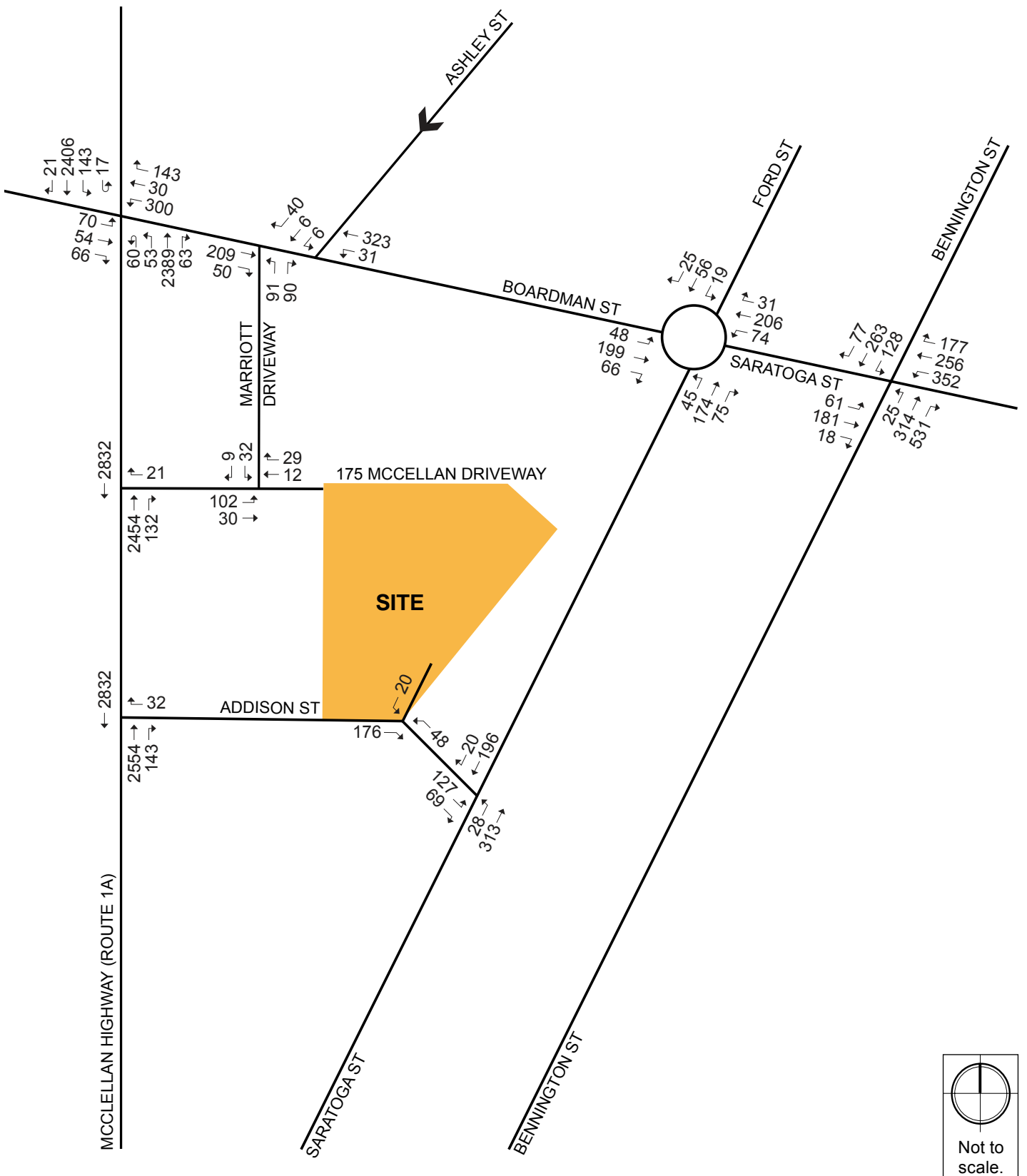


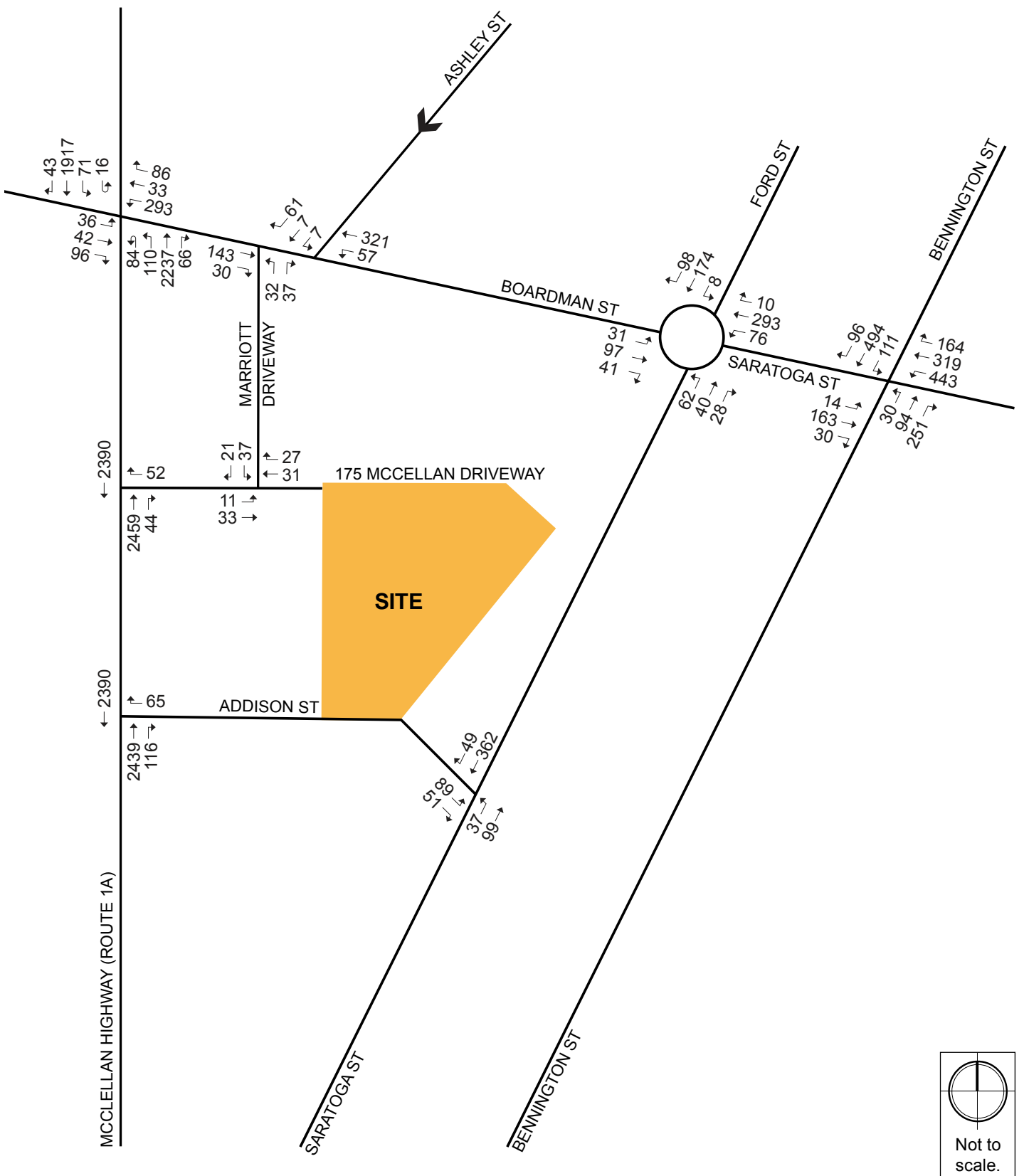


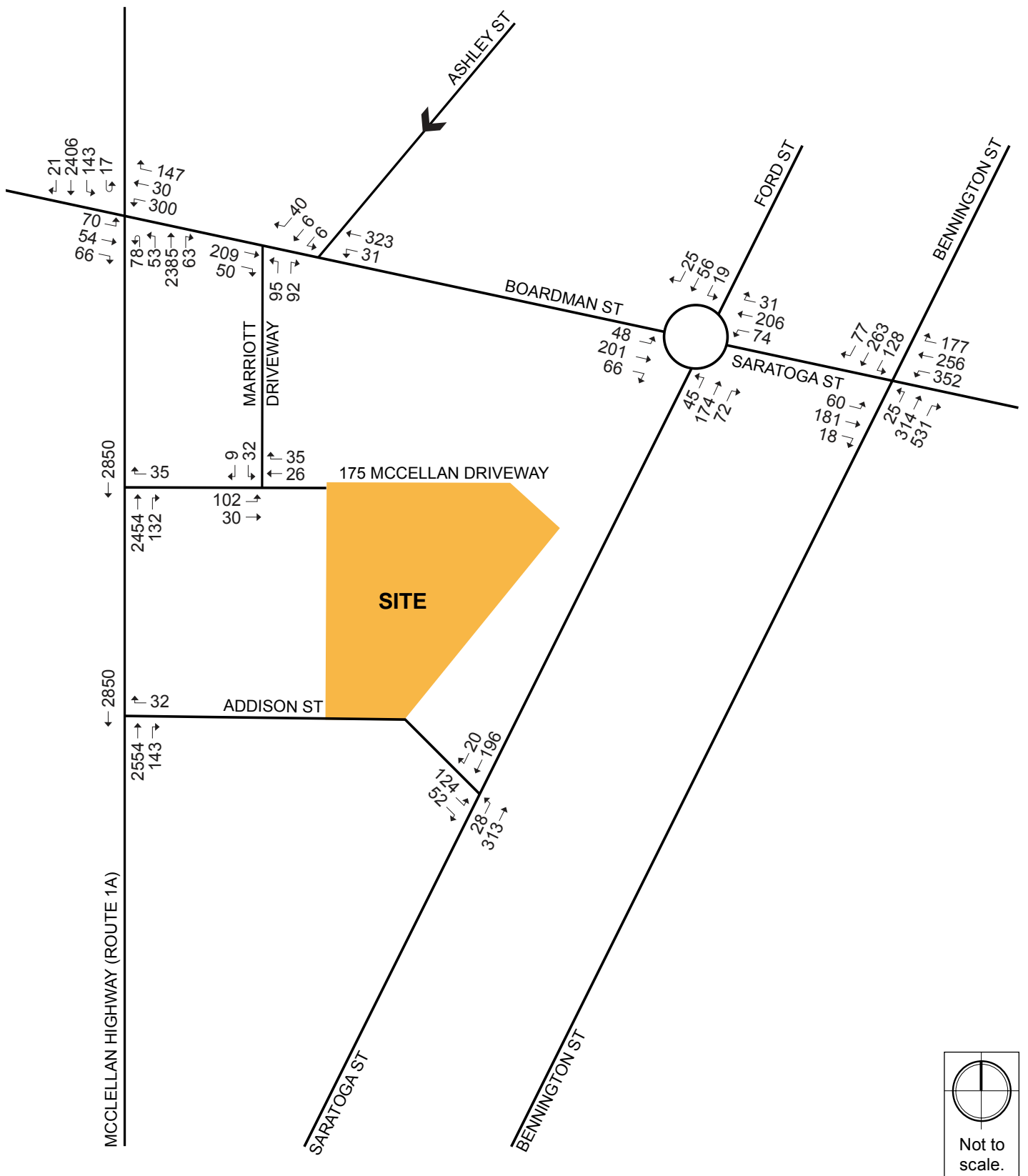


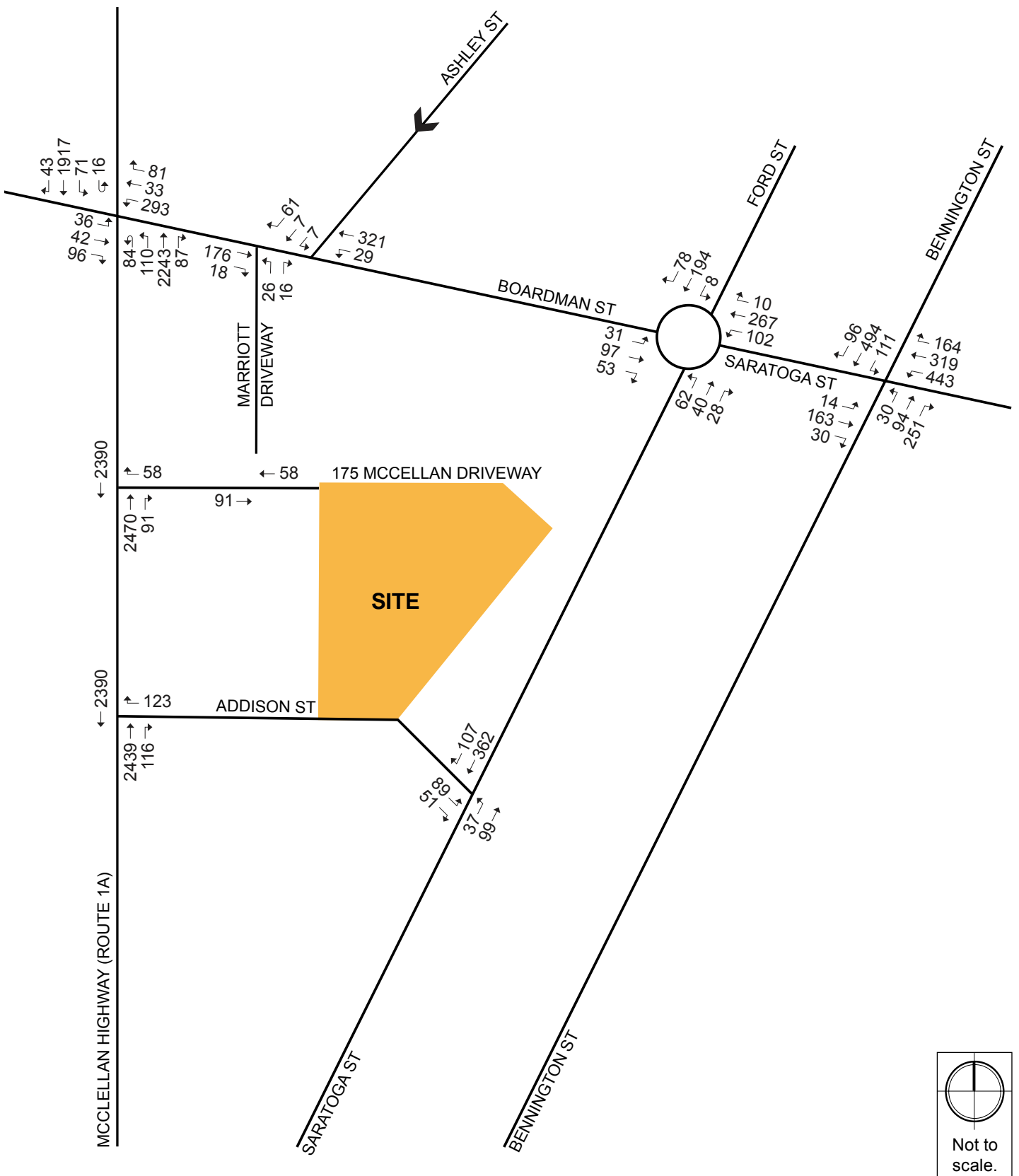


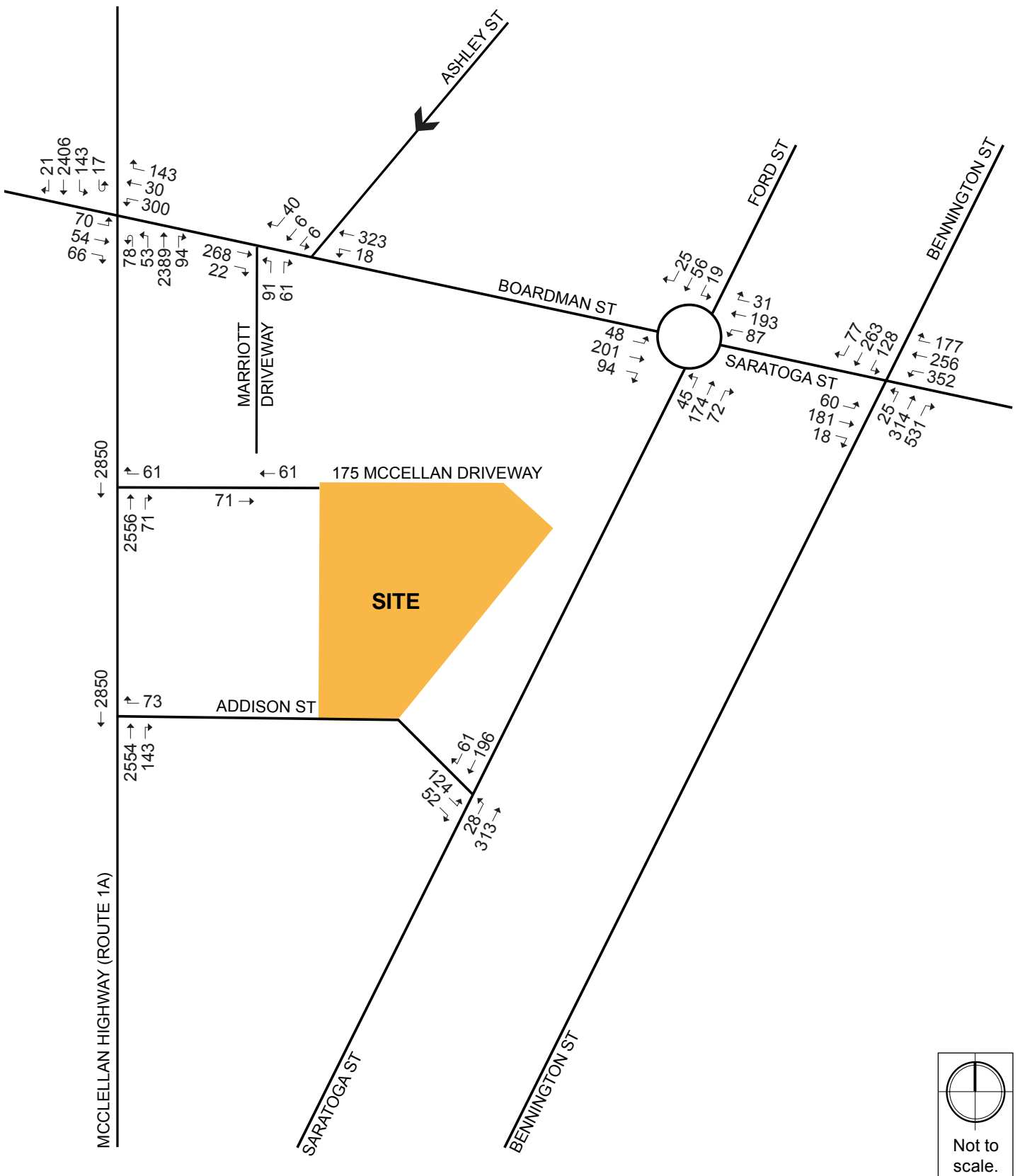












Chapter 5

ENVIRONMENTAL PROTECTION

CHAPTER 5: ENVIRONMENTAL PROTECTION

5.1 INTRODUCTION

The Project will be built in full compliance with local, state, and federal environmental regulations and will substantially improve the environmental conditions of the existing Project Site. This chapter summarizes environmental impacts outlined in the BPDA scope.

5.2 WIND

This section presents a qualitative wind analysis to analyze the Project's impacts on its immediate surroundings per BPDA requirements.

5.2.1 STUDY GOALS

The analysis goals for the Project include:

1. Provide a qualitative wind analysis of pedestrian level winds for No-Build and Build conditions. The analysis will determine potential pedestrian level winds strengths adjacent to and near the Project Site and will identify any areas where wind velocities could exceed acceptable levels.
2. Identify the influence of the proposed design on wind strength at critical site locations. Provide the frequency at which wind speeds are expected to exceed BPDA thresholds for comfort (gusts exceeding 31 mph for more than 1% of the year), based on available weather data.
3. Determine the best suitability of particular locations for various activities (e.g., walking, sitting, eating, etc.) as appropriate, based on the qualitative analysis.

5.2.2 STUDY METRICS

BPDA requires potential pedestrian level winds adjacent to and near the project site to not exceed 31mph for more than 1% of the time (87 hours per year).

Based on American Society of Civil Engineers (ASCE) standards, the comfortable wind speeds for various activities are: less than 5.8 mph for sitting, less than 8.7 mph for standing, and less than 12 mph for walking. Wind that is higher than 12 mph is considered uncomfortable for any activity.

5.2.3 KEY FINDINGS

1. The comfort level at most of the Project Site's outdoor pedestrian areas are not expected to worsen with the proposed building.
2. Air speeds are expected to increase by up to 50% at three critical areas, but are not expected to exceed the BPDA threshold.
3. While complying with BPDA requirements, pool users may experience thermal discomfort under windy conditions.

5.2.4 ANALYSIS

No-Build Conditions

Analysis based on modified weather file for Boston Logan Airport factoring the site context, indicates that strong winds come from the west and west-northwest direction. The wind speeds on Project Site only exceed 31 mph in 1hr per year (0.01% of time), which is well below the BPDA threshold.

In a year, 24% of hours are comfortable for sitting (<5.8 mph); 61% are comfortable for standing (<8.7 mph); and 87% are comfortable for walking (<12 mph).

Build Conditions

In order to exceed BPDA requirements (>31mph for 1% of hours per year), the new buildings would need to cause a 70% increase of the ambient wind speed. Three locations were identified that could lead to an increase of air speed due to the proximity between buildings.

Based on studies on projects with similar wind conditions, building geometries, and building separations, it can be expected the wind speed at these bottlenecks will only increase by up to 50%. It is therefore expected that the outdoor conditions for the proposed building will comply with BPDA's requirements.

For outdoor comfort for activities, it can be expected that sitting, standing, and walking conditions remain unchanged in most areas. In critical areas, comfortable hours for activities could be reduced to: 6% of hours comfortable for sitting (<5.8 mph); 24% comfortable for standing (<8.7 mph); and 53% comfortable for walking (<12 mph).

The proposed pool is located within one of the critical areas. Potential outdoor discomfort may be experienced by wet and/or lightly-clothed pool users because of the increased wind speed. To reduce the potential for discomfort, the Proponent will

provide a guardrail, with a solid panel infill, which duals as a wind shield for the occupants of the pool area.

Conclusion

1. Most strong winds come from the west. Most of the Project Site's wind speeds are expected to be unchanged with proposed buildings. However, there are several critical areas where the wind speeds could be increased up to 50%.
2. For the existing Project Site condition (parking lot), wind exceeds 31 mph in only one hour in a year.
3. The Project is expected to increase this exceedance to about 20 hours per year. This corresponds to 0.2% of the year, which is well below BPDA's thresholds.
4. Comfortable hours for various activities are expected to remain the same for most of the Project Site, but will decrease in three areas mentioned previously.

5.3 SHADOW

A shadow analysis was conducted for the Project to ensure the proposed buildings would not create adverse shadow impacts to neighboring properties. Table 6-1, Shadow Study Dates and Times, identifies the dates and times for which shadow conditions have been simulated.

Table 5-1: Shadow Study Dates and Times

Date	Time
Vernal Equinox — March 21 st	9:00 a.m., 12:00p.m., 3:00 p.m., 6:00 p.m.
Summer Solstice — June 21 st	9:00 a.m., 12:00 p.m., 3:00 p.m., 6:00 p.m.
Autumnal Equinox — September 21 st	9:00 a.m., 12:00 p.m., 3:00 p.m., 6:00 p.m.
Winter Solstice — December 21 st	9:00 a.m., 12:00 p.m., 3:00 p.m., 6:00 p.m.

A shadow impact analysis was conducted to investigate shadow impacts from the Project during four time periods (9:00 a.m., 12:00 p.m., 3:00 p.m., and 6:00 p.m.) during the Vernal Equinox, Summer Solstice, and Winter Solstice.

The shadow analysis presents new shadow that would be created by the Project, while also evaluating existing context shadow. The analysis focuses on impacts on nearby residential structures, as well as open spaces, sidewalks, and existing adjacent parking. Shadows have been determined using the applicable altitude and azimuth data for Boston. The results of this analysis are shown in Figures 5-1 through 5-4, Shadow Studies.

Due to the existing conditions as a surface parking lot, any structure built in this location would inevitably create new shadows; however, the overall shadow impacts from the Project are minor. This is due to two reasons:

- The proposed buildings are designed to allow significant buffers between the taller portions of the Project and its residential neighbors in an effort to reduce any new shadow on these existing structures and their associated yards. These setbacks mean that the new shadow from the proposed Project will be mostly contained within the Project's property line.
- The Project Site is surrounded by several areas of dense, taller trees, along the north and east boundaries of the Project Site. These existing trees cast more shadow onto neighboring residential properties than the Project.

The largest area of new shadow by the Project will fall on the Maverick Mills parking lot (175 McClellan Highway), associated with March and December at 9 a.m. This shadow will not impact the existing mill building itself. Additionally, some new shadow will occur north of the Project, on Brandywine Village, at 12 p.m. and 3 p.m. in December. The Addison Street frontage is located south of the Project and will not receive any new shadow from the Project.

5.4 AIR QUALITY

This section provides a qualitative review of air quality sources and impacts as a result of the Project from traffic, parking, and heating and mechanical ventilation systems. Impacts from construction and operations are addressed in Section 5.9, Construction Period.

5.4.1 TRAFFIC SOURCES

Due to the relatively modest number of net new vehicle trips contributed to the local network by the Project, the impact of Project trips on the performance of the transportation study area intersections relative to air quality is minor. The BPDA typically requires a future air quality CO analysis for any intersection where the level of service (LOS) is expected to fall to a D or lower and the proposed Project causes a 10% increase in traffic; or where the LOS is E or F and the Project contributes to a reduction in LOS.

Transportation Demand Management (TDM) strategies are a significant component of this Project and are anticipated to assist in minimizing traffic impacts and, by extension, air quality impacts. The following measures aim to keep vehicle traffic levels at acceptable volumes, promoting alternative means of transportation that have lesser impacts on overall air quality for the Project:

- Transportation coordinator to oversee transportation issues, including parking, service and loading, and deliveries;
- Orientation packets to new tenants containing information on available transportation choices;

- The Project's lobby will have a transit screen or similar service to list public transit information;
- Provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options;
- Provide electric vehicle charging stations for 5 percent of the parking spaces in the garage and infrastructure in place for up to 15 percent of the spaces; and
- The Proponent will explore the feasibility of providing spaces on-site for a car sharing (Zipcar) service.

The Project Site is an existing surface parking lot. The Project will enliven the Project Site with residential apartments and open space and will include approximately 179 parking spaces, including six accessible spaces and two van accessible spaces.

In keeping with Boston's Complete Streets Guidelines, a high bicycle to vehicle parking ratio will be used to encourage bicycle use and help reduce parking demand. Combined with the Project's close proximity to transit, these factors will minimize air pollution from parking sources associated with the Project.

5.4.2 BUILDING OPERATION SOURCES

There will be individual heating and cooling units for the residential apartments and a condenser will be located on the roof for the commercial/retail and common areas of the buildings. In combination, these building operation factors are not expected to contribute to significant changes in air quality. On-site parking will be naturally ventilated.

5.5 NOISE

An analysis of the existing conditions and future conditions was conducted per the BPDA scope to determine whether the development will meet the Massachusetts Department of Environmental Protection (DEP) criteria, City of Boston Noise Regulation, Housing and Urban Development (HUD) standards, and the International Building Code.

Noise producing exterior equipment associated with the Project, such as exterior rooftop units, transformers, and an emergency generator will be designed to meet the established limits at the adjacent properties and comply with the applicable regulations.

5.5.1 OUTDOOR SOUND DESIGN GOALS AND MITIGATION

5.5.1.1 DEP NOISE POLICY

DEP defines noise pollution by the following:

- The equipment increases broadband sound level by more than 10 dB(A) above ambient, or
- The equipment with tonal sound - when any octave band center frequency sound pressure level exceeds the two adjacent bands by 3 dBA or more

As part of this evaluation, the Proponent's consultant installed two noise monitors at the Project Site to collect the existing ambient sound levels. One monitor was located near the northwest corner of the Project Site at McClellan Driveway (Position 1) and the second was located at the easternmost corner of the Project Site near the Saratoga Street neighbors' rear yards (Position 2).

Based on the collected sound data, the hourly ambient sound level (L90) at Position 1 is 45 dBA and at Position 2 is 41 dBA., which means noise producing equipment associated with the Project will need to be designed to limit broadband sound levels above 51 dB(A) per DEP.

5.5.1.2 BOSTON NOISE REGULATION

The Boston Noise Regulation has fixed sound emissions level limits for daytime and nighttime hours. There are different limits based on the zoning district. Daytime is defined by the City as the period between 7AM and 6PM except Sunday. The Project Site is located within the McClellan Highway EDA. Due to its adjacency to a residential district along the southeast, the maximum noise level associated with the Project, to be measured at the residential lot line, cannot exceed the residential/industrial limits of 55 dBA during nighttime and 65 dBA during daytime. Because these limits are higher than the ones established by DEP, the Project will be designed to meet the DEP limits rather than the City limits.

5.5.1.3 PRELIMINARY OUTDOOR EQUIPMENT SOUND MITIGATION STRATEGIES

When the Project is in operation, it is expected there will be sound produced by various outdoor equipment, but noise control measures will be fit to the equipment where this is necessary. These may include solid roof screens/barriers around some equipment, sound attenuators, or acoustical louvers. The list of exterior equipment will most likely include the following:

- Packaged rooftop equipment serving corridors and bringing fresh air to the building located on the roof level
- Air-cooled condensing units serving each apartment unit located on the roof level at least 20 feet from exterior perimeter wall
- Mushroom exhaust fans located over the exhaust air shafts, stairs, and elevator risers if necessary
- Emergency generator in a sound attenuated enclosure, either on-grade or on the roof

5.5.2 INDOOR SOUND DESIGN GOALS AND MITIGATION

5.5.2.1 HUD STANDARDS

All sites where environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 decibels (dBA) are considered noise-impacted areas. According to the DNL map published for aviation noise associated with Logan Airport provided by Massport in 2015, part of the project site slightly exceeds 65 dB DNL but is under 75 dB. The area that exceeds 65 DNL is defined as a “Normally Unacceptable” project site. Based on the collected sound monitor data (Leq) over 5 full days, we determined the LDN to be 67 dBA at Location 1 and 59 dBA at Location 2, which are consistent with the Massport map. The exterior façade will be designed to achieve the interior standard of LDN 45 dBA.

5.5.2.2 HUD GUIDELINES FOR FEDERAL HOUSING ADMINISTRATION (FHA)

A separate HUD document, called “A Guide to Airborne, Impact, and Structure-Borne Noise Control in Multifamily Dwellings” prepared for the Federal Housing Administration (1967) includes guidelines for Sound Transmission Class (STC) and Impact Insulation Class (IIC) of partitions and floor/ceiling assemblies. The document recommends minimum sound isolation goals of STC 52 and IIC 52 for residential urban housing (labeled Grade 2 in the document). The interior wall assemblies will be designed to meet these sound isolation goals.

5.5.2.3 INTERNATIONAL BUILDING CODE

The International Building Code, which the Commonwealth of Massachusetts observes for residential sound isolation goals, requires a minimum Sound Transmission Class (STC) rating of 50 between dwelling units both

horizontally and vertically, and an Impact Insulation Class (IIC) rating of 50 between vertically stacked dwelling units. The interior wall assemblies will be designed to meet these sound isolation codes.

5.5.2.4 PRELIMINARY INDOOR SOUND MITIGATION STRATEGIES

The interior standard of Ldn 45 dBA will likely be achieved through the façade wall assembly consisting of two layers of gypsum board at exterior wall assemblies that are most impacted by high environmental noise. Slightly upgraded windows will be considered if further mitigation is necessary to achieve the interior standard.

As it relates to interior noise transmission between dwelling adjacencies, the Project will be designed towards the goals of STC 53 and IIC 53 for standard dwelling adjacencies, which is above the building code requirements and HUD recommendations. For special adjacencies between dwelling and amenity spaces that may produce higher than typical sound levels, the Project will target a sound isolation goal of minimum STC 58. Improved sound isolation will also be necessary between the residences and mechanical areas.

5.5.3 CONCLUSION

Based on standard mechanical equipment specifications and ambient sound levels collected at the Project Site, it is anticipated the Project exterior noise emission levels will meet the overall sound levels of the DEP criteria and Boston Noise Regulation. The Project exterior façade assemblies will be designed to mitigate exterior sound transmission to interior spaces in compliance with HUD standards, and overall interior noise transmissions will target STC and IIC goals that are higher than the required standards per building code and HUD Guidelines.

5.6 GEOTECHNICAL

An initial geotechnical program was performed at the Project Site to evaluate the subsurface conditions. The program included advancing three (3) deep test borings to depths ranging from 63 to 117 feet below ground surface (bgs). Two shallow borings were advanced to 6 to 8 feet bgs to further evaluate the fill material. The deep borings were completed as flush-mounted groundwater monitoring wells.

5.6.1 SUBSURFACE SOIL CONDITIONS

Based on the subsurface explorations advanced at the Project Site, the subsurface profile consists of the following from the ground surface down:

- Approximately 4 to 6 feet of historic (urban) fill consisting of sand with various amounts of gravel and silt, and trace to little amounts of brick, ash, asphalt, and other non-soil constituents;
- Approximately 2 to 9 feet of organic silt/peat;
- Approximately 3 to 11 feet of natural deposits of sand and silty sand;
- Approximately 40 to 100 feet of Boston Blue Clay (BBC); and,
- Underlain by glacial till followed by bedrock.

5.6.2 GROUNDWATER CONDITIONS

Groundwater readings measured from the three (3) monitoring indicate groundwater is approximately five feet bgs. It should be noted that groundwater levels will fluctuate depending on construction, presence of utilities, and seasonal variations in temperature and precipitation. It is also possible that tidal effects may influence the groundwater level.

5.6.3 PROPOSED CONSTRUCTION

The Project includes the construction of two residential buildings interconnected by an open exterior amenities space. The structures will be built with a concrete podium at-grade above parking, with up to five levels of wood frame construction above the podium. The Project Site grades may be raised by one to three feet to achieve finished grade. Retaining walls, utilities, and landscaped areas will be constructed to improve the property.

5.6.4 EXCAVATION AND FOUNDATION CONSTRUCTION

Based on the subsurface conditions and proposed building concepts, the proposed buildings will likely be supported by spread footings with the lowest floor level constructed approximately as a slab-on-grade. The existing fill and organic silt will be improved by ground improvement (such as rammed aggregate piers) prior to construction of footings and slabs.

Underdrain systems are not anticipated given the proposed construction method. Temporary excavation support may be required for deep(er) utilities, but is not anticipated for the proposed buildings.

Ground improvement would involve the in situ displacement of variable density urban fill with compacted lifts of crushed stone. The vibrations induced by the activity are anticipated to be rapid, but directed vertically into the ground (similar to soil compaction with vibratory drum rollers).

Programs will be implemented during construction for monitoring noise, dust, and vibrations, as appropriate. Vibration monitoring would include seismograph installation.

5.7 GROUNDWATER

The proposed buildings will be constructed above-grade (no below-grade space). Subsurface utilities will be constructed and may require a limited amount of temporary dewatering. As such, it is not anticipated that the proposed construction will impact groundwater levels at the Project Site.

5.8 SOLID AND HAZARDOUS WASTE

Environmental due-diligence has been performed as part of the proposed development work relative to applicable standards and regulations. Based on the data collected, there are no reportable conditions at the Project Site. Soil and groundwater will be managed in accordance with applicable City, state, and federal regulations.

5.8.1 SITE HISTORY AND COMPLIANCE WITH MA CONTINGENCY PLAN

The Project Site is located adjacent to the former Boston Naval Fuel Annex and Storage Depot, as well as the western portion of 144 Addison Street (not part of the Project Site), which had several Release Tracking Numbers (RTNs) assigned to it. Based on the information reviewed, the releases have been either: remediated and achieved regulatory closure, are located in apparent down-gradient or cross-gradient locations from the Project Site, and/or consist of small spills located a significant distance from the Project Site. Releases are not likely to have significantly impacted Project Site soil, groundwater, or soil vapor.

A limited subsurface investigation was completed to evaluate the quality of the urban fill soil at the Project Site. The results of the soil sampling indicated that no reporting obligation is required under the Massachusetts Contingency Plan (MCP). The installed monitoring wells were gauged with an oil/water interface probe; light non-aqueous phase liquid (LNAPL) was not observed in the wells.

Soil generated during construction will be managed under a Soil Management Plan given the documented urban fill related impacts. It is anticipated that excess soil that cannot otherwise be reused at the Project Site during construction will need to be shipped to an in-state lined or unlined landfill, or similar facility permitted to receive the soil. Additional soil cover or a physical barrier may be necessary in landscaped areas.

5.8.2 EXISTING HAZARDOUS BUILDING MATERIALS

The Project Site is predominantly vacant (paved) apart from a small guard house and canopy located in the northwestern corner of the Project Site. As such, it is not anticipated that a significant amount of building materials will be generated during demolition.

5.9 CONSTRUCTION PERIOD

This section describes expected Project impacts during the construction period.

5.9.1 CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan (CMP), in compliance with the City of Boston's Construction Management Program, will be submitted to the Boston Transportation Department (BTD). This plan will include detailed information about construction activities, specific construction mitigation measures, and construction materials access and staging area plans to minimize impact on the surrounding neighborhood.

Construction methodologies that ensure public safety and protect nearby residents will be employed. Techniques such as barricades, walkways, and signage will be used as necessary. Construction management and scheduling will minimize impacts on the surrounding environment and will include plans for construction worker commuting, routing plans for trucking and deliveries, and control of noise and dust. Although the final design of the new building is in process, the Proponent has begun to develop a plan for how traffic, parking, and construction staging will be managed during construction.

5.9.2 CONSTRUCTION ACTIVITY SCHEDULE

The construction period for the proposed Project is estimated to last approximately 24 months, with the first available residential units open in summer 2021. The Project will comply with the City of Boston Noise and Work Ordinance. Normal work hours will be from 7:00 A.M. to 6:00 P.M., Monday through Friday, along with any approved exceptions.

5.9.3 CONSTRUCTION TRAFFIC IMPACTS

Construction vehicles will enter and exit the Project Site via McClellan Highway to reduce impacts to the surrounding neighborhood. The Proponent will work closely with the BTD in developing a CMP that will include more detail on construction phasing, number of trips, haul routes, and hours of operation.

5.9.4 CONSTRUCTION WORKER PARKING

The number of workers required for the construction of the Project will vary depending upon the stage of construction. Construction workers will typically arrive and depart prior to peak traffic conditions and the construction trips are not expected to substantially impact traffic conditions.

The general contractor will be responsible for educating all construction workers about public transit options and encouraging the use of High Occupancy Vehicles (HOVs). All construction workers will be encouraged to utilize mass transit and ridesharing options to access the construction site and to minimize vehicle traffic and parking on the local streets. As part of the program to promote public transportation, the following will be implemented:

- Providing on-site secured space for workers' tool storage
- Posting transit schedules and maps at the jobsite
- Distributing informational brochures regarding public transportation
- Notifying all subcontractors and suppliers of the worker access/parking limitations and options

The Proponent will submit a Boston Residents Construction Employment Plan in accordance with the Boston Jobs Policy. The Plan will provide that the Proponent make good faith efforts to employ local tradespeople from the City of Boston. In this effort, the Proponent will meet with local agencies prior to the start of construction to establish a community outreach program.

5.9.5 CONSTRUCTION AIR QUALITY

Short-term air quality impacts from fugitive dust may be expected during the removal of soil materials and during the early phases of the Project Site preparation activities. The construction contract for the Project will require the contractor to reduce potential emissions and minimize air quality impacts. Mitigation measures are expected to include the use of wetting agents where needed on a scheduled basis, covered trucks, minimizing exposed construction debris stored on-site, monitoring construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized, locating aggregate storage piles away from areas having the greatest pedestrian activity when possible, and periodic cleaning of abutting street and/or sidewalks when necessary to reduce dust accumulation.

5.9.6 CONSTRUCTION NOISE IMPACTS

Intermittent increases in noise levels will occur in the short term during the construction of the new building. Work will comply with the requirements of the City

of Boston Noise Ordinance. Efforts will be made to minimize the noise impact of construction activities, including appropriate mufflers on all equipment such as air compressors and welding equipment, maintenance of intake and exhaust mufflers, turning off idling equipment, replacing specific operations and techniques with less noisy ones, and scheduling equipment operations to synchronize the noisiest operations with times of highest ambient noise levels.

5.9.7 SEDIMENT CONTROL MEASURES

During demolition and construction, erosion and sediment control measures will be implemented to minimize the transport of Project Site soils to off-site areas and BWSC storm drain systems. The existing catch basins will be protected with filter fabric or silt sacks to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until all areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

Other sediment controls, which will be implemented as needed during construction, will include the following:

- Stacked hay bales and/or silt fence barriers will be installed at the base of stockpiled soils and at erosion-prone areas throughout the construction phase of the Project
- Erosion controls will be maintained and replaced as necessary to ensure their effectiveness
- Where necessary, temporary sedimentation basins will be constructed to prevent the transport of sediment off-site
- Measures to control dust will be implemented during construction. All debris will be properly contained on the Project Site
- Erosion controls will be maintained and replaced as necessary until the installation of pavements and/or the establishment of stabilized vegetation at the Project Site

5.10 RODENT CONTROL

The Proponent's contractor will file a rodent extermination certificate with the building permit application to the Inspectional Services Department. Rodent inspection, monitoring, and treatment will be carried out before and during sitework construction work for the Project, in compliance with the City's requirements. Rodent extermination prior to commencing work will treat areas throughout the Project Site. During the construction period regular service visits will be made to maintain effective rodent control.

5.11 TIDELANDS

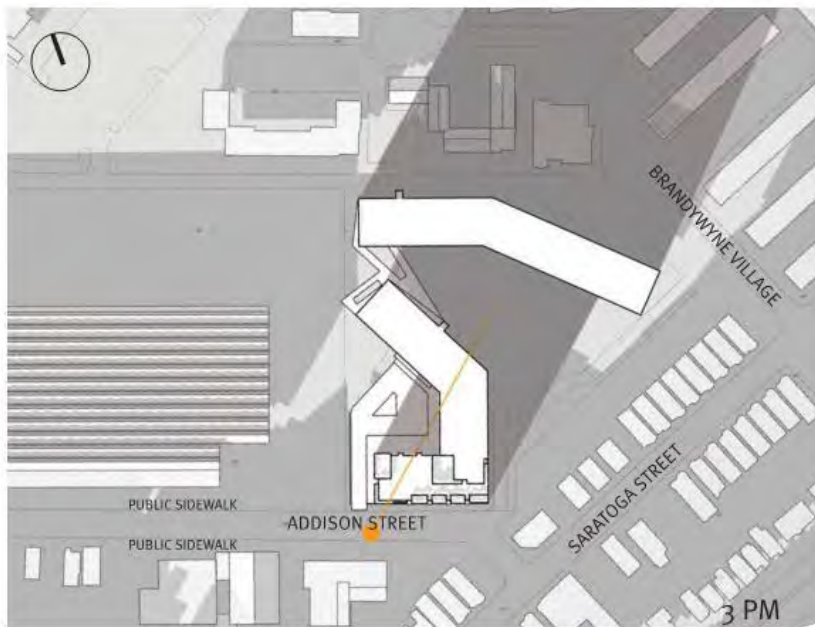
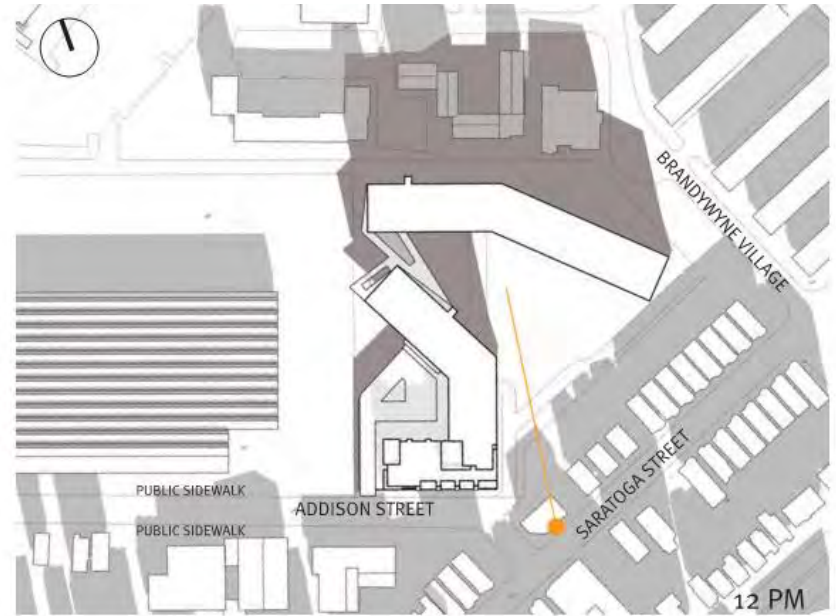
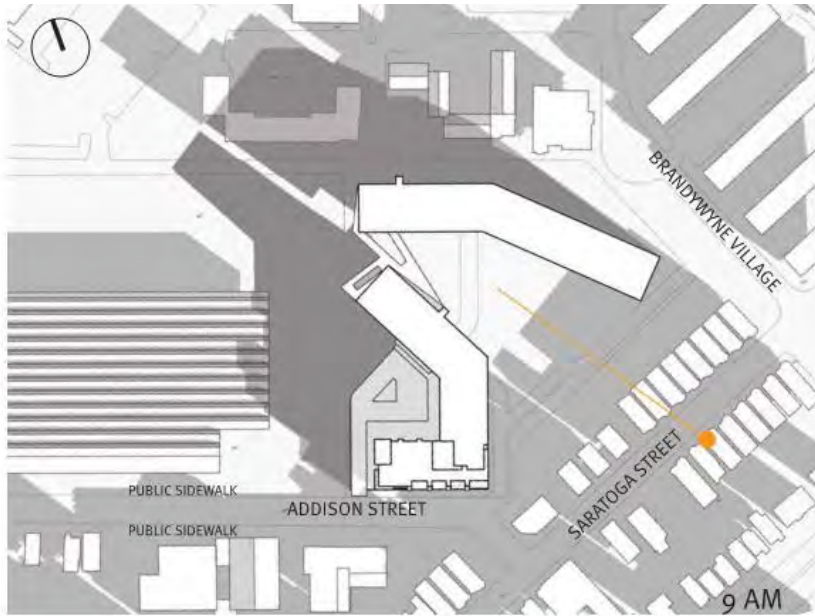
A small portion of the Project Site's northern edge is considered landlocked tidelands (landward of a public way and more than 250 feet from present high water mark) and is not subject to Chapter 91 licensing by the Massachusetts Department of Environmental Protection pursuant to 310 CMR 9.04(2).

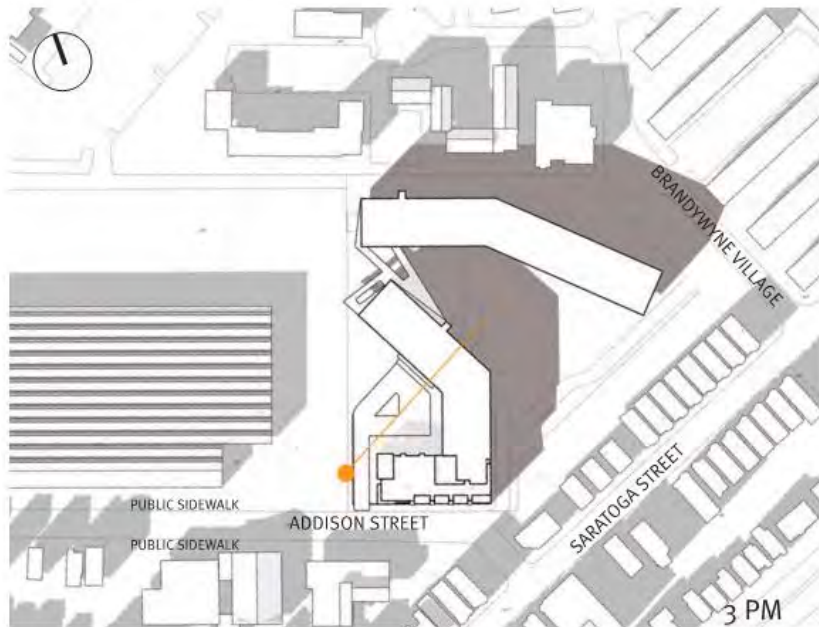
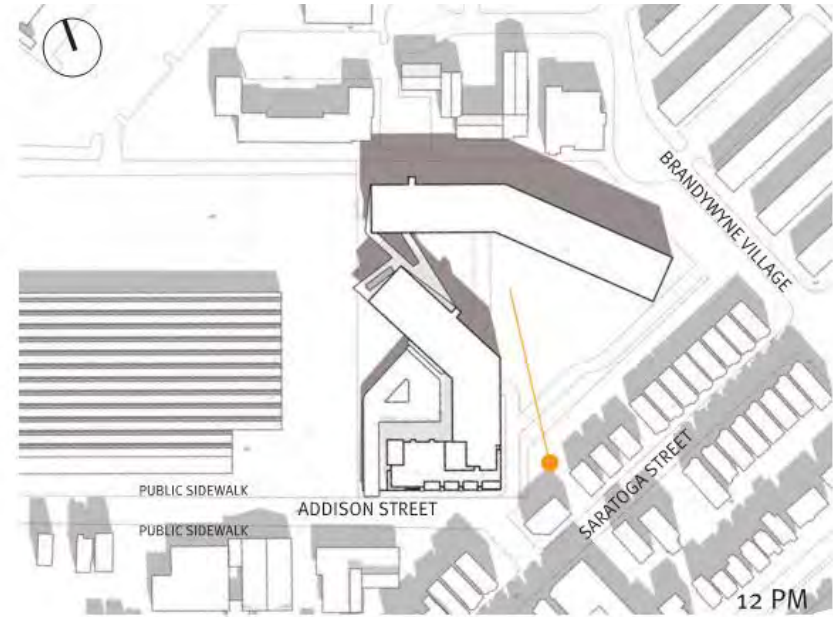
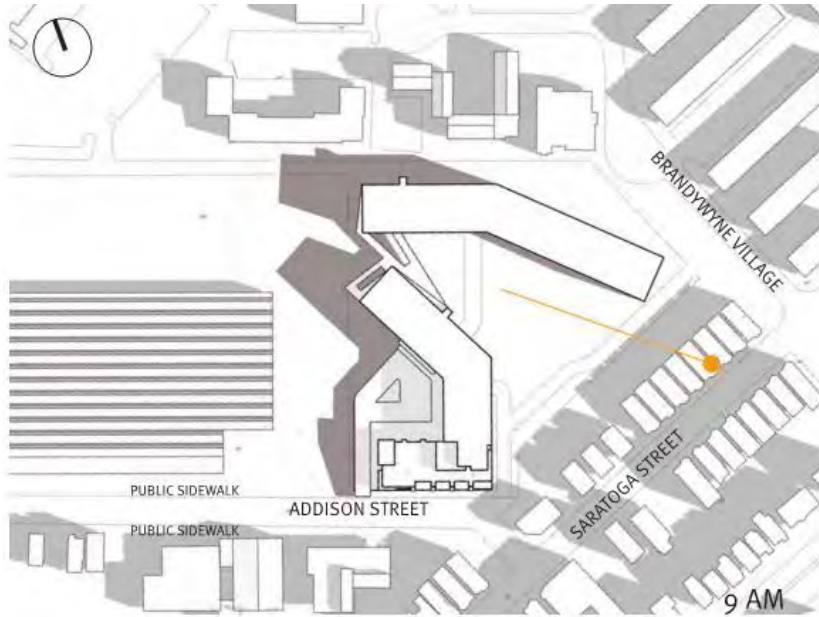
5.12 WETLANDS

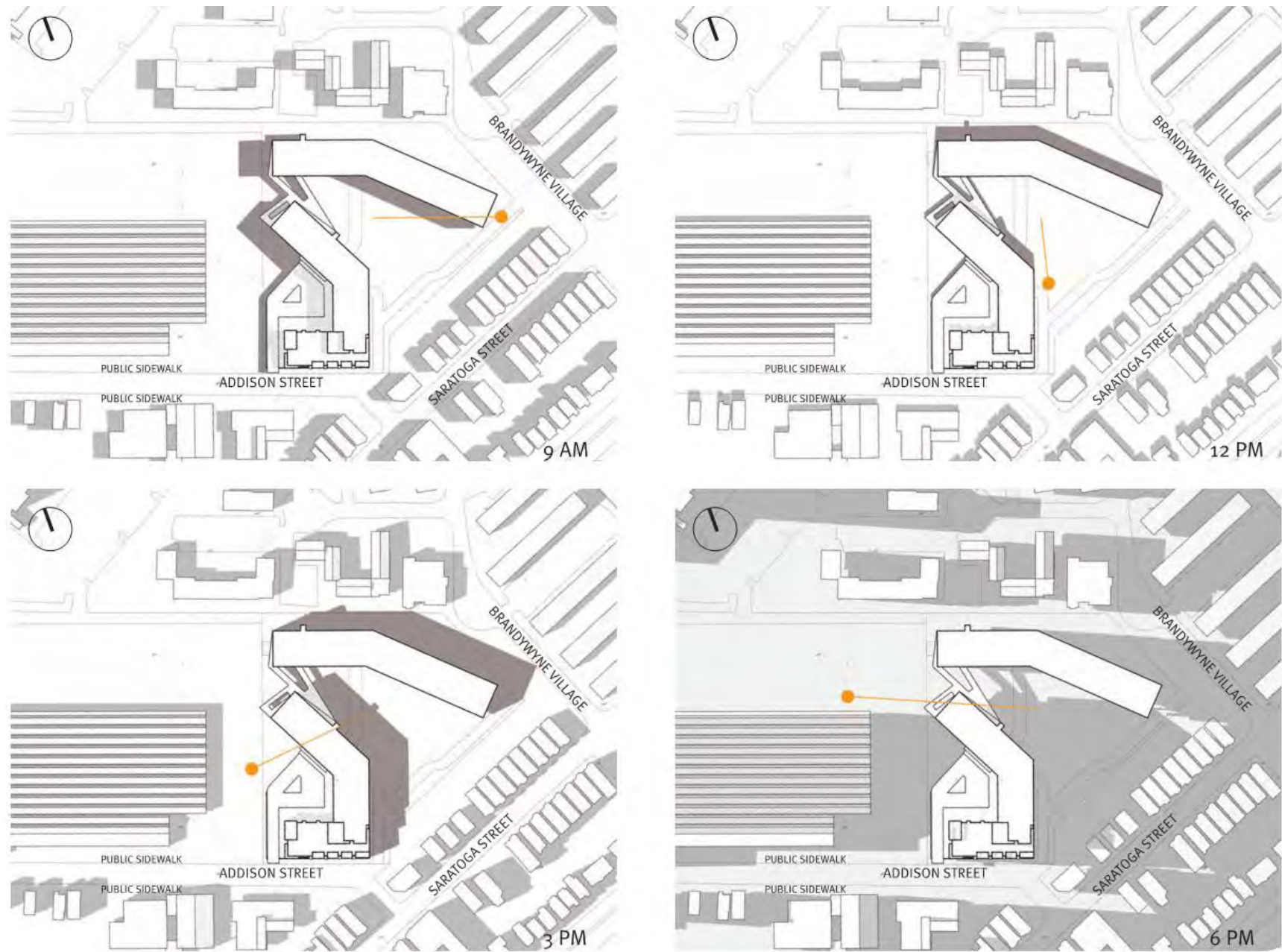
The Project Site occupies the lowest topographic point within the surrounding watershed and is vulnerable to flooding from Chelsea Creek. According to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), the entire Project Site is located within the Zone AE 10 or 16.5 feet BCB, and is considered Land Subject to Coastal Storm Flowage, meaning the Project Site is subject to flooding during a one percent storm event. See Figure 5-5, FEMA Flood Insurance Rate Map.

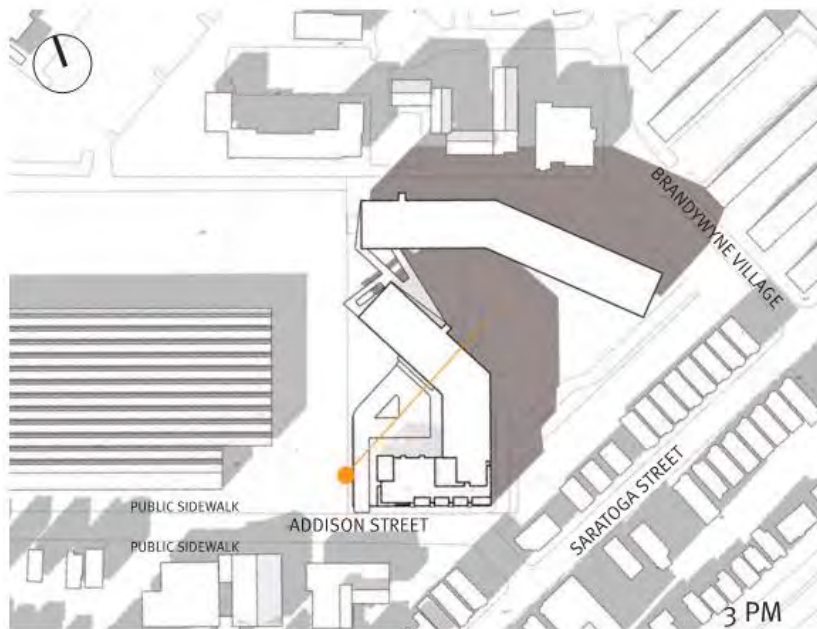
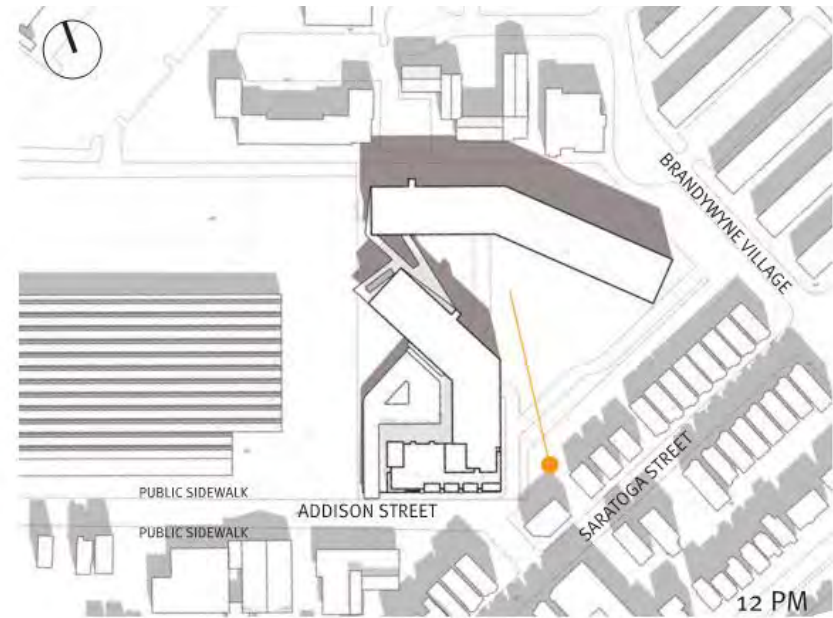
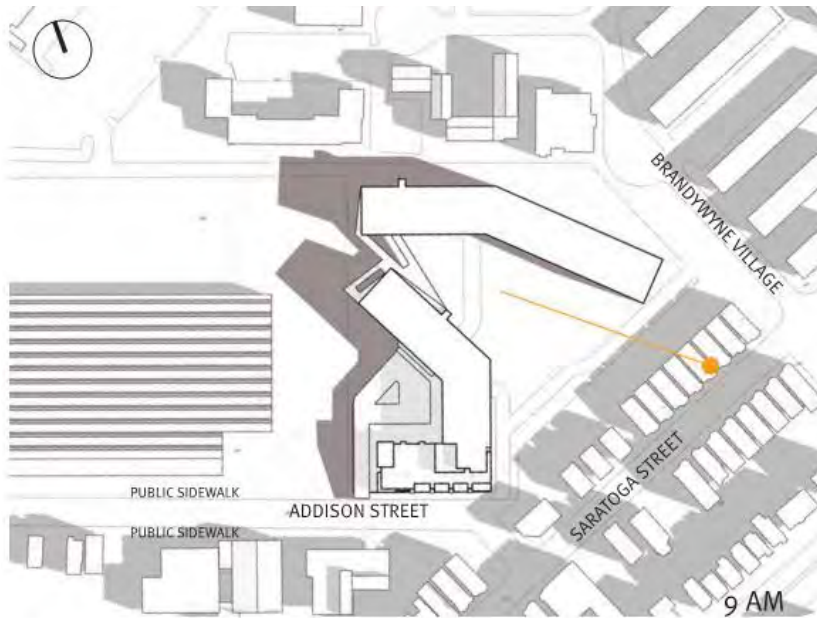
The Proponent explored the opportunity to regrade the entire Project Site to elevate it entirely above the 1% floodplain (100-year), but this proved infeasible due to accessibility and financial constraints. The Project Site itself will remain low-lying at 8.0 feet BCB at its lowest point with open air parking at 10.0 feet BCB below the levels of occupancy. All structures at elevation 10.0 feet BCB will be constructed of material durable enough to withstand and divert potential flooding at any critical facilities (i.e. fire stair and elevator core). The Project will also provide water tight utility conduits, as well as stormwater and wastewater back flow prevention. All inhabited space (residential, entry, amenities, etc.) and mechanical equipment will be elevated to 21.5 feet BCB, which is approximately five feet above the 1% flood elevation.

The massing at the Project Site is meant to maximize open space and allow for potential natural ventilation strategies. The Project Site will retain more than 50% open space, which will be mostly vegetated, with areas of trees and shrubs to provide shading. Most of the hardscape provided will be located directly the beneath the building, making it over 75% shaded. The lowest lying areas on the Project Site will be covered with native vegetation and salt tolerant grasses that can withstand occasional storm surges.











Chapter 6

INFRASTRUCTURE

CHAPTER 6: INFRASTRUCTURE

6.1 INTRODUCTION

This chapter outlines the existing utilities surrounding the Project Site, the connections required to provide service to the Project, and any impacts on the existing utility systems that may result from the construction of the Project.

The Project includes the demolition of an existing surface parking lot located at 144 Addison Street and the construction of a new residential building with future parking at grade. All existing Boston Water and Sewer-owned (BWSC) and utilities will be protected and maintained during construction. Video inspection will be performed before and after construction activities to confirm the condition of BWSC utilities.

6.2 WATER

6.2.1 EXISTING WATER SYSTEM

Water for the Project Site will be provided by BWSC. There are five water systems within the City, and these provide service to portions of the City based on ground surface elevation. The five systems are southern low (commonly known as low service), southern high (commonly known as high service), southern extra high, northern low, and northern high. Water mains are labeled by their pipe size, year installed, pipe material, and year cement lined (CL), if applicable. There are existing BWSC water mains in Addison Street and in Brandywyne Drive.

There is a 16-inch northern low main in Addison Street and an 8-inch northern low main in Brandywyne Drive. Record Drawings indicate that the existing building shares an 8-inch water service and fire protection service which connects to the 16-inch water main in Addison Street. The existing BWSC water system is shown in Figure 6-1, Existing Water Main Map.

6.2.2 ANTICIPATED WATER CONSUMPTION

The Project's water demand estimate for domestic services is based on the Project's estimated sewage generation, described above. A conservative factor of 1.1 (10%) is applied to the estimated average daily wastewater flows calculated with 310 CMR 15.00 values to account for consumption, system losses and other usages to estimate an average daily water demand. The Project's estimated domestic water demand is 41,382 gpd. Water demands from landscaped areas and air conditioning make-up will be estimated and submitted to BWSC as part of the site plan approval process. The water for the Project will be supplied by the BWSC systems in Addison Street.

6.2.3 PROPOSED WATER SERVICES

The domestic and fire protection water services required for the Project will connect to the existing BWSC water main in Addison Street.

The Project's impacts to the existing water system will be reviewed as part of the BWSC's Site Plan Review process.

The domestic and fire protection water service connections required for the Project will meet the applicable City and state codes and standards, including cross-connection backflow prevention. Compliance with the standards for the domestic water system service connection will be reviewed as part of BWSC's Site Plan Review Process. This review will include sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and Siamese connections that conform to BWSC and Boston Fire Department requirements.

It is not anticipated other recently constructed or planned developments in East Boston or Revere will have an effect on the Project's available water supply.

6.2.4 ANTICIPATED WATER CONSUMPTION

Water capacity problems are not anticipated within this system as a result of the Project's construction.

Efforts to reduce water consumption will be made. Aeration fixtures and appliances will be chosen for water conservation qualities. In public areas, sensor operated faucets and toilets will be installed.

New water services will be installed in accordance with the latest local, state, and federal codes and standards. Backflow preventers will be installed for the fire protection service connections. New meters will be installed with Meter Transmitter Units (MTU's) as part of the BWSC's Automatic Meter Reading (AMR) system. Any hydrants needed during construction will be permitted through BWSC.

6.3 WASTEWATER

6.3.1 EXISTING WASTEWATER SYSTEM

BWSC owns and maintains the sewer system that service the City of Boston. The BWSC sewer system connects to the Massachusetts Water Resources Authority (MWRA) interceptors for conveyance, treatment, and disposal through the MWRA Deer Island Wastewater Treatment Plant. Existing BWSC combined sewer mains are located in Addison Street and Brandywyne Drive adjacent to the Project Site.

Addison Street

There is also a 102-inch by 110.5-inch BWSC combined sewer main which flows in an easterly direction. There is a 10-inch BWSC sewer main in Addison Street which flows in a westerly direction. The 10-inch BWSC sewer main and the 102-inch by 110.5-inch BWSC combined sewer main ultimately flow to the MWRA Deer Island Waste Water Treatment Plant for treatment and disposal.

Brandywyne Drive

There is a 10-inch BWSC sewer main which flows in a northerly direction in Brandywyne Drive. The 10-inch BWSC sewer main ultimately flows to the MWRA Deer Island Waste Water Treatment Plant for treatment and disposal. The existing sewer system is illustrated in Figure 6-2, Existing Sanitary Sewer Map.

The Proponent will work with BWSC to determine where existing sewer connections to the Project Site are located.

The Project Site under its current conditions has zero sewage flow.

6.3.2 PROPOSED WASTEWATER SYSTEM

The Project's sewage generation rates were estimated using 310 CMR 15.00 and the proposed building program. 310 CMR 15.00 lists typical sewage generation values for the proposed building use, as shown in Table 6-1. Typical generation values are conservative values for estimating the sewage flows from new construction. The Project team will work closely with BWSC to determine how the amount of flow from the Project will impact the downstream system during the site plan approval process.

Table 6-1: Proposed Project Wastewater Generation

Use	Size/Unit	310 CMR Value (gpd/unit)	Total Flow (gpd)
<i>Existing Parking Lot</i>			
Parking Lot	143,139 sf	0	0
<i>Project ¹</i>			
Family Dwelling, Multiple	342 bedrooms	110/bedroom	37,620
Total proposed sewer flows:			37,620 gpd
Increase in sewer flows:			37,620 gpd

¹ Estimated using average 310 CMR values.

The proposed buildings will require new sanitary sewer connections to the BWSC sewer system. Improvements to and connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process for the Project. This process will include a comprehensive design review of the proposed service connections, an assessment of Project demands and system capacity, and the establishment of service accounts. Coordination with BWSC will include review and approval of the design, capacity, connections, and flow increase resulting from the proposed discharges to the sanitary sewer system. It will also include any grease traps and/or sand/oil separators that are required. In total, the estimated sewer generation is expected to increase wastewater flows by approximately 37,620 gpd. Approval for the increase in sanitary flow will come from BWSC.

Based on the proposed estimated sanitary flow, which is greater than 15,000 gpd, BWSC will require the removal of infiltration/inflow (I/I) at a minimum ratio minimum 4:1 ratio of I/I removed to wastewater generated.

New wastewater generation resulting from the Project will connect to the existing sanitary sewer mains in Addison Street. It is not anticipated other recently constructed or planned developments in East Boston or Revere will have an effect on the ability of local infrastructure to handle the Project's wastewater generation.

6.3.3 PROPOSED CONNECTIONS

The adjacent roadway sewer systems in Addison Street, Brandywyne Drive, and potential building service connections to the sewer system were analyzed.

Table 6-2 indicates the hydraulic capacity of the existing 10-inch BWSC sewer main in Addison Street, 10-inch BWSC sewer main in Brandywyne Drive, and the 102-inch by 110.5-inch BWSC combined sewer main in Addison Street. The minimum hydraulic capacity is 0.78 million gallons per day (MGD) or 1.2 cubic feet per second (CFS) for the 10-inch sewer main in Addison Street and 0.8 MGD or 1.23 CFS for the 10-inch sewer main in Brandywyne Drive.

Based on an average daily flow estimate for the Project of 36,520 gpd or .0365 MGD, an increase of 37,620 gpd or .0372 MGD from the existing site; and with a factor of safety estimate of 10 (total estimate = $0.0372 \text{ MGD} \times 10 = 0.37 \text{ MGD}$), no capacity problems are expected within the BWSC sewer systems in Addison Street and Brandywyne Drive.

The Project team will work with BWSC to analyze the impacts of the proposed sewer flows on the adjacent sewer system.

Table 6-2: Sewer Hydraulic Capacity Analysis

Manhole (BWSC Number) ²	Distance (ft)	Invert Elevation (up)	Invert Elevation (down)	Slope (%)	Diameter (in)	Manning's Number	Flow Capacity (cfs)	Flow Capacity (MGD)
Addison Street								
125 to 124	189	10.84	9.9	0.50%	10	0.013	1.55	1.99
124 to 123	200	9.9	9.3	0.30%	10	0.013	1.20	0.78
126 to 1	500	2.9	2.75	0.03%	102x110.5	0.013	1441.48	931.65
Minimum Flow Analyzed ³							1.20	0.78
Brandywyne Drive								
293 to 10	297	10.84	9.9	0.32%	10	0.013	1.23	0.80
Minimum Flow Analyzed ³							1.23	0.80

6.4 STORMWATER

6.4.1 EXISTING STORM DRAINAGE SYSTEM

There are existing BWSC drain mains in Addison Street, Brandywyne Street, and 175 McClellan Highway adjacent to the Project Site. The existing drainage in Addison Street and Brandywyne Drive join BWSC's combined sewer before ultimately flowing to the MWRA Deer Island Waste Water Treatment Plant for treatment and disposal.

Addison Street

There is a 10-inch BWSC drain main in Addison Street which flows in a westerly direction. The 10-inch BWSC drain main flows into a 15-inch BWSC drain main in Addison Street which joins a BWSC combined sewer main before ultimately flowing to the MWRA Deer Island Waste Water Treatment Plant for treatment and disposal.

Brandywyne Drive

There is an existing 15-inch BWSC drain line which flows in a northerly direction in Brandywyne Drive. The 15-inch BWSC drain main which joins a BWSC combined sewer main which ultimately flows to the MWRA Deer Island Waste Water Treatment Plant for treatment and disposal.

² Manhole numbers taken from BWSC Sewer System Map

³ Flow Calculations based on Manning Equation

Adjacent Site

There is an existing 24-inch storm drain in the adjacent site which increases in size to 60-inches before it discharges into the Chelsea River. Existing parking lot drainage is connected to this storm drain.

6.4.2 PROPOSED STORM DRAINAGE SYSTEM

The Project Site is 100 percent impervious area comprised of a paved parking lot. The Project will reduce the total impervious cover onsite and will consist of mostly building roof, grassed area, paved road, and paved pedestrian sidewalks. The Project will meet or reduce the existing peak rates of stormwater discharge and volumes of stormwater runoff from the property, and promote runoff recharge to the greatest extent possible.

The Project is not located in the City's Groundwater Conservation District. The Project will either infiltrate the one-inch volume of stormwater over the Project Site's impervious areas or reuse it within the building. The Project will infiltrate one-inch of stormwater runoff from impervious areas into the ground to the greatest extent possible. Different approaches to stormwater recharge will be assessed. It is anticipated that the stormwater recharge systems will work to passively infiltrate runoff into the ground with recharge wells, a gravity recharge system, or a combination of storage tanks in the building and pumps. The underground recharge system and any required site closed drainage systems will be designed so that there will be no increase in the peak rate of stormwater discharge from the Project Site in the developed condition compared to the existing condition.

The Project Site is within the 1% floodplain and is therefore classified as Land Subject to Coastal Storm Flowage. The Project's finished floor elevation will be set at a minimum of five feet above the floodplain elevation. Parking will be constructed underneath the first floor of the building mitigating the effects of storm flowage on-site. The Project Site is located above sea level, and will drain down by gravity through the closed drainage system when the tide recedes after a major storm event.

The Project will continue to connect to the storm drain in the adjacent site. This storm drain ultimately flows directly to the Chelsea River. Dye tests will be performed to confirm that storm drainage and sanitary sewer connect to their respective mains. Don't Dump Plaques will be installed at all inlets.

Improvements and connections to BWSC infrastructure and stormwater improvements to public sidewalks adjacent to the Project Site will be reviewed as part of BWSC's Site Plan Review process. The process will include a comprehensive design review of the proposed service connections, and assessment of Project demands and system capacity. It is not anticipated other recently constructed or

planned developments in East Boston or Revere will have an effect on the Project's ability to handle stormwater flows.

6.5 WATER QUALITY IMPACT

The Project will not negatively affect the water quality of nearby water bodies. Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and BWSC storm drain systems. During construction, existing catch basins will be protected with filter fabric, straw bales and/or crushed stone, to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

All necessary dewatering will be conducted in accordance with applicable MWRA and BWSC discharge permits. Once construction is complete, the Project will be in compliance with City and state stormwater management policies, as described below.

6.5.1 MASS DEP STORMWATER MANAGEMENT POLICY STANDARDS

In March 1997, MassDEP adopted a Stormwater Management Policy to address non-point source pollution. In 1997, MassDEP published the Massachusetts Stormwater Handbook as guidance on the Stormwater Policy, which was revised in February 2008. The Policy prescribes specific stormwater management standards for development projects, including urban pollutant removal criteria for projects that may impact environmental resource areas. Compliance is achieved through the implementation of Best Management Practices (BMPs) in the stormwater management design. The Policy is administered locally pursuant to MGL Ch. 131, s. 40.

A brief explanation of each Policy Standard and the system compliance is provided below.

Standard 1: *No new stormwater conveyances (e.g., outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.*

Compliance: The proposed design will comply with this Standard. The design will incorporate the appropriate stormwater treatment, and no new untreated stormwater will be directly discharged to, nor will erosion be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Project.

Standard 2: *Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates. This Standard may be waived for discharges to land subject to coastal storm flowage as defined in 310 CMR.*

Compliance: The proposed design will comply with this Standard. The Project discharges to land subject to coastal storm flowage. The existing discharge rate will be met or decreased as a result of the improvements associated with the Project.

Standard 3: *Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmental sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. This Standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.*

Compliance: The Project will comply with this Standard to the maximum extent practicable.

Standard 4: *Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). This Standard is met when:*

- a. Suitable practices for source control and pollution prevention are identified in a long-term pollution prevention plan, and thereafter are implemented and maintained;*
- b. Structural stormwater best management practices are sized to capture the required water quality volume determined in accordance with the Massachusetts Stormwater Handbook; and*
- c. Pretreatment is provided in accordance with the Massachusetts Stormwater Handbook.*

Compliance: The proposed design will comply with this Standard. Within the Project's limit of work, there will be mostly building roof, paved sidewalk, and roadway areas. Runoff from paved areas that would contribute unwanted sediments or pollutants to the existing storm drain system will be collected by deep sump, hooded catch basins, and conveyed through water quality units before discharging into the BWSC system.

Standard 5: *For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and stormwater runoff,*

the proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c. 21, §§ 26-53 and the regulations promulgated thereunder at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.

Compliance: The proposed design will comply with this Standard. The Project is not associated with Higher Potential Pollutant Loads (per the Policy, Volume I, page 1-6).

Standard 6: *Stormwater discharges within the Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of a significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters and Special Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A “storm water discharge” as defined in 314 CMR 3.04(2)(a)1 or (b) to an Outstanding Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.*

Compliance: The proposed design will comply with this Standard. The Project will not discharge untreated stormwater to a sensitive area or any other area.

Standard 7: *A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural stormwater best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.*

Compliance: The proposed design will meet this Standard to the fullest extent possible.

Standard 8: *A plan to control construction-related impacts including erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented.*

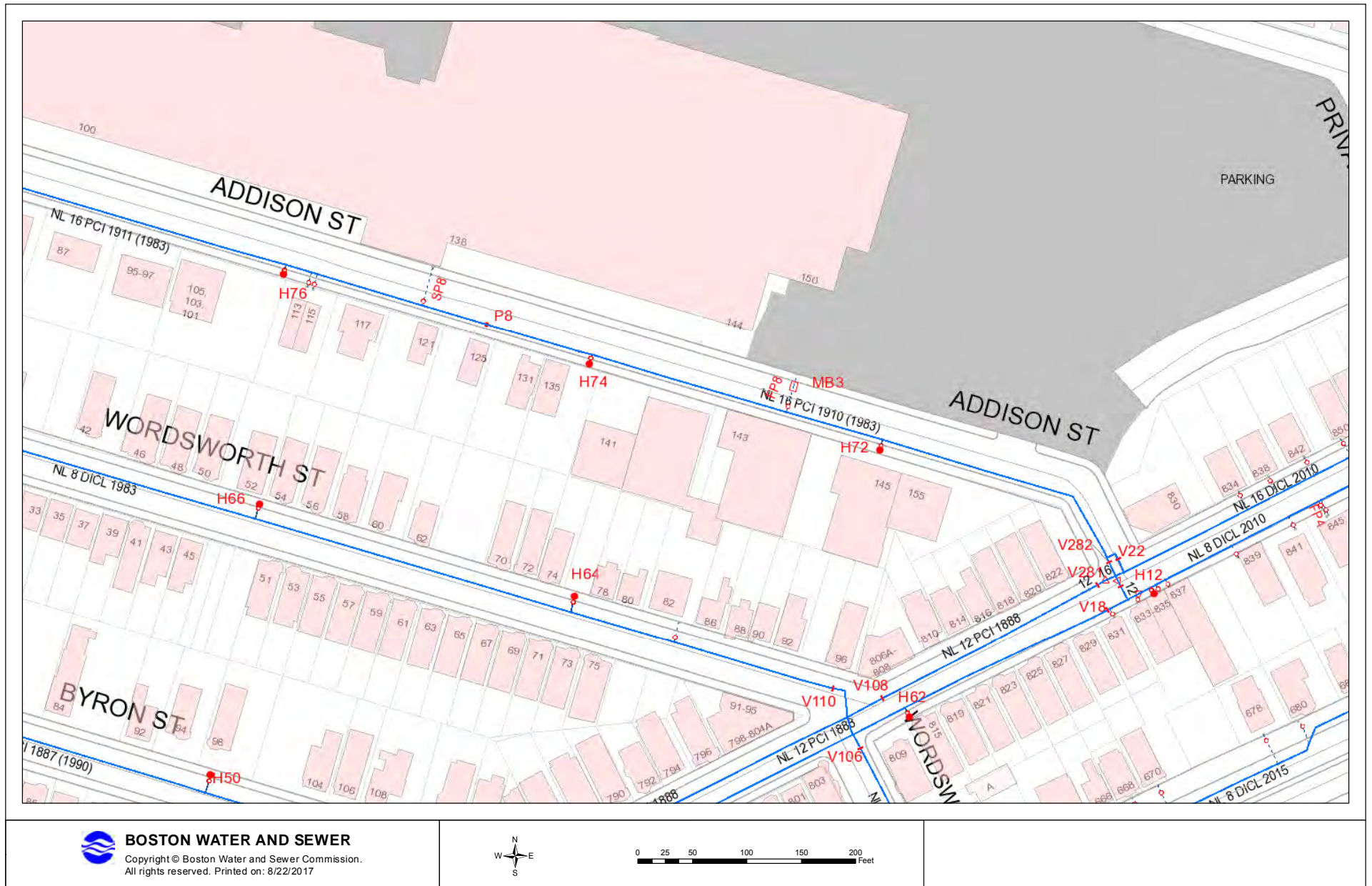
Compliance: The Project will comply with this Standard. Sedimentation and erosion controls will be incorporated as part of the design of these projects and employed during construction.


Standard 9: *A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.*

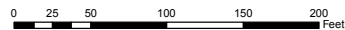
Compliance: The Project will comply with this standard. An O&M Plan, including long-term BMP operation requirements, will be prepared for the Project and will assure proper maintenance and functioning of the stormwater management system.

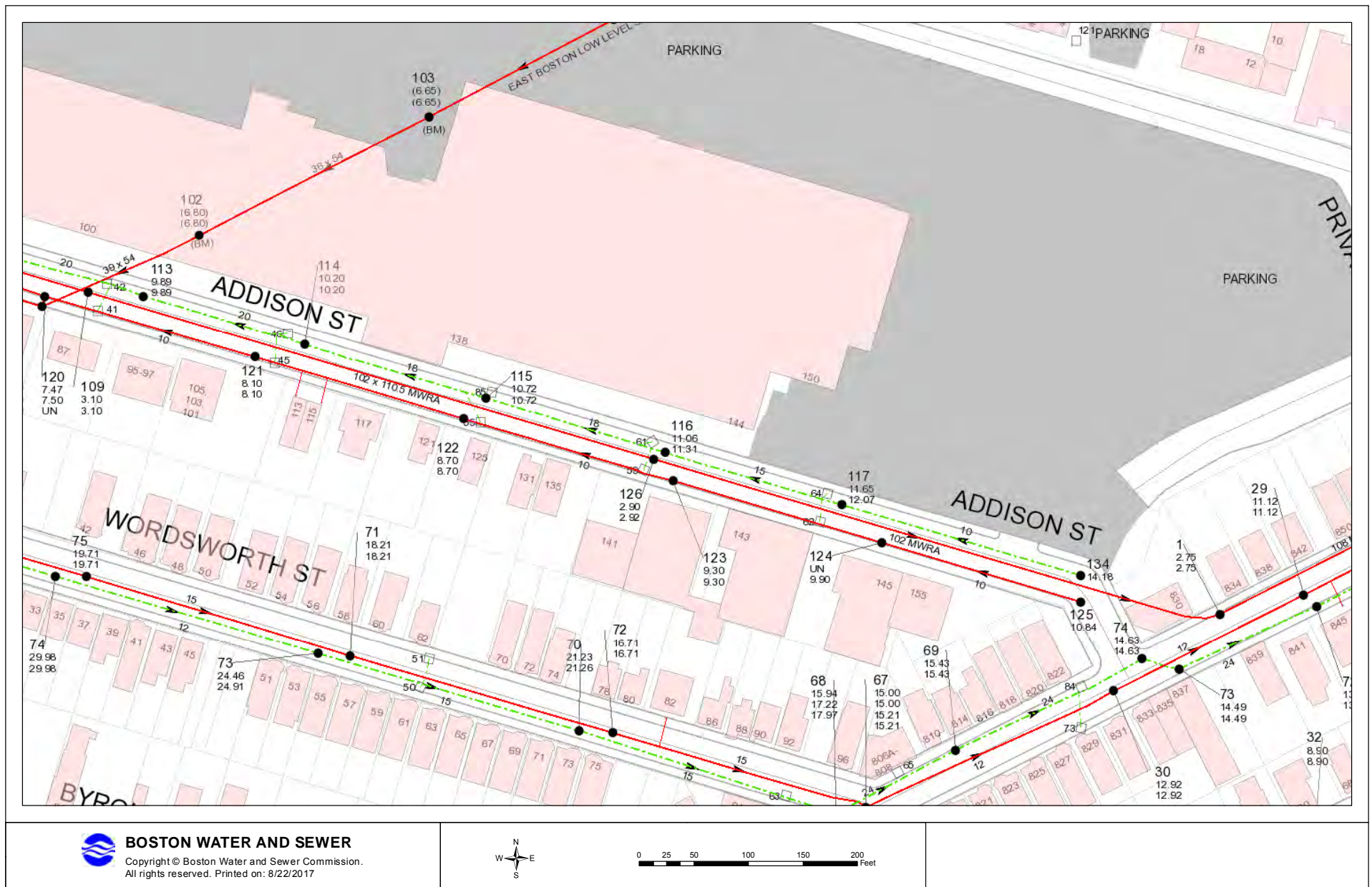
Standard 10: *All illicit discharges to the stormwater management system are prohibited.*

Compliance: The Project will comply with this Standard. There will be no illicit connections associated with the Project.



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APPENDICES

Appendix 1

BPDA SCOPING DETERMINATION

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
144 ADDISON STREET**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (“DPIR”)**

PROPOSED PROJECT: 144 ADDISON STREET

PROJECT SITE: APPROXIMATELY 143,139 SQUARE FOOT (3.3 ACRES)
PARCEL CURRENTLY USED AS A SURFACE PARKING LOT
LOCATED AT 144 ADDISON STREET IN EAST BOSTON

PROPONENT: ADDISON STREET PARTNERS, LLC
C/O BULGROUPE COLORADO L.L.C.

DATE: MAY 18, 2018

The Boston Redevelopment Authority (“BRA”), d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code (“Code”), in response to an Expanded Project Notification Form (“EPNF”), which Addison Street Partners, LLC (the “Proponent”) filed on January 19, 2018 for the proposed 144 Addison Street project in East Boston (the “Proposed Project”). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on January 22, 2018, which initiated a public comment period with a closing date of February 20, 2018. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City’s public agencies/departments and elected officials on January 19, 2018. Hard copies of the EPNF were also sent to all of the Impact Advisory Group (“IAG”) members. The initial public comment period was subsequently extended until March 9, 2018, through mutual consent between the BPDA and the Proponent to allow more time for the general public to provide comments and feedback.

On July 27, 2017, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Mayor’s Executive Order Regarding Provision of Mitigation by Development Projects in Boston for the redevelopment of an approximately 143,139 square foot parcel of land currently utilized as a surface parking lot adjacent to the property located at 144 Addison Street in the East Boston neighborhood of Boston.

On July 28, 2017, letters soliciting IAG nominations for the Proposed Project were delivered to City Councilor Salvatore LaMattina, State Representative Adrian Madaro, and State Senator Joseph Boncore. Additional letters seeking recommendations were delivered to the Mayor's Office of Neighborhood Services ("MONS") and the City Councilors At-Large. Nominations were also sought from the BPDA Planning Department.

Eleven (11) individuals were nominated and appointed to the IAG and have been invited to participate in advising BPDA and City of Boston staff on the Proposed Project's possible impacts and appropriate mitigation.

The following is a list of the IAG members:

1. Anthony Caldarelli
2. Karen Buttiglieri
3. Charles "Skip" Marcella
4. Ernani DeAraujo
5. Nancy Lagro
6. Mary Berninger
7. Matthew Barison
8. Joseph Ruggiero
9. Richard Scaramozza
10. Tanya Hahnel
11. Anthony Dellolacono

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

Pursuant to Section 80B5.3 of the Code, a Scoping Session was held on February 7, 2018 with the BPDA, City of Boston's public agencies/departments, and local elected officials at which time the Proposed Project was reviewed and discussed. IAG members were also invited to attend the Scoping Session.

A BPDA sponsored and advertised public meeting was held on March 2, 2018 at the Salesian Boys & Girls Club of East Boston located at 150 Byron Street in East Boston. An IAG meeting was held on January 31, 2018 at the Salesian Boys & Girls Club of East Boston.

Included in the Scoping Determination are written comments that were received by the BPDA in response to the EPNF, from BPDA staff, public agencies/departments, elected officials, the general public, and IAG members. All of which are included in **Appendices A, B, and C and must be answered in their entirety,**

Appendix A includes written comments from BPDA staff, public agencies/departments, and elected officials.

Specifically, they are:

- Alexa Pinard, Michael Cannizzo, Kristina Ricco, Jill Zick, Kathleen Pedersen, Matthew Moran, BPDA
- John Dalzell, Article 37-Interagency Green Building Committee
- Bob D'Amico, Boston Transportation Department
- Carrie Marsh, Boston Parks and Recreation Department
- John P. Sullivan, Boston Water and Sewer Commission
- Zachary Wassmouth, Boston Public Works Department
- Kristen McCosh, Mayor's Commission for Persons with Disabilities

Public comments received by the BPDA during the comment period are included in **Appendix B**.

Impact Advisory Group ("IAG") member comments received by the BPDA during the comment period are included in **Appendix C**.

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval, and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- During this initial review phase and prior to it, the Proponent has taken steps to meet with community members, abutters, area civic associations, elected officials, and various City agencies/departments. In conjunction with the next phase of the public review process, the Proponent should continue to hold regular conversations and meetings with all interested parties through the duration of the process, ensuring that what is presented in the DPIR and any future filings is beneficial to the respective neighborhood and the City of Boston as a whole.
- The Proposed Project has simultaneously generated excitement and concern. While many of the letters show a desire to see the redevelopment of the existing surface parking lot, numerous letters request that additional studies or revisions to the Proposed Project occur in order to evaluate and/or minimize the potential impacts of a project of this magnitude. The BPDA encourages the Proponent to continue to work with those parties, including the IAG, abutters, area civic associations, and community members, who have expressed concern, in order to minimize and mitigate the Proposed Project's impacts.

- Various members of the public and IAG have expressed concerns with respect to the height, density, and unit types (rentals vs. condominiums) included in the Proposed Project. The BPDA encourages the Proponent to address these concerns and continue to work with these parties to develop thoughtful solutions.
- As stated in the PNF, the Proponent intends to provide a total of approximately one hundred seventy nine (179) vehicle parking spaces for two hundred seventy (270) residential units. A better understanding of how these spaces will be allocated to prospective residents and visitors must be provided in the DPIR. The Proponent should promote alternative modes of transit to new occupants and visitors to the site and should incorporate and outline transportation demand management (“TDM”) measures to off-set potential impacts to the neighborhood in the DPIR.
- Utilizing the feedback obtained during the initial review phase, the Proponent must continue to work with the Boston Transportation Department (“BTD”), BPDA, and other applicable City or State departments/agencies to address concerns regarding site access, circulation of traffic in and around the Project Site, potential traffic impacts, and appropriate mitigation in and around the impacted neighborhood.
- The Proponent must actively engage and work with the Boston Parks and Recreation Department (“BPRD”) to address anticipated impacts on public parks and open spaces in the impacted neighborhood.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related inconveniences with the daily activities that will continue to occur adjacent to the Proposed Project site. A detailed approach to the Proposed Project’s construction management must be included in the DPIR.
- The Proponent must take into account all BPDA approved and under review proposals in the East Boston neighborhood of Boston, scheduled infrastructure improvements in the general area, and nearby large scale developments both in the City of Boston and in adjacent cities (i.e., Revere) while conducting the DPIR’s required studies (transportation, infrastructure, environmental, etc.).
- As stated in the EPNF, the Proponent anticipates obtaining zoning regulatory approval(s) through a Planned Development Area (“PDA”) Development Plan. The Proponent must describe how the Proposed Project meets the PDA requirements as outlined in the Planned Development Area Policy Guidance for Developers adopted by the BRA Board on August 14, 2014. Additionally, the Proponent should include a zoning analysis for the Proposed Project utilizing the applicable zoning district/sub-district regulations.

I. PROJECT SITE

The Proposed Project is located at 144 Addison Street in East Boston on an approximately 143,139 square foot (3.3 acre) parcel entirely paved with asphalt and currently used for surface parking (the "Project Site"). The Project Site is bounded by the Brandywyne Village Apartments on the north, the former Maverick Mills building on the west, Addison Street on the south, and a private access road and Saratoga Street residential buildings on the east. The adjacent neighborhood south of Orient Heights is characterized by a mix of land uses including industrial/commercial space and two (2) to three (3) story multi-family residences and townhomes on small lots. The Massachusetts Bay Transportation Authority ("MBTA") Orient Heights and Wood Island Blue Line subway stations are both located within an approximately fourteen (14) minute walking distance (0.6 miles) of the Project Site.

II. PROJECT DESCRIPTION

The Proposed Project, as described in the PNF, consists of the redevelopment of the Project Site into an approximately 189,770 square foot, multi-family residential development with approximately two hundred seventy (270) rental housing units, approximately one hundred seventy nine (179) off-street parking spaces, approximately two hundred eighty five (285) bicycle storage spaces for residents and visitors, and landscape and streetscape improvements.

The design of the Proposed Project consists of two (2) buildings. The building fronting Addison Street (the "South Building") will provide three (3) to five (5) stories of residential units over structured parking spaces. The building on the Project Site's north side (the "North Building"), accessible to the existing private driveway connection to McClellan Highway (the "McClellan Driveway") will provide five (5) stories of residential units over structured parking spaces. Both buildings will be connected by a residential amenity section in the center of the Project Site. The Proposed Project includes pedestrian oriented, accessible green/open space, and streetscape enhancements including upgraded sidewalks, street trees, and lighting in and around the Project Site.

III. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project applicability. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts, as a supplement and update to the studies completed and the materials provided in connection with the EPNF. The DPIR shall contain the information necessary to meet the

specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination (“PAD”) within sixty (60) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project’s impacts and, if appropriate, propose measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, ten (10) copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2” x 11”, except where otherwise specified, are required. The booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of this Scoping Determination should be included in the booklet for reference. The electronic copy and all of the relevant project details should be submitted to the BPDA via the Developer Portal website: <https://developer.bostonplans.org/>

A. General Information

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architect(s)
 - (2) Business address, telephone number, and e-mail, where available for each
 - (3) Designated contact person for each
 - b. Legal Information

- (1) Legal judgements or actions pending concerning the Proposed Project
- (2) History of tax arrears on property owned in Boston by Applicant
- (3) Evidence of site control over project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
- (4) Nature and extent of any and all public easements into, through, or surrounding the site.
- (5) Existing agreements and/or provisos associated with zoning relief that may have been granted by the City of Boston Board of Appeal (if any) to allow for any of the existing uses on the Project Site

2. Project Area

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of project area or certified survey of the project area.
- c. Current zoning (both underlying and PDA restrictions/requirements)

3. Project Description and Alternatives

- a. The DPIR shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate the Proposed Project shall be required.
- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.
 - i. An "as of right" zoning project alternative should be considered for this section

4. Public Benefits

- a. Anticipated employment levels including the following:

- (1) Estimated number of construction jobs
- (2) Estimated number of permanent jobs
- b. Current and/or future activities and programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the city at large, such as; child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies/departments, abutters, civic associations, elected officials, businesses, and other community stakeholders.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the Proponent, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act (“MEPA”) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the Secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

C. TRANSPORTATION COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the BTM “Transportation Access Plan Guidelines” and “Go Boston 2030 Vision and Action Plan” in preparing its studies for the DPIR.

The DPIR must also address the comments outlined by BTM and BPDA’s staff included in **Appendix A**.

Based on the initial review phase, the Proponent must evaluate the existing multi-modal transportation network and infrastructure and proactively identify potential improvements/mitigation in the neighborhood they may be undertaken as part of the Proposed Project to offset any impacts that be generated as result of the proposal.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address and respond to the comments of the BPDA as outlined in the staff comment letter, dated May 14, 2018, as well as the comments of the Article 37 Interagency Green Building Committee, dated May 4, 2018 included in **Appendix A**.

The DPIR should include the most up to date Article 37 Interagency Green Building Committee (“IGBC”) documentation.

Geotechnical Impact/Groundwater

To the extent not provided in the EPNF, an analysis of existing sub-soil conditions at the Project Site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology (e.g., pier pilings), the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, roadways and the harbor.

Maintaining groundwater levels in the City of Boston is required. Consultation with the Boston Groundwater Trust regarding potential groundwater impacts in areas influenced by tidal fluctuations is recommended. Measures to ensure that groundwater levels will be maintained and will not be lowered during, or after, construction shall be described. If on-going pumping is required, the metering of discharge must be conducted with oversight by the Boston Water and Sewer Commission. Levels reported shall be based on Boston City Base (BCB).

Construction Impacts

As applicable, construction impact analysis shall include a description and evaluation of the following:

- (a) Potential dust and pollutant emissions and mitigation measures to control these emissions, including participation in the Commonwealth’s Clean Construction Initiative.
- (b) Potential noise generation and mitigation measures to minimize increase in noise levels.

- (c) Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
- (d) Construction schedule, including hours of construction activity.
- (e) Access routes for construction trucks and anticipated volume of construction truck traffic.
- (f) Construction methodology (including foundation and piling construction), amount and method of excavation required, disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
- (g) Method of demolition of existing buildings on the site and disposal of the demolition waste, as applicable.
- (h) Potential for the recycling of construction and demolition debris, including asphalt from existing parking lots.
- (i) Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or storm water runoff into the City's drainage system during the construction period.
- (j) Coordination of project construction activities with other major construction projects being undertaken in the project vicinity at the same time, including scheduling and phasing of individual construction activities.
- (k) Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.
- (l) Measures to protect the public safety.

Rodent Control

Compliance with city and state rodent control program requirements must be ensured. Rodent inspection monitoring and treatment, if necessary, should be carried out before, during, and at the completion of the construction period. Extermination for rodents shall be required for issuance of permits for demolition, excavation, foundation, and basement rehabilitation. Licensed exterminators shall indicate before and during construction activity whether or not rodent activity is identified. Compliance with this policy will be monitored by the Rodent Control Unit of the City of Boston Inspectional Services Department ("ISD").

E. URBAN DESIGN COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address and respond to the comments outlined in the BPDA's Planning staff comment letter, included in **Appendix A**.

F. INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") (if applicable) on infrastructure impacts.

The standard scope for infrastructure analysis is outlined in the comment letter submitted by John P. Sullivan, Chief Engineer and Operations Officer, BWSC, to the BPDA on February 16, 2018, included in **Appendix A**.

Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.

G. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one (1) or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix D**.

Following publication of the public notice, the Proponent shall submit to the BPDA a copy of the published notice together with the date of publication.

H. INCLUSIONARY DEVELOPMENT POLICY/AFFORDABLE HOUSING COMPONENT

The Proposed Project must comply with the Mayor's Executive Order regarding the Inclusionary Development Policy ("IDP") executed on December 10, 2015. The DPIR should include the approximate number of IDP or income restricted units to be created, the anticipated maximum incomes of the households for those units, and the anticipated unit mix.

I. ACCESSIBILITY CHECKLIST

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as **Appendix E**.

J. BROADBAND READY BUILDINGS QUESTIONNAIRE

As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as **Appendix F**. The information that is shared through the Broadband Ready Buildings Questionnaire will help the BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Appendix 2

CLIMATE RESILIENCY CHECKLIST

NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).

A.1 - Project Information

Project Name:	144 Addison Street		
Project Address:	144 Addison Street, Boston, MA 02128		
Project Address Additional:	N/A		
Filing Type	DPIR		
Filing Contact	<i>Damian Szary, Principal</i>	<i>Gate Residential</i>	<i>das@gateresidential.com</i> (617) 904-7111
Is MEPA approval required	No		N/A

A.3 - Project Team

Owner / Developer:	Addison Street Partners, LLC
Architect:	Arrowstreet, Inc.
Engineer:	Wozny Barbar & Associates
Sustainability / LEED:	Arrowstreet, Inc.
Permitting:	Fort Point Associates, Inc.
Construction Management:	TBD

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Residential
List the First Floor Uses:	Residential
List any Critical Site Infrastructure and or Building Uses:	n/a

Site and Building:

Site Area:	143,139 SF	Building Area:	226,400 GSF
Building Height:	53'-4"	Building Height:	5 Stories
Existing Site Elevation - Low:	7'-10" BCB	Existing Site Elevation - High:	19'-0" BCB
Proposed Site Elevation - Low:	8'-0" BCB	Proposed Site Elevation - High:	21'-6" BCB
Proposed First Floor Elevation:	21'-0" BCB	Below grade levels:	0 Stories

Article 37 Green Building:

LEED Version - Rating System :	BD+C: Multifamily Midrise	LEED Certification:	No
Proposed LEED rating:	Silver/Gold	Proposed LEED point score:	61 Pts.

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined

Energy modeling was performed using eQuest 3.65.			
Annual Electric:	2,007,800(kWh)	Peak Electric:	1,033 (kW)
Annual Heating:	415,000 (kWh)	Peak Heating:	784 (kW)
Annual Cooling:	126,000 (kWh)	Peak Cooling:	754 (kW)
Energy Use - Below ASHRAE 90.1 - 2013:	17.3%	Have the local utilities reviewed the building energy performance?:	No
Energy Use - Below Mass. Code:	17.3%	Energy Use Intensity:	43.8 (kBtu/SF)

Back-up / Emergency Power System

Electrical Generation Output:	n/a	Number of Power Units:	n/a
System Type:	n/a	Fuel Source:	n/a

Emergency and Critical System Loads (in the event of a service interruption)

Electric:	n/a	Heating:	n/a
		Cooling:	n/a

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing GHG emissions is critical to avoiding more extreme climate change conditions. To achieve the City’s goal of carbon neutrality by 2050 new buildings performance will need to progressively improve to net carbon zero and positive.

B.1 – GHG Emissions - Design Conditions

For this Filing - Annual Building GHG Emissions: 960 (Tons)

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

A sustainability consultant has been engaged during the filing process to brainstorm ideas to improve energy performance. As part of this process, the consultant has performed an energy model to understand energy use distribution and to prioritize Energy Conservation Measures (ECMs).

Describe building specific passive energy efficiency measures including orientation, massing, envelope, and systems:

The massing on site is meant to maximize open space and allow for potential natural ventilation strategies. The building is positioned with the long façade oriented southeast and southwest, which allows optimum solar gains and daylight. Optimized envelope systems have been considered in the design, along with high performance glazing that are operable and double pane Low-E coated, LED lighting fixtures in common areas, and low flow fixtures.

Describe building specific active energy efficiency measures including equipment, controls, fixtures, and systems:

Energy Star appliances for kitchen and laundry, Dedicated Outdoor Air System (DOAS) with heat recovery for ventilation and Vertical fan coil units (heat pump) systems for mechanical cooling and heating have been considered in estimating the GHG emissions.

Describe building specific load reduction strategies including on-site renewable, clean, and energy storage systems:

Domestic hot water, heating, and plug loads are the three predominant energy use loads. The focus was on reducing loads on these end uses to achieve the maximum return on investment for the project. Strategies include low flow fixtures, optimized envelope, and Energy Star Appliances. The Proponent will consider Power Purchase Agreement (PPA) for future installation of PV panels.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

N/A

Describe any energy efficiency assistance or support provided or to be provided to the project:

The Proponent will apply for eligible rebates or incentives through the Mass Save program. It is expected the Project will receive rebates for the installation of high efficiency >95% combined heating and hot water equipment and wireless Nest thermostats in all residential units. In addition, the Project Team will contact National Grid and Eversource, and participate in applicable incentive programs.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

The project goal is to minimize the building loads such that future upgrades do not involve cost prohibitive strategies such as added insulation or a major retrofit to reduce loads. The building is targeting an EUI that can be offset by potential PV system via PPA in the future.

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2 °F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 - Extreme Heat - Design Conditions

Temperature Range - Low:	10.4 F	Temperature Range - High:	90.5 F
Annual Heating Degree Days:	4973	Annual Cooling Degree Days:	3421

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90°:	90	Days - Above 100°:	33
Number of Heatwaves / Year:	3	Average Duration of Heatwave (Days):	3

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

The Project Site will remain more than 50% open area, mostly vegetated, with areas of trees and shrubs to provide shading. The building materials and non-vegetated surfaces will have a high reflectivity, to avoid absorption of additional heat.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

The project design parameters will be optimized for both heating and cooling, with consideration to projected extreme heat temperatures. Strategies include shading devices, insulated operable windows with Low-E coating and optimum solar heat gain coefficient (SHGC), natural ventilation strategies, and added cooling capacity by using higher design temperatures.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

A high performing envelope will allow the indoor temperature to change gradually, while operable windows promote natural ventilation. Potable water for drinking, food preparation, sinks, and sanitary systems will be maintained.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

10 Year, 24 Hour Design Storm: 6 in.

Describe all building and site measures for reducing storm water run-off:

The Project Site will retain its original grading, which is currently lower than its surrounding neighbors, and will not produce storm water run-off to adjacent sites. The large amount of vegetated, open space will promote water capture and gradual ground water recharge.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

The Project will replace an entirely impervious surface parking lot with a largely green, open space surfaced with hearty and native vegetation and permeable surfaces. The selected plantings will be able to withstand periods of drought as well as over saturation and flooding, while reducing heat island effect, improving air quality and dramatically improving the quality of stormwater run-off.

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, sea levels in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA SFHA?

What Zone:

Current FEMA SFHA Zone Base Flood Elevation:

Is any portion of the site in a BPDA Sea Level Rise - Flood Hazard Area? Use the online [BPDA SLR-FHA Mapping Tool](#) to assess the susceptibility of the project site.

If you answered YES to either of the above questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented on the BPDA Sea Level Rise - Flood Hazard Area (SLR-FHA) map, which depicts a modeled 1% annual chance coastal flood event with 40 inches of sea level rise (SLR). Use the online [BPDA SLR-FHA Mapping Tool](#) to identify the highest Sea Level Rise - Base Flood Elevation for the site. The Sea Level Rise - Design Flood Elevation is determined by adding either 24” of freeboard for critical facilities and infrastructure and any ground floor residential units OR 12” of freeboard for other buildings and uses.

Sea Level Rise - Base Flood Elevation:	<input type="text" value="16.5 Ft BCB"/>	
Sea Level Rise - Design Flood Elevation:	<input type="text" value="21.3 Ft BCB"/>	First Floor Elevation: <input type="text" value="21.5 Ft BCB"/>
Site Elevations at Building:	<input type="text" value="(varies) 8 Ft BCB to 19 Ft BCB"/>	Accessible Route Elevation: <input type="text" value="21.5 Ft BCB"/>

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

All occupiable space (residential, entry, amenities, etc.) will be elevated to 21.5’ BCB, which is 5’ above 100 year flood levels defined by FEMA, and in compliance with the BPDA’s requirements for Sea Level Rise-Design Flood Elevation (SLR-DFE). The Project Site itself will remain low-lying at 8’ BCB at its lowest point with open air parking below the enclosed floors, at 10’ BCB. The large amount of low-lying open space will be able to manage a large influx of water. The vegetated, pervious open areas will help reduce and slow water leaving the Project Site.

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

All mechanical systems will be located above the Sea Level Rise-Base Flood Elevation (SLR-BFE) as defined by the BPDA. The Project will also provide water tight utility conduits, as well as stormwater and wastewater back flow prevention.

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Occupants will be able to remain in their residences during these events; all inhabited areas are raised well above the anticipated flood level.

Describe any strategies that would support rapid recovery after a weather event:

If the adjacent roadways remain un-altered, occupants will be able to resume normal activities post-weather event. The ground floor and main entry of the building will be elevated 4'-6" above the anticipated flood plain.

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

The ground floor and main entry of the building will be elevated above the SLR-DFE and should remain accessible to Addison Street, located at an average grade of 19' BCB. Should Sea Level Rise affect the low-lying areas of Orient Heights, the main entry drive to this Project Site could be relocated from McClellan Highway to Addison Street

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

All critical equipment will be located above the floodplain or on the roof.

A pdf and word version of the Climate Resiliency Checklist is provided for informational use and off-line preparation of a project submission. **NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).**

For questions or comments about this checklist or Climate Change best practices, please contact: John.Dalzell@boston.gov

Appendix 3

ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%20200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

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1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	144 Addison Street		
Primary Project Address:	144 Addison Street, Boston, MA 02128		
Total Number of Phases/Buildings:	(2) Buildings constructed in (2) Phases		
Primary Contact (Name / Title / Company / Email / Phone):	Damian Szary, Principal, Gate Residential 617-904-7111, das@gateresidential.com		
Owner / Developer:	Addison Street Partners, LLC		
Architect:	Arrowstreet, Inc.		
Civil Engineer:	Nitsch Engineering, Inc.		
Landscape Architect:	Copley Wolff Design Group, Inc.		
Permitting:	Fort Point Associates, Inc.		
Construction Management:	TBD.		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	None at this time.		
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	143,139 SF	Building Area:	226,400 GSF
Building Height:	53'-4"	Number of Stories:	5 Stories (above Parking)
First Floor Elevation:	21'-6" BCB	Is there below grade space:	Yes / No

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What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	<i>Residential, only.</i>			
<p>3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	Located in Orient Heights, East Boston, the Project is at the intersection of a number of building typologies: a historic textile mill, a community health center, a large airport hotel, 3-story residences, and multi-family affordable housing. The Project Site is currently used as a surface parking lot for rental cars.			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	The Project Site is located between two Blue Line MBTA T stations. It is approximately 0.5 miles south of Orient Heights and 0.6 miles north of Wood Island. It is less than 0.1 miles from bus stops for 120, located on Rt. 145, headed both northbound (Revere) and southbound (Boston).			
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	East Boston High School, and the East Boston Public School District, is located within 1.5 miles of the Project Site. The closest hospital is a branch of MGH located in Chelsea, 2.5 miles from the Project site. There is an assisted living facility for the elderly, as well as a rehabilitation center, within a mile of the Project Site. Brandywyne Village is an affordable housing development, which borders the Project Site on the north.			
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	The East Boston Branch Library, BCYF Pino Community Center, Noyes Playground, Constitution Beach, and Wood Island Bay Edge Park are all within a mile of the Project Site.			
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a historic district? <i>If yes</i> , identify which district:	The Project Site is not located in a historic district.			

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<p>Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>There is one existing sidewalk that borders the Project Site, on Addison Street, which is approximately 6'-0" wide. The existing sidewalk condition is cracked and deteriorated. There are no existing ramps, and the existing grade at the entry to the Project Site contains a significant slope.</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i>, provide description and photos:</p>	<p>The Project will contribute site improvements to the existing pedestrian sidewalks, including level walking surface, adequate lighting, and demarcation of accessible entry. The Project will also reduce the grade change at the entry to the Project Site to a 1:20 slope or less.</p>
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>The proposed sidewalks will meet the Boston Complete Street Guidelines for Neighborhood Residential streets.</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>The proposed enhancements to the existing sidewalk would provide 7'-6" of Frontage Zone, which includes a greenspace buffer, and 6'-0" of Pedestrian Zone, for an overall sidewalk width of 13'-6". One additional Pedestrian sidewalk will provide a safe walkway from the street, around the perimeter of the vehicle entry court, to the main entry vestibule. This connecting sidewalk will measure 5'-0" wide and will be sloped at 1:20 or less.</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>The existing sidewalk will be re-worked with cast-in-place concrete, and is part of a City of Boston pedestrian right-of-way. The new sidewalk will consist of an even walking surface of pavers, and will be located on private property.</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>No, not at this time.</p>

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<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>n/a</p>
<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p>n/a</p>
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>The Project plans to accommodate approximately 174 parking spaces in an open-air parking lot, below the building footprint, and will be accessible by two different elevator cores. There will also be approximately 5 additional short-term parking spaces provided.</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>The Project will provide seven accessible parking spaces, including two van accessible spaces. Five of these spaces will be distributed between each elevator core at the Parking Level and two will be located at the short-term parking adjacent to the main vehicular entry court/visitor’s entrance.</p>
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>This is not anticipated to be required.</p>
<p>Where is the accessible visitor parking located?</p>	<p>There will be guest parking spaces available at the entry court off Addison Street, including at minimum two accessible spots.</p>
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	<p>Yes, the drop off will be located at the entry court and will be designed to be accessible. The sidewalk and entry drive will be a flush condition, no curb cuts or ramps will be required between vehicles and the entry door.</p>
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>Each entryway will provide a flush condition, with a transition no more than ½” in height. There will be a continuously level connection from the vehicle entry court’s front door to the Amenities spaces in both buildings, by means of a connecting “Amenity Deck”, at the Ground Floor. Elevator cores will be provided in both buildings, with access from parking to the top level of the building. Additionally, there will be four (4) stair cores total, two in each</p>

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	building, designed for egress, and designed per NFPA, IBC, and ANSI.
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	The accessible entrance will be integral to the standard entry; there will be no separate entries for accessibility. The standard entry points will be below the building at parking, accessible by elevators and stairs, and at the vehicle entry court. The vehicle entry court will provide a flush condition, no curb cuts or ramps will be required between vehicles and the entry door, which borders the perimeter of the entry court. The entry into the building will be a flush condition, as previously mentioned.
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	n/a
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	Approximately 270 housing units are proposed for the Project.
<i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i>	All housing units will be rental apartments. The Proponent will provide approximately 35 new IDP units on the Project Site.
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	The Project will make approximately 5% of units (14 units) Group 2 accessible.
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	Approximately 15% of the IDP units would be Group 2 units (5-6 units).
<i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i>	n/a

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<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes</i>, provide reason.</p>	<p>None at this time.</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i>, describe:</p>	<p>None at this time.</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>Yes, the proposed Project will provide site improvements along Addison Street and along two (2) existing access drives: one from McClellan Highway and one existing on the right-of-way on the Project Site’s east side. These improvements will include re-surfacing of existing sidewalks and roads, adequate lighting, demarcation of accessible entry and some light landscaping enhancements.</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>All resident amenity spaces, interior and exterior, will be fully accessible. These amenities are still in development, but may include an outdoor swimming pool, a gym, a lounge area, and potentially some co-working spaces. Additionally, all open green spaces at grade will be accessible by stair or elevator, and by a continuously level pedestrian walkway.</p>
<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <i>If no</i>, explain why not.</p>	<p>Restrooms in common public spaces will be designed for equal access, per MAAB and ANSI requirements.</p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>This review has not occurred yet.</p>
<p>Has the proponent presented the</p>	<p>This review has not occurred yet.</p>

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<p>proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.</p> <p>See Figure A-1, Parking Accessibility and Figure A-2, Ground Floor Accessibility</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p> <p>See Figure A-2, Ground Floor Accessibility</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)</p> <p>There is no roof deck. See Figure A-2, Ground Floor Accessibility</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.</p> <p>The Group 2 units are not yet designed, but the Project will be in compliance with all regulations and standards.</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <p>Not applicable at this time.</p>	

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

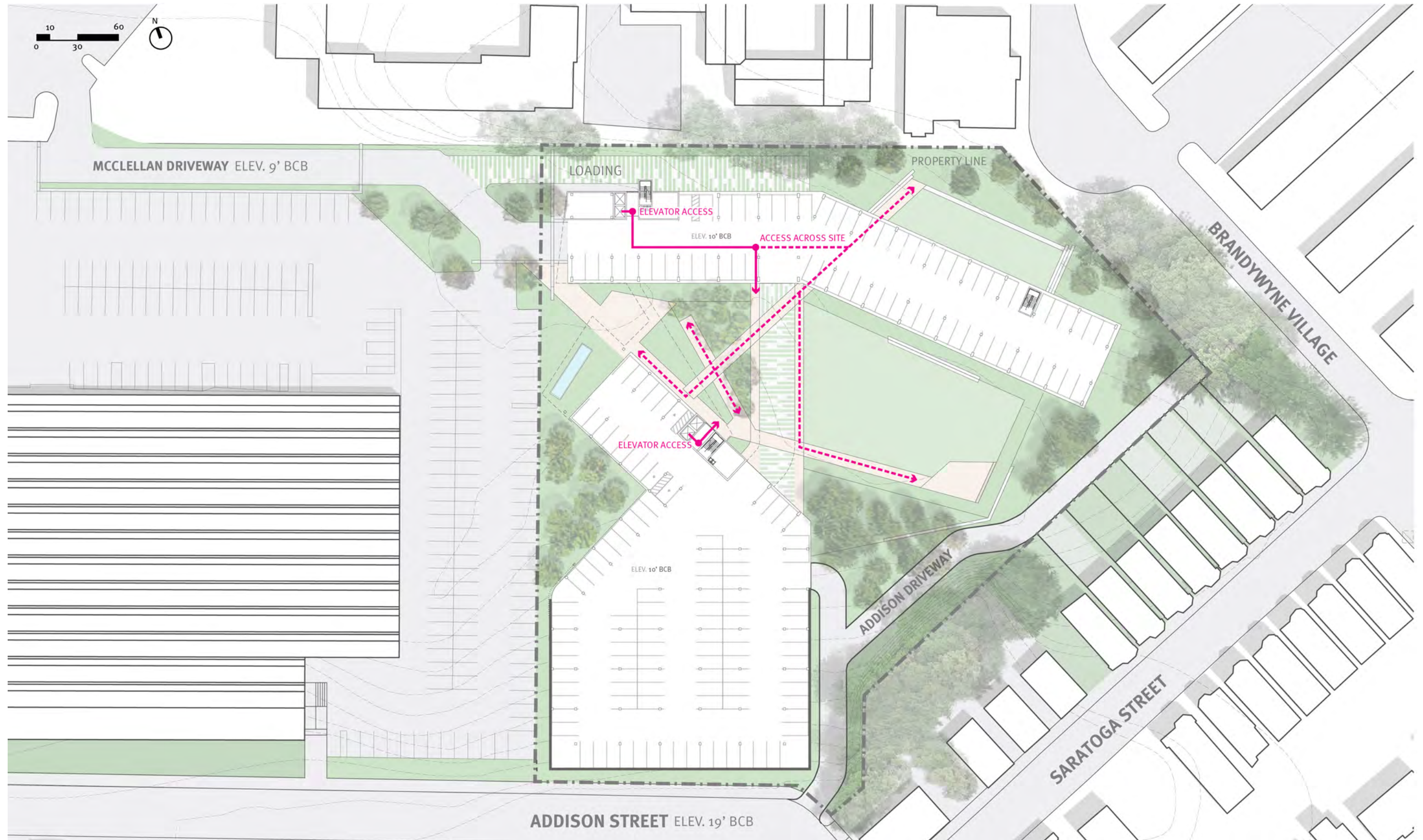
For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

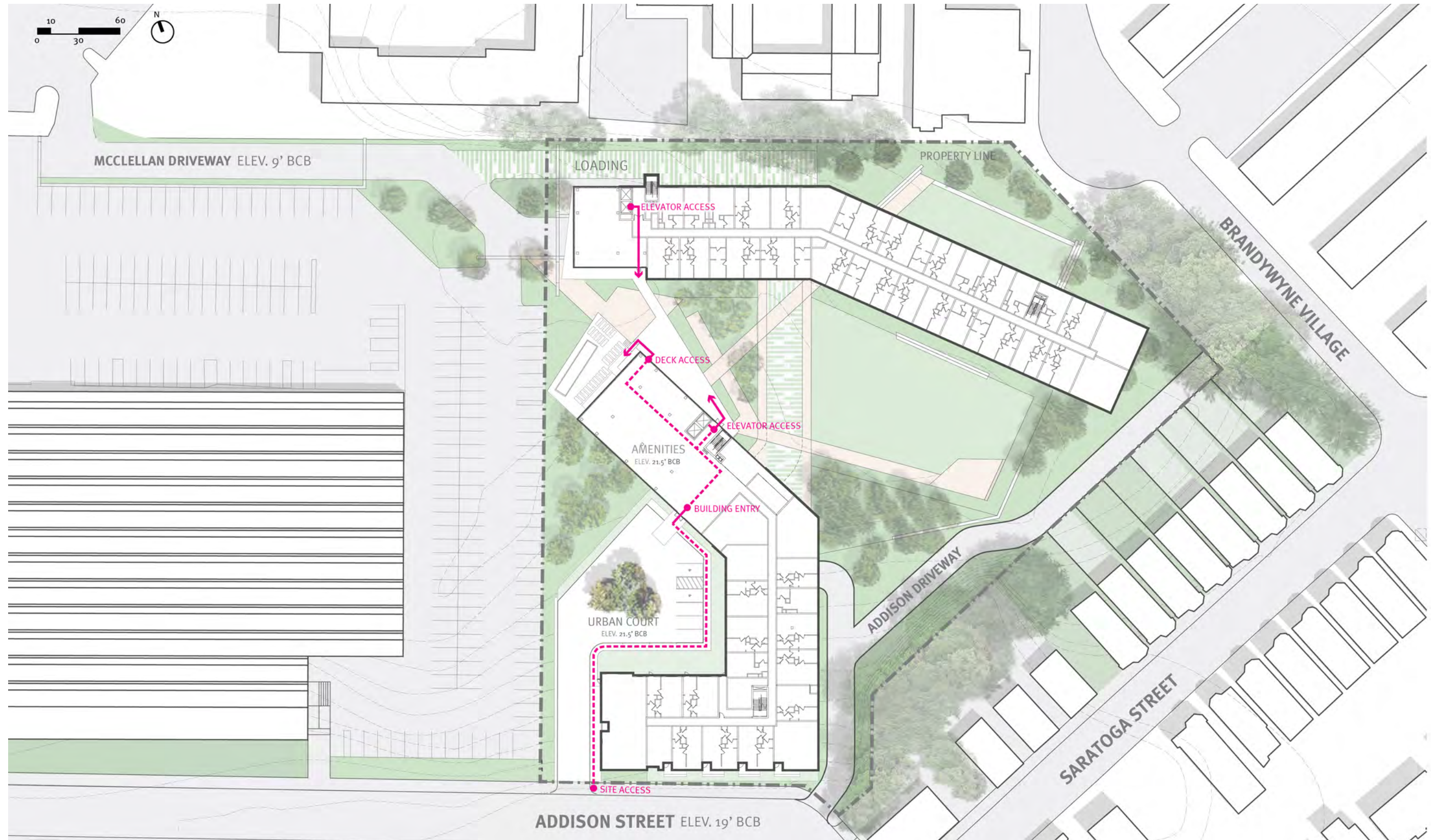
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The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682





Appendix 4

BROADBAND CHECKLIST

Broadband Ready Buildings Questionnaire for Inclusion in BPDA Article 80 Development Review

The City of Boston is working to cultivate a broadband ecosystem that serves the current and future connectivity needs of residents, businesses, and institutions. The real estate development process offers a unique opportunity to create a building stock in Boston that enables this vision. In partnership with the development community, the Boston Planning and Development Authority and the City of Boston will begin to leverage this opportunity by adding a broadband readiness component to the Article 80 Design Review. This component will take the form of a set of questions to be completed as part of the Project Notification Form. Thoughtful integration of future-looking broadband practices into this process will contribute to progress towards the following goals:

1. Enable an environment of competition and choice that results in all residents and businesses having a choice of 2 or more wireline or fixed wireless high-speed Internet providers
2. Create a built environment that is responsive to new and emerging connectivity technologies
3. Minimize disruption to the public right of way during and after construction of the building

The information that is shared through the Project Notification Form will help BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Upon submission of this online form, a PDF of the responses provided will be sent to the email address of the individual entered as Project Contact. Please include this PDF in the Project Notification Form packet submitted to BPDA.

Section 1: General Questions

For consistency, general intake questions below are modeled after Boston Planning and Development Agency Climate Change Resiliency and Preparedness Checklist.

Project Information

- Project Name: *144 Addison Street, East Boston*
- Project Address Primary: *144 Addison Street, East Boston*
- Project Address Additional: *c/o Gate Residential, 265 Franklin St, 6th Fl, Boston, MA 02110*
- Project Contact (name / Title / Company / email / phone): *Damian Szary, Principal, Gate Residential; das@gateresidential.com, 617-904-7111*
- Expected completion date
Estimated Construction Completion August 2021

Team Description

- Owner / Developer *Addison Street Partners, LLC*
- Architect *Arrowstreet*
- Engineer (building systems): *TBD*
- Permitting: *Fort Point Associates & Goulston & Storrs*
- Construction Management *TBD*

Section 2: Right of Way to Building

Point of Entry Planning

Point of entry planning has important implications for the ease with which your building's telecommunications services can be installed, maintained, and expanded over time.

#1: Please provide the following information for your building's point of entry planning (conduits from building to street for telecommunications). Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of Points of Entry *unknown*
- Locations of Points of Entry *unknown*
- Quantity and size of conduits *unknown*
- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line) *Anticipate installing underground conduits across Addison Street to stub at the property line*
- Other information/comments

#2: Do you plan to conduct a utility site assessment to identify where cabling is located within the street? This information can be helpful in determining the locations of POEs and telco rooms. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Yes *Through existing conditions survey work and conversations with service providers.*
- No
- Unknown

Section 3: Inside of the Building

Riser Planning

Riser capacity can enable multiple telecom providers to serve tenants in your building.

#3: Please provide the following information about the riser plans throughout the building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of risers *unknown*
- Distance between risers (if more than one) *unknown*
- Dimensions of riser closets *unknown*
- Riser or conduit will reach to top floor *unknown*
- Number and size of conduits or sleeves within each riser *unknown*
- Proximity to other utilities (e.g. electrical, heating) *unknown*
- Other information/comments

Telecom Room

A well designed telecom room with appropriate security and resiliency measures can be an enabler of tenant choice and reduce the risk of service disruption and costly damage to telecom equipment.

#4: Please provide the following information about the telecom room plans. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- What is the size of the telecom room? *unknown*

- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits) *unknown*
- Will the telecom room be located in an area of the building containing one or more load bearing walls? *unknown*
- Will the telecom room be climate controlled?
 - Yes
 - No
 - Unknown
- If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?
 - Yes
 - No
 - Unknown
- Will the telecom room be located on a floor where water or other liquid storage is present?
 - Yes
 - No
 - Unknown
- Will the telecom room contain a flood drain?
 - Yes
 - No
 - Unknown
- Will the telecom room be single use (telecom only) or shared with other utilities?
 - Telecom only
 - Shared with other utilities
 - Unknown

- Other information/comments

Delivery of Service Within Building (Residential Only)

Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. Questions 5 through 8 are for residential development only.

#5: Will building/developer supply common inside wiring to all floors of the building?

- Yes
- No
- Unknown

#6: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. *unknown*

#7: Is the building/developer providing wiring within each unit?

- Yes
- No
- Unknown

#8: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. *unknown*

Section 4: Accommodation of New and Emerging Technologies

Cellular Reception

The quality of cellular reception in your building can have major impacts on quality of life and business operations.

Please provide the following information on your plans to facilitate high quality cellular coverage in your building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#9: Will the building conduct any RF benchmark testing to assess cellular coverage?

- Yes
- No
- Unknown

#10: Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?

- Yes
- No
- Unknown

#11: Will the building be providing an in-building solution (DAS/ Small cell/ booster)?

- Yes
- No
- Unknown

#12: If so, are you partnering with a carrier, neutral host provider, or self-installing?

- Carrier
- Neutral host provider
- Self-installing

Rooftop Access

Building rooftops are frequently used by telecommunications providers to install equipment critical to the provision of service to tenants.

Please provide the following information regarding your plans for roof access and usage. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#13: Will you allow cellular providers to place equipment on the roof?

- Yes
- No
- Unknown

#14: Will you allow broadband providers (fixed wireless) to install equipment on the roof?

- Yes
- No
- Unknown

Section 5: Telecom Provider Outreach

Supporting Competition and Choice

Having a choice of broadband providers is a value add for property owners looking to attract tenants and for tenants in Boston seeking fast, affordable, and reliable broadband service. In addition to enabling tenant choice in your building, early outreach to telecom providers can also reduce cost and disruption to the public right of way. The following questions focus on steps that property owners can take to ensure that multiple wireline or fixed wireless broadband providers can access your building and provide service to your tenants.

#15: (Residential Only) Please provide the date upon which each of the below providers were successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

- Comcast - enter contact info
- RCN - enter contact info
- Verizon - enter contact info
- Wicked Broadband - enter contact info
- WebPass
- Starry
- Level 3
- Cogent
- Lightower
- XO Communications
- AT&T
- Zayo
- Other(s) - please specify - enter contact info

#16: Do you plan to abstain from exclusivity agreements with broadband and cable providers?

- Yes
- No
- Unknown

#17: Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?

- Yes
- No
- Unknown

Section 6: Feedback for Boston Planning and Development Agency

The Boston Planning and Development Agency looks forward to supporting the developer community in enabling broadband choice for resident and businesses. Please provide feedback on your experience completing these questions.

We appreciate the City's initiative to develop a more forward-thinking environment that responds to residents' future connectivity needs. There are numerous emerging connectivity trends and technologies that we believe would appeal to and benefit our residents. We will be exploring these options as we progress design, typically throughout the schematic design and design development phases of the project.

Appendix 5

TRANSPORTATION APPENDIX

TRANSPORTATION APPENDIX

The Transportation Appendix is available under separate cover.

Appendix 6

LOT DESCRIPTION

PROPOSED LOT 2 BOUNDARY DESCRIPTION

A CERTAIN PARCEL OF LAND SITUATED IN THE CITY OF BOSTON, COUNTY OF SUFFOLK AND THE COMMONWEALTH OF MASSACHUSETTS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHEASTERLY SIDELINE OF ADDISON STREET, SAID POINT BEING S 73°36'27" E, A DISTANCE OF 1089.20 FEET FROM THE INTERSECTION OF THE SOUTHEASTERLY SIDELINE OF McCLELLAN HIGHWAY;

THENCE RUNNING N 16°22'19" E, A DISTANCE OF 430.01 FEET TO A POINT;

THENCE TURNING AND RUNNING S 73°36'27" E, A DISTANCE OF 307.54 FEET TO A POINT;

THENCE TURNING AND RUNNING S 27°04'09" E, A DISTANCE OF 206.61 FEET TO A POINT;

THENCE TURNING AND RUNNING S 62°55'51" W, A DISTANCE OF 316.92 FEET TO A POINT;

THENCE TURNING AND RUNNING S 16°24'28" W, A DISTANCE OF 61.99 FEET TO A POINT;

THENCE TURNING AND RUNNING S 62°55'51" W, A DISTANCE OF 29.90 FEET TO A POINT ON SAID ADDISON STREET;

THENCE TURNING AND RUNNING N 27°04'09" W, A DISTANCE OF 28.25 FEET TO A POINT;

THENCE TURNING AND RUNNING N 73°36'27" W, A DISTANCE OF 178.32 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINING 143,743 SQUARE FEET, OR 3.300 ACRES.

Appendix 7

RESPONSE TO COMMENTS

Responses to Comments on the Expanded Project Notification Form

BPDA Scoping Determination

Letter 1	BPDA Scoping Determination: May 18, 2018
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Agency Comment Letters

Letter 2	BPDA Planning Staff: May 14, 2018
Letter 3	John Dalzell, Article 37 Interagency Green Building Committee: May 4, 2018
Letter 4	Bob D'Amico, BTDA: February 2, 2018
Letter 5	Carrie Marsh, Boston Parks and Recreation Commission: February 12, 2018
Letter 6	John Sullivan, Boston Water and Sewer Commission: February 16, 2016
Letter 7	Zach Wassmouth, Boston Public Works Department: April 30, 2018
Letter 8	Kristen McCosh, Mayor's Commission for Persons with Disabilities: May 4, 2018

General Public Comment Letters

Letter 9	Darlene Fitzgerald: March 9, 2018
Letter 10	Justin Pasquariello: March 9, 2018
Letter 11	Katherine Schneider: undated
Letter 12	Jordan Zimmerman: March 9, 2018
Letter 13	Melissa Campbell: March 9, 2018
Letter 14	Michael Feeney: March 8, 2018
Letter 15	Mark Wallace: March 7, 2018
Letter 16	Freddie Noviello: March 8, 2018
Letter 17	Nicole Voss: March 5, 2018
Letter 18	Veronica Robles: March 8, 2018
Letter 19	Michael Walsh, Anthony DeMeo, Guilia Dello Iacono: February 9, 2018
Letter 20	various commenters: undated

IAG Comment Letters

Letter 21	Karen Buttiglieri: March 9, 2018
Letter 22	Anthony Dello Iacono: March 8, 2018
Letter 23	Mary Berninger: March 9, 2018
Letter 24	Emani Jose DeArujo: February 28, 2018
Letter 25	Skip Marcella: March 8, 2018
Letter 26	Rich Scaramozza Jr.: March 7, 2018
Letter 27	Matthew Barison: undated
Letter 28	Joseph Ruggiero: March 7, 2018
Letter 29	Tanya Hahnel: March 23, 2018
Letter 30	Rich Scaramozza Jr.: February 4, 2018

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
144 ADDISON STREET**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (“DPIR”)**

PROPOSED PROJECT:	144 ADDISON STREET
PROJECT SITE:	APPROXIMATELY 143,139 SQUARE FOOT (3.3 ACRES) PARCEL CURRENTLY USED AS A SURFACE PARKING LOT LOCATED AT 144 ADDISON STREET IN EAST BOSTON
PROPONENT:	ADDISON STREET PARTNERS, LLC C/O BULGROUPE COLORADO L.L.C.
DATE:	MAY 18, 2018

The Boston Redevelopment Authority (“BRA”), d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code (“Code”), in response to an Expanded Project Notification Form (“EPNF”), which Addison Street Partners, LLC (the “Proponent”) filed on January 19, 2018 for the proposed 144 Addison Street project in East Boston (the “Proposed Project”). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on January 22, 2018, which initiated a public comment period with a closing date of February 20, 2018. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City’s public agencies/departments and elected officials on January 19, 2018. Hard copies of the EPNF were also sent to all of the Impact Advisory Group (“IAG”) members. The initial public comment period was subsequently extended until March 9, 2018, through mutual consent between the BPDA and the Proponent to allow more time for the general public to provide comments and feedback.

On July 27, 2017, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Mayor’s Executive Order Regarding Provision of Mitigation by Development Projects in Boston for the redevelopment of an approximately 143,139 square foot parcel of land currently utilized as a surface parking lot adjacent to the property located at 144 Addison Street in the East Boston neighborhood of Boston.

On July 28, 2017, letters soliciting IAG nominations for the Proposed Project were delivered to City Councilor Salvatore LaMattina, State Representative Adrian Madaro, and State Senator Joseph Boncore. Additional letters seeking recommendations were delivered to the Mayor's Office of Neighborhood Services ("MONS") and the City Councilors At-Large. Nominations were also sought from the BPDA Planning Department.

Eleven (11) individuals were nominated and appointed to the IAG and have been invited to participate in advising BPDA and City of Boston staff on the Proposed Project's possible impacts and appropriate mitigation.

The following is a list of the IAG members:

1. Anthony Caldarelli
2. Karen Buttiglieri
3. Charles "Skip" Marcella
4. Ernani DeAraujo
5. Nancy Lagro
6. Mary Berninger
7. Matthew Barison
8. Joseph Ruggiero
9. Richard Scaramozza
10. Tanya Hahnel
11. Anthony Dellolacono

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

Pursuant to Section 80B5.3 of the Code, a Scoping Session was held on February 7, 2018 with the BPDA, City of Boston's public agencies/departments, and local elected officials at which time the Proposed Project was reviewed and discussed. IAG members were also invited to attend the Scoping Session.

A BPDA sponsored and advertised public meeting was held on March 2, 2018 at the Salesian Boys & Girls Club of East Boston located at 150 Byron Street in East Boston. An IAG meeting was held on January 31, 2018 at the Salesian Boys & Girls Club of East Boston.

Included in the Scoping Determination are written comments that were received by the BPDA in response to the EPNF, from BPDA staff, public agencies/departments, elected officials, the general public, and IAG members. All of which are included in **Appendices A, B, and C and must be answered in their entirety,**

Appendix A includes written comments from BPDA staff, public agencies/departments, and elected officials.

Specifically, they are:

- Alexa Pinard, Michael Cannizzo, Kristina Ricco, Jill Zick, Kathleen Pedersen, Matthew Moran, BPDA
- John Dalzell, Article 37-Interagency Green Building Committee
- Bob D'Amico, Boston Transportation Department
- Carrie Marsh, Boston Parks and Recreation Department
- John P. Sullivan, Boston Water and Sewer Commission
- Zachary Wassmouth, Boston Public Works Department
- Kristen McCosh, Mayor's Commission for Persons with Disabilities

Public comments received by the BPDA during the comment period are included in **Appendix B.**

Impact Advisory Group ("IAG") member comments received by the BPDA during the comment period are included in **Appendix C.**

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval, and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- During this initial review phase and prior to it, the Proponent has taken steps to meet with community members, abutters, area civic associations, elected officials, and various City agencies/departments. In conjunction with the next phase of the public review process, the Proponent should continue to hold regular conversations and meetings with all interested parties through the duration of the process, ensuring that what is presented in the DPIR and any future filings is beneficial to the respective neighborhood and the City of Boston as a whole. 1
- The Proposed Project has simultaneously generated excitement and concern. While many of the letters show a desire to see the redevelopment of the existing surface parking lot, numerous letters request that additional studies or revisions to the Proposed Project occur in order to evaluate and/or minimize the potential impacts of a project of this magnitude. The BPDA encourages the Proponent to continue to work with those parties, including the IAG, abutters, area civic associations, and community members, who have expressed concern, in order to minimize and mitigate the Proposed Project's impacts. 2

- Various members of the public and IAG have expressed concerns with respect to the height, density, and unit types (rentals vs. condominiums) included in the Proposed Project. The BPDA encourages the Proponent to address these concerns and continue to work with these parties to develop thoughtful solutions. 3
- As stated in the PNF, the Proponent intends to provide a total of approximately one hundred seventy nine (179) vehicle parking spaces for two hundred seventy (270) residential units. A better understanding of how these spaces will be allocated to prospective residents and visitors must be provided in the DPIR. The Proponent should promote alternative modes of transit to new occupants and visitors to the site and should incorporate and outline transportation demand management (“TDM”) measures to off-set potential impacts to the neighborhood in the DPIR. 4
5
- Utilizing the feedback obtained during the initial review phase, the Proponent must continue to work with the Boston Transportation Department (“BTD”), BPDA, and other applicable City or State departments/agencies to address concerns regarding site access, circulation of traffic in and around the Project Site, potential traffic impacts, and appropriate mitigation in and around the impacted neighborhood. 6
- The Proponent must actively engage and work with the Boston Parks and Recreation Department (“BPRD”) to address anticipated impacts on public parks and open spaces in the impacted neighborhood. 7
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related inconveniences with the daily activities that will continue to occur adjacent to the Proposed Project site. A detailed approach to the Proposed Project’s construction management must be included in the DPIR. 8
- The Proponent must take into account all BPDA approved and under review proposals in the East Boston neighborhood of Boston, scheduled infrastructure improvements in the general area, and nearby large scale developments both in the City of Boston and in adjacent cities (i.e., Revere) while conducting the DPIR’s required studies (transportation, infrastructure, environmental, etc.). 9
- As stated in the EPNF, the Proponent anticipates obtaining zoning regulatory approval(s) through a Planned Development Area (“PDA”) Development Plan. The Proponent must describe how the Proposed Project meets the PDA requirements as outlined in the Planned Development Area Policy Guidance for Developers adopted by the BRA Board on August 14, 2014. Additionally, the Proponent should include a zoning analysis for the Proposed Project utilizing the applicable zoning district/sub-district regulations. 10
11

I. PROJECT SITE

The Proposed Project is located at 144 Addison Street in East Boston on an approximately 143,139 square foot (3.3 acre) parcel entirely paved with asphalt and currently used for surface parking (the "Project Site"). The Project Site is bounded by the Brandywyne Village Apartments on the north, the former Maverick Mills building on the west, Addison Street on the south, and a private access road and Saratoga Street residential buildings on the east. The adjacent neighborhood south of Orient Heights is characterized by a mix of land uses including industrial/commercial space and two (2) to three (3) story multi-family residences and townhomes on small lots. The Massachusetts Bay Transportation Authority ("MBTA") Orient Heights and Wood Island Blue Line subway stations are both located within an approximately fourteen (14) minute walking distance (0.6 miles) of the Project Site.

II. PROJECT DESCRIPTION

The Proposed Project, as described in the PNF, consists of the redevelopment of the Project Site into an approximately 189,770 square foot, multi-family residential development with approximately two hundred seventy (270) rental housing units, approximately one hundred seventy nine (179) off-street parking spaces, approximately two hundred eighty five (285) bicycle storage spaces for residents and visitors, and landscape and streetscape improvements.

The design of the Proposed Project consists of two (2) buildings. The building fronting Addison Street (the "South Building") will provide three (3) to five (5) stories of residential units over structured parking spaces. The building on the Project Site's north side (the "North Building"), accessible to the existing private driveway connection to McClellan Highway (the "McClellan Driveway") will provide five (5) stories of residential units over structured parking spaces. Both buildings will be connected by a residential amenity section in the center of the Project Site. The Proposed Project includes pedestrian oriented, accessible green/open space, and streetscape enhancements including upgraded sidewalks, street trees, and lighting in and around the Project Site.

III. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project applicability. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts, as a supplement and update to the studies completed and the materials provided in connection with the EPNF. The DPIR shall contain the information necessary to meet the

specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination (“PAD”) within sixty (60) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project’s impacts and, if appropriate, propose measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, ten (10) copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2” x 11”, except where otherwise specified, are required. The booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of this Scoping Determination should be included in the booklet for reference. The electronic copy and all of the relevant project details should be submitted to the BPDA via the Developer Portal website: <https://developer.bostonplans.org/>

A. General Information

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architect(s)
 - (2) Business address, telephone number, and e-mail, where available for each
 - (3) Designated contact person for each
 - b. Legal Information

- (1) Legal judgements or actions pending concerning the Proposed Project
- (2) History of tax arrears on property owned in Boston by Applicant
- (3) Evidence of site control over project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
- (4) Nature and extent of any and all public easements into, through, or surrounding the site.
- (5) Existing agreements and/or provisos associated with zoning relief that may have been granted by the City of Boston Board of Appeal (if any) to allow for any of the existing uses on the Project Site

2. Project Area

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of project area or certified survey of the project area.
- c. Current zoning (both underlying and PDA restrictions/requirements)

3. Project Description and Alternatives

- a. The DPIR shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate the Proposed Project shall be required.
- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.
 - i. An "as of right" zoning project alternative should be considered for this section

4. Public Benefits

- a. Anticipated employment levels including the following:

- (1) Estimated number of construction jobs
- (2) Estimated number of permanent jobs
- b. Current and/or future activities and programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the city at large, such as; child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies/departments, abutters, civic associations, elected officials, businesses, and other community stakeholders.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the Proponent, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

13

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act (“MEPA”) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the Secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

C. TRANSPORTATION COMPONENT

14

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the BTM “Transportation Access Plan Guidelines” and “Go Boston 2030 Vision and Action Plan” in preparing its studies for the DPIR.

The DPIR must also address the comments outlined by BTM and BPDA’s staff included in **Appendix A.**

Based on the initial review phase, the Proponent must evaluate the existing multi-modal transportation network and infrastructure and proactively identify potential improvements/mitigation in the neighborhood they may be undertaken as part of the Proposed Project to offset any impacts that be generated as result of the proposal.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address and respond to the comments of the BPDA as outlined in the staff comment letter, dated May 14, 2018, as well as the comments of the Article 37 Interagency Green Building Committee, dated May 4, 2018 included in **Appendix A**.

The DPIR should include the most up to date Article 37 Interagency Green Building Committee (“IGBC”) documentation.

Geotechnical Impact/Groundwater

To the extent not provided in the EPNF, an analysis of existing sub-soil conditions at the Project Site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology (e.g., pier pilings), the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, roadways and the harbor.

Maintaining groundwater levels in the City of Boston is required. Consultation with the Boston Groundwater Trust regarding potential groundwater impacts in areas influenced by tidal fluctuations is recommended. Measures to ensure that groundwater levels will be maintained and will not be lowered during, or after, construction shall be described. If on-going pumping is required, the metering of discharge must be conducted with oversight by the Boston Water and Sewer Commission. Levels reported shall be based on Boston City Base (BCB).

Construction Impacts

As applicable, construction impact analysis shall include a description and evaluation of the following:

- (a) Potential dust and pollutant emissions and mitigation measures to control these emissions, including participation in the Commonwealth’s Clean Construction Initiative.
- (b) Potential noise generation and mitigation measures to minimize increase in noise levels.

- (c) Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
- (d) Construction schedule, including hours of construction activity.
- (e) Access routes for construction trucks and anticipated volume of construction truck traffic.
- (f) Construction methodology (including foundation and piling construction), amount and method of excavation required, disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
- (g) Method of demolition of existing buildings on the site and disposal of the demolition waste, as applicable.
- (h) Potential for the recycling of construction and demolition debris, including asphalt from existing parking lots.
- (i) Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or storm water runoff into the City's drainage system during the construction period.
- (j) Coordination of project construction activities with other major construction projects being undertaken in the project vicinity at the same time, including scheduling and phasing of individual construction activities.
- (k) Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.
- (l) Measures to protect the public safety.

Rodent Control

Compliance with city and state rodent control program requirements must be ensured. Rodent inspection monitoring and treatment, if necessary, should be carried out before, during, and at the completion of the construction period. Extermination for rodents shall be required for issuance of permits for demolition, excavation, foundation, and basement rehabilitation. Licensed exterminators shall indicate before and during construction activity whether or not rodent activity is identified. Compliance with this policy will be monitored by the Rodent Control Unit of the City of Boston Inspectional Services Department ("ISD").

E. URBAN DESIGN COMPONENT

16

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address and respond to the comments outlined in the BPDA's Planning staff comment letter, included in **Appendix A**.

F. INFRASTRUCTURE SYSTEMS COMPONENT

17

An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") (if applicable) on infrastructure impacts.

The standard scope for infrastructure analysis is outlined in the comment letter submitted by John P. Sullivan, Chief Engineer and Operations Officer, BWSC, to the BPDA on February 16, 2018, included in **Appendix A**.

Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.

G. PUBLIC NOTICE

18

The Proponent will be responsible for preparing and publishing in one (1) or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix D**.

Following publication of the public notice, the Proponent shall submit to the BPDA a copy of the published notice together with the date of publication.

H. INCLUSIONARY DEVELOPMENT POLICY/AFFORDABLE HOUSING COMPONENT

19

The Proposed Project must comply with the Mayor's Executive Order regarding the Inclusionary Development Policy ("IDP") executed on December 10, 2015. The DPIR should include the approximate number of IDP or income restricted units to be created, the anticipated maximum incomes of the households for those units, and the anticipated unit mix.

I. ACCESSIBILITY CHECKLIST

20

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as **Appendix E**.

J. BROADBAND READY BUILDINGS QUESTIONNAIRE

21

As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as **Appendix F**. The information that is shared through the Broadband Ready Buildings Questionnaire will help the BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Letter 1	BPDA Scoping Determination: May 18, 2018
1	See Section 1.10, Community Process.
2	See Section 1.10, Community Process and section 1.11, Public and Community Benefits.
3	See Chapter 1.
4	See Section 4.5.
5	See Section 4.6.
6	The Proponent has met with BTM and BPDA regarding these issues.
7	The Proponent's landscape architect will work with the Parks Department on any of their concerns.
8	See Section 5.9.
9	Other area developments were considered in the transportation and infrastructure analyses.
10	See Section 1.8.
11	See Section 1.8.
12	See Chapter 1, Project Summary. A list of Project Site abutters will be provided if requested.
13	See Section 1.12, Summary of Anticipated Permits and Approvals
14	See Section 4.1.
15	See Chapter 3, Sustainability and Chapter 5, Environmental Protection.
16	See Chapter 2, Urban Design.
17	See Chapter 6, Infrastructure.
18	A public notice will be printed in the Boston Herald. Proof will be provided to the BPDA.
19	See Section 1.7.
20	See Appendix 3.
21	See Appendix 4.

MEMORANDUM

TO: Raul Duverge, Senior Project Manager

FROM: BPDA Planning Staff

DATE: May 14, 2018

RE: 144 Addison Street, East Boston
Planning Scoping Determination Comments

Article 80 Background

On January 19, 2018, Addison Street Partners, LLC (the "Proponent") filed an Expanded Project Notification Form ("EPNF") with the Boston Planning & Development Agency ("BPDA") for the proposed 144 Addison Street project in East Boston (the "Proposed Project"). Submission of the EPNF initiated a thirty day (30) day public comment period with a closing date of February 20, 2018. The public comment period was subsequently extended until March 9, 2018, through mutual consent between the BPDA and the Proponent to allow more time for the general public to provide comments and feedback.

The Proposed Project is located at 144 Addison Street in East Boston on an approximately 143,139 square foot (3.3 acre) parcel entirely paved with asphalt and currently used for surface parking (the "Project Site"). The Project Site is bounded by the Brandywyne Village Apartments on the north, the former Maverick Mills building on the west, Addison Street on the south, and a private access road and residential buildings on Saratoga Street on the east.

The Proposed Project, as described in the EPNF, consists of the redevelopment of the Project Site into an approximately 189,770 square foot, multi-family residential development with approximately two hundred seventy (270) rental housing units, approximately one hundred seventy nine (179) off-street parking spaces, approximately two hundred eighty five (285) bicycle storage spaces for residents and visitors, and landscape and streetscape improvements.

Planning & Zoning

The Proposed Project exists within the McClellan Highway Economic Development Area Subdistrict, which was planned for the economic growth and development of retail, office, research and development, and light industrial and manufacturing uses. Though regulations prohibit residential uses, the site is adjacent to the residential fabric established by townhouses and multi-family homes typical of Brandywyne Village, and the 1-, 2- and 3-family homes typical of blocks defined by Addison, Wordsworth and Byron Streets. Dimensional regulations in the subdistrict allow for 2.0 FAR at 35’ height. The reported site area of 143,139 square feet could therefore yield 286,278 square feet of development as-of-right.

Manufacturing and industrial uses at the former Maverick Cotton Mill facility produced an isolated urban environment with limited public access. It is important that as the site transitions to include residential uses, appropriate circulation and access through the site are incorporated.

We request that the Proponent:

- Confirm that building footprints do not preclude future connections through the site including the extension of: 1
 - Proposed access from Addison Street through to the Private Driveway; and
 - Proposed extension of the Private Driveway through to Brandywyne Drive.

Urban Design

The Proposed Project considered several massing options during design review in the pre-file stage. To address community concern for vehicular access from Addison Street, the Proposed Project split access to drop-off / turnaround via Addison Street and access to resident parking via McClellan Highway.

Frontage on Addison Street

- As the primary address of the property, frontage along Addison Street should provide an obvious arrival sequence when approached from either direction; 2
- Design of the Addison Street sidewalk will require continued refinement with the City and should meet Complete Streets Guidelines with a minimum of a 5’ clear accessible path of travel; 3
- Clear articulation of the “front door,” though interior to the property; 4
- Further description of pedestrian access from lower level (parking area) to ground floor via plaza stair(s); and 5

- Further description of pedestrian access from Addison Street to lower level (parking area) via public sidewalk. 6

Frontage on Brandywyne Village

- Further description of frontage along Brandywyne Village including points of pedestrian access to / across Project Site: 7
 - Condition should be described in plan and several sections including features of landscape and public access; and
 - Street level perspective(s) from Brandywyne Drive.

Frontage on Saratoga Street Rear Yards

- Formalize access to the rear yards of housing along Saratoga Street through a shared easement and a curb cut; and 8
- Consider widening the curb-cut on Addison Street behind the abutting homes on Saratoga Street to allow residents to gain access to their property without crossing over a curb.

Public Realm and Open Space

The Maverick Cotton Mill site occupies the lowest topographic point within the surrounding watershed and is vulnerable to flooding from Chelsea Creek.

- Submit an updated site plan with more detailed information about landscape design; 9
- Demonstrate that the Proposed Project’s landscaping and building materials can withstand saltwater inundation. Consideration should be given to the quality of flood waters migrating onto the site due to current and prior industrial uses adjacent to the subject property; 10
- Due to the low elevation of site the Proponent should consider means necessary to dewater the site after coastal flood and heavy precipitation; and 11
- Where appropriate, promote planting of shade trees to limit heat island contribution and assist with storm water management. 12

Transportation Demand Management (“TDM”)

The BPDA acknowledges and appreciates that the Proponent committed to some key TDM measures in its EPNF, however, additional measures should be explored, including:

- Providing a transit screen in the building lobby area(s); 13
- Creation of a shuttle service to and from the Project Site to an area MBTA Blue Line Station(s); and 14

- Providing a car-sharing service on-site to support prospective resident demands/needs. 15

Study/Administrative

Provide the Transportation Appendix to the appropriate City of Boston department(s) and BPDA. 16

Transportation Mitigation

The Proponent has committed to working with the City on creating a project that is both environmentally sustainable and does not negatively impact the existing transportation system.

In addition to the sidewalk and streetscape elements, the Proponent should consider the following elements for project mitigation:

- An accessible sidewalk along the Route 1A site drive should be provided and connected to the sidewalk along route 1A. This existing asphalt sidewalk should be replaced with a concrete accessible sidewalk(s); 17
- Intersection Improvements 18
 - Provide a Complete Streets compliant design for Bennington Street.
- Transit 19
 - The Proponent should consider providing a publicly accessible shuttle service to the MBTA Blue Line, enabling nearby residents to board, stop at the Saratoga Street/Boardman Street intersection, and Orient Heights MBTA Blue Line Station; and
 - An MBTA transit pass subsidy is strongly encouraged for all new residential tenants. 20
- The Proponent should consider providing an in-kind contribution or funding to help enable the impending East Boston Transportation Study. This funding should be provided as expeditiously as possible in order to facilitate this study quickly. 21

BPDA and BTD staff reserve the right to recommend and/or request additional transportation and infrastructure improvements based on the on-going community dialogue and the revised project to be submitted as part of the Draft Project Impact Report (“DPIR”).

Environmental

The BPDA acknowledges and appreciates that the Proponent included detailed environmental studies in the EPNF. In the DPIR, the Proponent should include the following studies/analysis based on the most current iteration of the Proposed Project:

1. Shadow Analysis

The results of the shadow analysis do not include Build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. and 6:00 p.m. for the autumnal equinox and thus the Proponent shall be required to submit those results, clearly labeling all streets, vehicular paths, public open spaces and pedestrian areas (including transit stops), including but not limited to sidewalks and pedestrian pathways adjacent to and in the vicinity of the Proposed Project and parks, plazas, and other open space areas. A North arrow shall be provided on all figures.

22

2. Wind

A qualitative analysis of the pedestrian level winds shall be required for existing (No-Build) and Build conditions. The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project and shall identify areas where wind velocities are expected to exceed acceptable levels. The analysis shall determine the suitability of particular locations for various activities (e.g., walking, sitting, eating, etc.).

23

3. Noise

Noise impacts from the proposed project shall be analyzed and a determination made of compliance with City of Boston noise regulations and applicable state and federal regulations and guidelines. Additionally, noise levels shall be evaluated to determine conformance with the Interior Design Noise Level established by the US Department of Housing and Urban Development. Mitigation Measures to reduce excessive noise levels to acceptable levels must be described.

24

4. Air Quality

A microscale analysis predicting localized carbon monoxide concentrations shall not be required at this is time, as results of the traffic analysis indicate that net new vehicle trips are anticipated to be modest, less than a 10% increase or if project traffic. However, should that number increase to 10%, intersections that currently operate at a Level of Service (LOS) D, E, or F or would cause LOS level of service to decline to D, E, or F further study will be required.

25

5. Solid and Hazardous Waste

The Proponent shall be required to provide the Release Tracking Numbers (RTN) that have been assigned to the site and associated status.

26

6. Storm water Management

See comment letter from Boston Water and Sewer Commission

7. Sustainability

See comment letter from the Interagency Green Building Committee (IGBC).

8. Solar Glare

No further study required at this time.

9. Daylight

See comments from Urban Design

Boston Civic Design Commission

The Proponent should consider the comments made during their presentation to the Boston Civic Design Commission and schedule a Design Committee session when appropriate.

27

Excerpted from the BCDC Minutes of March 6, 2018:

The next item was a presentation of the 144 Addison Project. Amy Korte (AK) of Arrowstreet introduced the Project team and design, showing a process slide. AK: This is a 3.3-acre site in East Boston, currently a 900-car overflow parking lot. We're proposing 270 units with a 0.65 parking ratio. Adjacent is Brandywyne Village, an affordable housing project, and the businesses in the Maverick Mills building next door. AK then noted the buffer toward Brandywyne, and showed a broad view of the context, then context photos, noting the streetscape out from the Project area. She noted their provision of a driveway serving the rear of 5 residents, who don't even have a curb cut now. Showing old mapping slides, she noted the history of the site, and showed flood risk assessment maps for sea level rise (site bottoms out at 8'; 19' is nearby, and protocol calls for 21.3' of elevation). She then showed massing studies. AK: We started with a traditional 5-over-1 scheme, with 1 being a sacrificial garage. We thought of ways of minimizing our impact on the site...then the idea of weaving the landscape through, and under the buildings. Then amenity platforms. We can't fill the site, so we need to improve it for storm water retention. (Shows how the parking comes in, goes to the current design.) We have a 3-story height along Addison, with a court. LE: What is that? AK: Mostly a drop-off court. AL: Where are the entries...how do you arrive? (Some discussion ensued to try to explain.)

AK resumed, showing precedent views and a long site section. Then an axon perspective showing the approach from McClellan, a view of the 3-story Addison piece, a refined sketch of the same, a before-and-after in the form of a photo, a photo-inset, a sketch. The same sequence was used for an approach from the driveway. John Copley (JC) of the Copley Wolff Design Group presented the landscape scheme, showing first the historic site and

then current conditions - asphalt, with volunteer tree species. JC: We are minimally affecting grades to keep as many of the existing trees as possible. There are pathways under the [platform deck] bridges, and trees which shape the paths and grow between the decks. We're not worried about [flood] failure. On the east, we have a more traditional lawn, and are planting more tree species from the precedent list. (Notes variations on the entry drive.)

DC: This is interesting. It doesn't look like the landscape flows through... AK: The parking vs. the landscape isn't defined... is blurred. LE: This is clever and bold. I like the premise that the landscape ties it together. I think that the travel through the landscape is forced. If the crossover were used less frequently...if one building used the McClellan driveway, and the other used Addison in and out. It would be useful to see that. AL: There are a lot of terrific ideas here, in the building and the site. The shaping of the buildings is very beautiful. The community will benefit from the shared use. The big problem is, how you find you way in and through. I don't think it works that you have to figure it out. Why not have a presence? You could do a lobby from the driveway. You can't see the front door from any public way. You've done so many clever things; this is solvable. The scaling, the architecture, the landscape with the parking...all good. DS: This is incredibly cool and innovative. You've solved so many problems. The circulation and approach are one issue. How has this come to be the best solution? The 3-story piece is a leftover. It feels like a corporate structure - beautiful, but don't go there. It could be a part of the neighborhood in a more demonstrative way. If you did more of these things, how would that work? AK: We have considered a way of connecting [to Addison]...it's not intended to be separated. (Some back and forth ensues.) AL: The green space is positive, maybe use that.

An Addison Street abutter noted that a 1993 ZBA decision (for the existing parking lot) required the site NOT to use a curb cut off of Addison. It's detrimental to the neighborhood. Another abutter, John Fitzgerald: The Project is too large; it doesn't fit into a highly populated community. They've got to go down more than 30 units. 98 apartments will not have parking; we know they'll go to the city. You need to find a better number. With that, and hearing no further public comment, the 144 Addison Project was sent to Design Committee.

Letter 2	BPDA Planning Staff: May 14, 2018
1	The proposed building footprints will not preclude future potential connections to other properties. See Chapter 2, Urban Design.
2	The Project is designed to have a clear front door on Addison Street. See Chapter 2, Urban Design.
3	Any improvements to the Addison Street sidewalk will meet BTB guidelines.
4	See Chapter 2, Urban Design.
5	See Chapter 2, Urban Design.
6	See Chapter 2, Urban Design.
7	See Chapter 2, Urban Design.
8	See Chapter 1, Project Summary.
9	See Chapter 2, Urban Design.
10	See Chapter 3, Sustainability.
11	See Chapter 3, Sustainability.
12	See Chapter 3, Sustainability.
13	The Proponent will provide a Transit Screen in the lobby or comparable technology to inform residents of public transit times.
14	It is not economically feasible to operate a shuttle service from the Project to MBTA Blue Line Stations. The MBTA Blue Line Stations can be reached by walking or taking a bus.
15	The Proponent will contact Zipcar about the feasibility of providing a shared car on-site.
16	The Transportation Appendix will be provided to the BPDA and BTB.
17	The Proponent will provide sidewalk improvements along the McClellan Driveway to where it meets the hotel driveway.
18	See Section 4.7.
19	It is not economically feasible to operate a shuttle service from the Project to MBTA Blue Line Stations. The MBTA Blue Line Stations can be reached by walking or taking a bus.
20	The Proponent will consider a short-term MBTA subsidy for new Project residents.
21	The Proponent will make a contribution towards the upcoming East Boston Transportation Study.
22	See Section 5.3, Shadow.
23	See Section 5.2, Wind.
24	See Section 5.5, Noise.
25	See Section 5.4, Air Quality.
26	See Section 5.8, Solid and Hazardous Waste.
27	The Proponent met with the BCDC for additional review on July 17, 2018.



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

May
June 4, 2018

Andrew Dulac
Addison Street Partners, LLC
c/o Bulgroup Colorado L.L.C.
224 12th Avenue
New York, NY 10001

Re: 144 Addison Street, East Boston - Article 37 Green Building Comment Letter

Dear Mr. Dulac:

The Boston Interagency Green Building Committee (IGBC) has reviewed the Expanded Project Notification Form (EPNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

Please amend Table 1-1 Anticipated Project Permits and Approvals to include Article 37 Compliance. Subsequent to your filing, the Climate Resiliency checklist was revised to include proposed building envelope information; please update your online Climate Resiliency Report by completing the added fields. 1 2

The EPNF indicates that the project will use the LEED v4 Multifamily Midrise rating system and commits the project to earning 61 points for a LEED Gold rating. The IGBC accepts the rating system selection and green building LEED point commitment.

The project team is encouraged to demonstrate leadership in sustainability by achieving a LEED Platinum rating. Additionally, the IGBC requests that project team contact utility and state DOE representatives as soon as possible and to maximize utility and state-funding for energy efficiency and clean/renewable energy support of the project. 3

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral by 2050 the IGBC requests:

- The project include Solar PV. Please provide system(s) location, size, and output information. 4
- The project improve building envelope design and systems strategies to achieve a 30% or more carbon emissions reduction below a comparable building based on the ASHRAE 90.1-2013 performance. 5

Article 37 Interagency Green Building Committee

- Provide specific information on all utility and state energy efficiency and renewable / clean energy assistance including energy modeling that will be afforded to the project. 6
- The occupied first floors be elevated to 21.5' BCB to avoid the hazards of future flooding due to sea level rise. 7

Please follow up within three weeks (of the date of this letter) with your BPDA Project Manager in responding to IGBC comments and the provision of the requested information and items including a summary of the eQuest 3.65 preliminary whole building energy model referenced in section 4.3 and an updated Climate Resiliency Report. 8

As the project progresses but prior to seeking the building permit, please check the [Article 37 Green Building and Climate Resiliency Guidelines](#) page for updated information. In order to demonstrate compliance with Zoning Article 37, the following documents must be submitted to your BPDA Project Manager and the IGBC for review and approval: 9

- Design / Building Permit Green Building Report, including an update LEED Checklist, final building energy model, and supporting information as need to demonstrate how each prerequisite and credit will be achieved.
- Excel version of the updated LEED Checklist.
- Signed Design Affidavit.
- Updated Climate Resiliency Checklist (please update your earlier online Climate Resiliency report).

Please let me know if you have any questions or if I can be of any assistance.

Sincerely,



John Dalzell, AIA, LEED Fellow
On behalf of the Interagency Green Building Committee

Cc: Raul Duverge, BPDA
IGBC

Letter 3	John Dalzell, Article 37 Interagency Green Building Committee: May 4, 2018
1	See Section 1.12.
2	See Section 3.5.
3	See Section 3.6 and 3.7.
4	See Section 3.4.
5	See Section 3.5
6	See Section 3.6 and 3.7.
7	The finished floor elevation will be at 21.5 feet or higher.
8	Chapter 3, Sustainability contains the requested information. There have been no changes to the preliminary energy model submitted in the EPNF.
9	The Proponent will submit materials to IGBC per requirements.



Raul Duverge <raul.duverge@boston.gov>

144 Addison Street East Boston

1 message

Bob D'Amico <bob.damico@boston.gov>
To: Raul Duverge <raul.duverge@boston.gov>

Fri, Feb 2, 2018 at 8:15 AM

Raul,

I have reviewed the Expanded Project Notification Form (EPNF) and I'm pleased to submit the following comments for your review.

The proponent for the above project has done an excellent job of including and addressing my concerns from a transportation perspective. In fact, there is little I can add to the commitments agreed to by the proponent included in the EPNF.

That being said, I have I have just a couple of suggestions for the developer to contemplate. They are as follows:

- 1) All construction vehicles for the entire duration of the project should gain access and egress to the project from Route 1A to minimize impacts the the neighborhood residents. 1
- 2) I would like to request that the developer consider widening the curb-cut on Addison Street behind the abutting homes on Saratoga Street to allow these residents to gain access to their property without crossing over a curb. This action would please the abutting neighbors very much. 2
- 3) I would like to request the developer to create a shuttle service to and from the site to either Orient Heights or Wood Island Station. Although the proponent has an acceptable traffic plan, congestion in this general area is very severe during both the morning and evening peak periods. I'm sure residents of the project would greatly appreciate this service. 3

Finally, I'm pleased to see that the proponent will provide Zip car service. Hopefully, this will reduce the number of vehicles required to satisfy demand for residents of the project. Also, I'm pleased to read that there will be 5% of the parking spaces reserved for electric vehicles with the infrastructure to increase this number to 15% should demand arise.

Sincerely,

Bob D'Amico

--

Bob D'Amico

Letter 4	Bob D'Amico, BTD: February 2, 2018
1	Construction vehicles will use McClellan Highway (Route 1A) for site access and egress.
2	The Proponent will provide a formal curb cut on Addison Street at the Addison Driveway to provide access for its Saratoga neighbors and for garage egress.
3	It is not economically feasible to operate a shuttle service from the Project to MBTA Blue Line Stations. The MBTA Blue Line Stations can be reached by walking or taking a bus.



Raul Duverge <raul.duverge@boston.gov>

BPRD Comments for 144 Addison Street / 175 McClellan Highway in East Boston

1 message

Carrie Marsh <carrie.marsh@boston.gov>

Mon, Feb 12, 2018 at 3:44 PM

To: Teresa Polhemus <teresa.polhemus@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Raul Duverge <raul.duverge@boston.gov>

Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>

Boston Parks and Recreation (BPRD) has reviewed the PNF for the proposed project at 144 [Addison Street / 175 McClellan Highway](#). This project seeks a Planned Development Area (PDA) approval that will grant relief from zoning, in exchange for mitigation of the impacts of this relief.

The plan includes 270 units with a total of 332 bedrooms. The submittal does not provide the anticipated number of residents. It can be estimated that the project will accommodate 270 - 664 people. 1

The project will provide 77,500 sf of open space on the site. It is not clear how this is measured, or how it compares to that which would be required under existing zoning. The open space described in the submittal includes an elevated "urban court" as well as vegetated landscape designed for frequent flooding, allowing groundwater discharge and reduction of stormwater runoff. 2

The site design does not appear to include any open space suitable for active recreation use. It is therefore anticipated that residents will rely on existing public open space such as Noyes Playground. 3

In 2015, East Boston was already under-served by public parks suitable for active recreation with a ratio of 1.31 acres of parks, playgrounds and athletic fields per 1000 residents. This is less than the city average of 3.24 acres per 1000 residents. Significant new residential development in East Boston has continued to put additional pressure on existing public parks. Impact mitigation negotiated for this PDA should consider the open space needs identified in the City's *Boston 2030* plan and the *Open Space and Recreation Plan 2015-2021*.

BPRD will be undertaking capital improvements at Noyes Playground in 2018. BPRD respectfully requests that impact mitigation for 144 Addison Street be considered in the form of a contribution which is commensurate to the scale of the development, to the Fund for Parks, to be used for capital improvements to Noyes Playground. 4

Thank you.



CARRIE MARSH

Executive Secretary

Boston Parks and Recreation Commission

1010 Massachusetts Avenue, 3rd floor

Boston, Massachusetts 02118

617-961-3074 (direct) 617-635-4505 (main)

On Fri, Jan 19, 2018 at 5:18 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Evening,

Attached for your review is the Project Notification Form ("PNF") for the proposed [144 Addison Street](#) project (the "Proposed Project") in East Boston received by the Boston Planning and Development

Letter 5	Carrie Marsh, Boston Parks and Recreation Commission: February 12, 2018
1	The Project includes 270 units and approximately 342 bedrooms.
2	<p>The Proponent calculated the approximate open space on the Project Site by taking the site area (143,139 sf), removing the building footprints, the amenity deck, and the impervious portions of the Urban Court. This method yields approximately 80,194 sf of open space provided.</p> <p>The Project Site is in the McClellan Highway EDA zoning district and does not contain an open space requirement. See Section 1.8. See Section 2.5.</p>
3	There will be open space on the Project Site suitable for active recreation. See Section 2.5.
4	The Proponent will consider a contribution towards Noyes Playground capital improvements as part of its community benefits package.

**Boston Water and
Sewer Commission**

980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

February 16, 2018

Mr. Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA. 02210

Re: 144 Addison Street, East Boston
Expanded Project Notification Form

Dear Mr. Duverge:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (EPNF) for the proposed development project located at 144 Addison Street in the East Boston neighborhood of Boston. This letter provides the Commission's comments on the EPNF.

The proposed project is located on a 3.3 acre parcel of land that is entirely paved with asphalt and is currently used as a parking lot. The project proponent, Addison Street Partners, LLC, proposes construct two residential building totaling 189,770 square feet (sf). The building will have five levels and contain approximately 270 housing units and amenity space. Housing units will be either studio or one and two bedroom apartments. The project will include parking for 179 vehicles in a garage under the building.

For water service, the Commission owns and maintains a 16-inch water main in Addison Street, an 8-inch water main in Brandywyne Drive and an 8-inch water main in William F. McClellan Highway. The water mains are part of the Commission's Northern Low Pressure Zone.

For sewer and drain service, the Commission facilities consists of a 10-inch sewer and 10-inch drain in Addison Street, a 10-inch sewer and 15-inch drain in Brandywyne Drive. The East Boston Low Level Sewer extend across Brandywyne Village Apartments and the Maverick Mills site to Addison Street. The 102-inch by 110.5-inch BWSC combined sewer referenced on page 7-1 of the EPNF is owned by the MWRA and serves as the discharge line from the MWRA's Caruso Pump Station.

The PNF states that water demand for the proposed project will be 40,172 gallons per day (gpd) and wastewater generation will be 36,520 gpd.

General

1. All new or relocated water mains, sewers and storm drains must be designed and constructed at Addison Street Partners LLC's expense. They must be designed and



constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.

2. As stated in EPNF Addison Street Partners LLC acknowledges the Commission's requirement for developer to prepare an infiltration/ inflow (I/I) reduction plan. The minimum ratio of 4:1 for I/I removal to new wastewater flow requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan. 2
3. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/> 3
4. The Commission will require Addison Street Partners LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Addison Street Partners LLC to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity. 4
5. It is Addison Street Partners LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Addison Street Partners LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems. 5

Water

1. The EPNF states that water capacity problems are not anticipated within the system as a result of the Project's construction. Addison Street Partners LLC must conduct a hydraulic analysis of the Commission's water system under maximum day, peak hour 6



and fire flow conditions to verify that minimum residual pressures in any part of the distribution system do not drop below 40 pounds per square inch.

2. Addison Street Partners LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Addison Street Partners LLC should also provide the methodology used to estimate water demand for the proposed project. 7
3. The EPNF indicates, Addison Street Partners LLC will explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. If Addison Street Partners LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered. 8
4. Addison Street Partners LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Addison Street Partners LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit. 9
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Addison Street Partners LLC should contact the Commission's Meter Department. 10

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Addison Street Partners LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway. 11
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction. 12



- Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete. 13
- 2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Addison Street Partners LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above. 14
- 3. Section 7.2.3 of the EPNF provides an analysis of sewer mains in Brandywyne Drive and Addison Street. The analysis indicates the pipes have adequate capacity for sewerage generated by the proposed development. However, the analysis does not consider existing flow sewerage flows or the effects that the addition flows will have on segment of sewer further down in the collection system. Addison Street Partners LLC must evaluate the adequacy the Commission's wastewater collection system to carry both existing and proposed flows in parts of the system that will be effected by the addition flows. 15
- 4. The Commission encourages Addison Street Partners LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers. 16
- 5. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Addison Street Partners LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Addison Street Partners LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge. 17
- 6. Addison Street Partners LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. 18
- 7. The EPNF states the project will comply with the Massachusetts Department of Environmental Protection (MassDEP) Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to MassDEP Stormwater 19

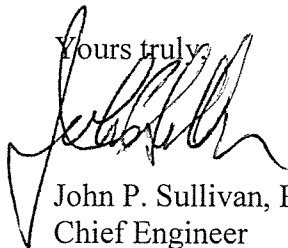


Management Standards, Addison Street Partners LLC will be required to meet Commission standards.

8. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system. 20
9. The Commission requests that Addison Street Partners LLC install a permanent casting stating “Don’t Dump: Drains to Boston Harbor” next to any catch basin created or modified as part of this project. Addison Street Partners LLC should contact the Commission’s Operations Division for information regarding the purchase of the castings. 21
10. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations. Addison Street Partners LLC is advised to consult with the Commission’s Operations Department with regards to grease traps. 22
11. The open garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators. 23

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/RJA

cc: A. Dulac, Addison Street Partners, LLC ✓
M. Zlody, BED via e-mail
M. Connolly via e-mail
M. Nelson, BWSC via e-mail
P. Larocque, BWSC via e-mail

Letter 6	John Sullivan, Boston Water and Sewer Commission: February 16, 2016
1	Please see Section 6.4.
2	Please see Section 6.3.
3	Please see Section 6.4.
4	Please see Section 6.1.
5	Please see Section 6.3.
6	Please see Section 6.2.
7	Please see Section 6.2.
8	Please see Section 6.2.
9	Please see Section 6.2.
10	Please see Section 6.2.
11	Please see Section 6.5.
12	Please see Section 6.5.
13	Please see Section 6.5.
14	Please see Section 6.5.
15	Please see Section 6.3.
16	The Proponent will explore these options.
17	Please see Section 6.5.
18	Please see Section 6.4.
19	Please see Section 6.4.
20	Please see Section 6.4.
21	Please see Section 6.4.
22	Please see Section 6.3.
23	Please see Section 6.3.



CITY of BOSTON

Martin J. Walsh, Mayor

To: Raul Duverge, BPDA
From: Zach Wassmouth, PWD
Date: April 30, 2018
Subject: 144 Addison Street - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 144 Addison Street PNF.

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property. 1

Construction Within The Public Way:

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC. 2

Sidewalks:

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current ADA/AAB guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval. 3

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way. 4

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC. 5

Easements:

Any and all easements associated with this project must be processed through the PIC. 6

Landscaping:

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC. 7



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499



Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

8

Roadway:

Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

9

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

10

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

11

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zach Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499

Letter 7	Zach Wassmouth, Boston Public Works Department: April 30, 2018
1	A site plan will be developed that shows the curb layout on all streets abutting the Project Site.
2	Acknowledged. If any non-standard materials are proposed in the public way, the project will seek PIC approval.
3	Sidewalks adjacent to the Project Site will be reconstructed and will meet ADA/AAB guidelines to the maximum extent practicable. Pedestrian ramps will be constructed as necessary and will meet ADA/AAB guidelines.
4	The Project team will consult with the City's Disabilities Commission.
5	Acknowledged. If discontinuances are required, the Project team will process them through PIC.
6	Acknowledged. If easements are required, the Project team will process them through PIC.
7	The Project team will seek approval from the Parks and Recreation Department for any proposed landscape elements in the public right-of-way.
8	The Project team will seek approval from the PWD Street Lighting Division with regards to street lighting upgrades. Pull box covers will be replaced as necessary to meet PWD Street Lighting standards.
9	A plan showing the extent and methods for roadway restoration will be submitted to the PWS Engineering Division for review and approval.
10	The Project's improvements will be entered into the City of Boston Utility Coordination Software.
11	The Project team will work with PWD and BWSC to determine appropriate methods of green infrastructure within the public right-of-way adjacent to the Project Site.



Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

May 4, 2018

**RE: 144 Addison Street, East Boston MA 02128
Expanded Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed Expanded Project Notification Form that was submitted for 144 Addison Street, in East Boston. Since the proposed project is planned to be a vibrant destination area for housing, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

- **Accessible Residential Units:**

- We support the placement of the Inclusionary Development Policy (IDP) units to be on-site. Should the IDP units be located on site, 15% of the total IDP units would be required to be Group 2 units. This requirement does not increase the required number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation. 1
- We would like to request more details on the floor plans for the accessible Group 2 units within the Project, as well as the locations of the units within the project. 2
- Select ground-level units are shown to have stoops. We do not support this as this limits persons with disabilities and those who would like to age-in-place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would support that exterior stoops incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for full and equal participation for persons with disabilities. 3

- **Accessible Route and Sidewalks:**

- Please provide detail on all walkways and plazas within the Site, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance. 4

- **Construction:**
 - Do you anticipate any portion of the Project going through the Public Improvement Commission? If so, please identify and provide details. 5

- **Community Benefits:**
 - Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities? 6
 - Are any restrooms planned in common public spaces? If yes, the Commission would support the inclusion of single-stall, ADA compliant and designated as “Family”/“Companion” restrooms. 7

- **Wayfinding:**
 - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project? 8

- **Variances:**
 - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain. 9

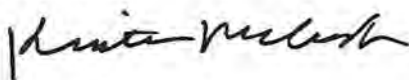
Commission’s General Statement on Access:

The Mayor’s Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever “readily achievable” (*“easily accomplishable and able to be carried out without much difficulty or expense”*).

The Commission is available for technical assistance and design review to help achieve accessibility compliance and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston’s diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
 Mayor’s Commission for Persons with Disabilities
kristen.mccosh@boston.gov

Reviewed by:

Patricia Mendez AIA, Architectural Access Specialist
Mayor's Commission for Persons with Disabilities
patricia.mendez@boston.gov
617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
sarah.leung@boston.gov
617-635-3746

Letter 8	Kristen McCosh, Mayor's Commission for Persons with Disabilities: May 4, 2018
1	Approximately 15% of the IDP units would be Group 2 units (5-6 units).
2	All Group 2 Units will be designed according to applicable standards and accessibility codes. The Project will provide an even distribution of Group 2 units relative to the unit mix. The Group 2 units will also be distributed amongst the north and south building, at varying floor levels throughout the Project.
3	The Project Team has eliminated the "stoop" conditions previously planned for the Project. The Project will now include private terraces slightly elevated above grade at Addison Street, allowing a visual connection to the street level activity below while maintaining privacy and security for each unit. These terraces will be equally accessible to residents of the ground floor units.
4	<p>As indicated in the Accessibility Checklist, the Project will provide a level surface from the Addison Street sidewalk to vehicle entry drop off, by means of a 1:20 sloped concrete sidewalk. From the Urban Court to the main entry, there is no change in elevation; no ramps or curb cuts are required to access the front door of the building.</p> <p>The Urban Court will be constructed of a series of smooth finished pavers, evenly set to provide a level walking surface. No threshold between the interior or exterior of the building will exceed 0.5 inches. Upon entering the building, residents and visitors will be able to traverse between amenity spaces at both buildings via an outdoor, connecting deck. The deck will be constructed of wood planks, a durable hardwood (i.e. IPE) to resist significant weathering and warping. Similar pathways will be provided at the parking level, beneath the ground floor, which extend and connect across a lush, green landscape between the buildings.</p>
5	The Project will be reviewed by the Public Improvement Commission process if required.
6	The Proponent and future management company for this property will comply fully with the provisions of the equal housing opportunity laws and nondiscrimination laws.
7	Restrooms will be provided within public spaces with the appropriate number of fixtures, and ADA accessible fixtures, as determined by building code. As the design further develops, the Project Team is open to considering the inclusion of single-stall, ADA-compliant restrooms as noted.
8	The Project is not advanced enough in this phase of design to provide a wayfinding or signage package.
9	The Project Team does not anticipate filing for any variances with the Massachusetts Architectural Access Board.



Raul Duverge <raul.duverge@boston.gov>

144 Addison St. E., Boston

1 message

Darlene Fitzgerald <darlzy143@yahoo.com>
Reply-To: Darlene Fitzgerald <darlzy143@yahoo.com>
To: Raul.duverge@boston.gov
Cc: Darlzy143@yahoo.com

Fri, Mar 9, 2018 at 3:53 PM

Hi Raul, This is John and Darlene residents of 95 Addison St. E., Boston ... In this e-mail we are giving you our opinions on this project at 144 Addison street.

The size of this project is way too big for this community to handle..

1

They are not willing to come down on the units at all 270 is still way too much for this Community to handle.

2

And as for the community agreement that is filed with the board of appeals, they still have not recognized that there is no egress or entrance on Addison Street .

3

And as for the parking spaces they only are willing to give 172 spots for 270 units. Which means you have 98 units that won't have parking which would mean parking on Addison Street and any other place in the neighborhood. Which would be detrimental to the small businesses on the street. DaniChuck auto body has at least 10 employees that drive and park their cars. There is a vending machine company that has at least 10 to 12 People Who Drive here and park their cars to use the company trucks for deliveries. There is also a painting company that has at least five or six employees that park their cars here and take the company vans to go do their jobs, besides the East Boston neighborhood health clinic which is also on the street. I'm not going to go into the traffic because we all know the amount of traffic in this neighborhood and how much more it will impact this community.

4

Until the proponent is willing to downsize this project to a reasonable amount of units equal to parking spaces, I cannot fully back this project in anyway, as far as I'm concerned this project only helps the proponent and does nothing for the small business businesses or the residence in this neighborhood

The Proponent should realize one thing, the residents and small businesses where here first.

Knowing that there is a need for residential units in the city at what cost to the residence that already live here ?? I think it should be spread out through all the communities not just East Boston

There is a rumor going around the neighborhood that the city of Boston would like 5000 more units in East Boston, which is way too many in an over populated neighborhood, that's not even counting Suffolk Downs.

Just because East Boston is becoming hot property right now it's time for the City of Boston to take the for sale sign down!!!! This is still a community where people live and raise families.

Thank you

John & Darlene Fitzgerald

Letter 9	Darlene Fitzgerald: March 9, 2018
1	See Section 1.8 and 1.9 for a discussion of concepts considered for the Project Site and zoning compliance.
2	The Proponent's original proposal had 300 units. The Proponent dropped 30 units from its original concept and believes the Project submitted now is the right size for the Project Site.
3	The Proponent is not subject to agreements made with the former owner of the Project Site. See Section 1.4.5.
4	See Section 4.5, Parking.



Raul Duverge <raul.duverge@boston.gov>

Support for 144 Addison Street, Ward 1

1 message

Justin Pasquariello <jpasquariello@ebsoc.org>

Fri, Mar 9, 2018 at 3:46 PM

To: Raul Duverge <raul.duverge@boston.gov>

Cc: A Dulac <ADulac@wfboston.com>

Dear Raul:

I write this message in support of the proposal for [144 Addison Street, Ward 1, East Boston](#). As the Executive Director of an organization serving a diverse population of children and families in East Boston, I see the critical need to grow the housing stock in this community. As I have passed through the neighborhood, I have also seen the need and opportunity to improve this former industrial and rental car site and to integrate it more into our neighborhood. I strongly support the proposed creation of housing as East Boston, like the greater Boston area, is experiencing a large influx of new families and is in desperate need of high quality housing to meet their needs. I would like to see a continued commitment in this and all Eastie projects to maximizing the creation of affordable multi-bedroom units to help slow the rate of displacement of families from this neighborhood.

This is an excellent design. I'm glad they adopted a traffic plan that will accommodate the increasing use of ridesharing vehicles and delivery services like Peapod and Amazon Fresh. I believe there is sufficient onsite parking and that the creation of more spaces could encourage more vehicles in the area. I look forward to overall neighborhood design that will encourage individuals and families to choose public transportation and other transit alternatives. One approach to doing this might be improving the nearby connection to the East Boston Greenway by Byron Street. A connection there would allow tenants to have direct access to the Greenway for protected biking and walking across the neighborhood.

I know the proponents have done extensive outreach to abutters and the surrounding community. From all my interactions and those of others I know with Andy Dulac, I have heard and seen strong dedication to this neighborhood—both in his development work, and in his broader work with the community. I wish them well on this project and look forward to seeing it progress.

Thank you for your consideration. Please let me know how I can be helpful with any questions.

Sincerely,

J. Justin Pasquariello, Executive Director

East Boston Social Centers

68 Central Square, East Boston, MA 02128

jpasquariello@ebsoc.org

617-569-3221 X 112

Thank you for helping us to build community and strengthen families in East Boston!

Letter 10	Justin Pasquariello: March 9, 2018
	No response required.

Mr. Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square Boston, MA 02201
via email to raul.duverge@boston.gov
Re: 144 Addison Street EPNF

Dear Mr. Durverge

My name is Katherine Schneider, and I am a proud local community member and resident of East Boston. My partner and I own a condo in Jeffries Point, and have been a part of the neighborhood for the past three years. Prior to our move, we spent a lot of time in the area visiting family and friends who have an incredible love and pride for their community. We spend a great deal of time in Orient Heights, visiting our favorite local restaurants and small businesses.

I am writing to you to voice strong support for the 144 Addison Street project. The project is certainly an improvement to the underutilized 700 car parking lot that currently exists there today. As an active member of the Jeffries Point community and neighborhood groups, I understand how important issues of parking are to those who live in the area. I feel strongly that issues of adequate parking are more an indication of over-lenient resident parking legislation rather than a problematic by-product of development. If East Boston wants to establish a real solution to issues of parking, our community needs to enforce growing car-per-household restrictions as the community continues to expand. Investments in public transportation networks, and improved service frequency for the MBTA are all viable solutions to the tenuous discussions about parking infrastructure. While developments like 144 Addison Street will affect the parking availability, they should in no way be held responsible for the larger legislative issues that our neighborhood faces, and add immense value to the quality of built infrastructure that makes up the East Boston community. I would encourage the city to work through these issues at a macro-scale, rather than letting pressure fall to individual development projects to resolve a complex and multifaceted issue that is very important to community members across all municipal districts.

With the influx of recent storm surging events, the East Boston community has certainly felt a palpable need to address our vulnerabilities regarding flooding, and the impacts it has on our infrastructure and services. As the site exists today, with 100% impervious paving, any precipitation is diverted to nearby parcels, causing strain on the water table as a whole. It is exciting to see the Architects + Developers working through solutions that include 50% permeable open space, that will have a positive impact on the community in the event of flooding, and reduce heat-island effect in the neighborhood. The 144 Addison Street project does an excellent job of acknowledging the vulnerabilities that East Boston is up against, and it is so exciting to see a project tackle these constraints creatively and design with future seal-level rise in mind.

The design of the building is very unique, while simultaneously paying respect to the brick materiality prevalent in many classic Bostonian buildings. Many recent developments have been very unimaginative and lack any sort of individual identity outside of adhering to the bottom-line. Most feature the same tone of Hardie panel siding, and lack a sensitivity to the pedestrian-friendly scale of a classic triple decker. 144 Addison Street feels like it belongs in the context, and features great site lighting improvements that will make walks past the

site feel exponentially more safe than they currently do. I appreciate the thought that has gone into the design, both in terms of the massing and the overall quality and range of materials that are being utilized on the exterior of the building.

I look forward to following the progression of this project through development and construction. I hope that 144 Addison Street will serve as an indication of higher-quality development standards for new infrastructure to come.

Sincerely,

A handwritten signature in black ink, reading "Katherine Schneider". The signature is written in a cursive, flowing style with a large initial "K" and a long, sweeping underline.

Katherine Schneider

Letter 11	Katherine Schneider: undated
	No response required.

Jordan Zimmermann
25 Breed Street #1
East Boston, MA 02128
March 9, 2018

Mr. Raul Duverge
Project Manager
Boston Planning & Development Agency
1 City Hall Square
Boston, MA 02201

Re: 144 Addison Street EPNF

Dear Mr. Raul Duverge:

I am an East Boston resident who has lived in the neighborhood for almost five years. My husband and I own a 2-family rental property in Eagle Hill and live in an owner-occupied condo in Orient Heights. We love this neighborhood and plan to continue raising our daughter here. We frequent local businesses and are involved with the Eastie Village Family Association (EVFA). In 2014, I worked with Neighborhood of Affordable Housing (NOAH) on a Kresge Foundation grant that has partially funded the great work NOAH and their partners are doing for neighborhood climate change research and mitigation.

The 144 Addison Street site is ½ mile from my home. In my opinion, this project will have a positive effect on this neighborhood. The site is currently a large paved parking lot. The proposed building and landscape will allow storm and flood water absorption rather than run off to adjacent sites. Not only does this improve site water management, it creates an inviting landscape for pedestrians. I have never walked through the current parking lot, but will gladly enjoy the proposed landscape with neighbors once it is developed.

As the city has seen in recent nor'easters, flooding is becoming a major issue due to climate change and sea level rise. The most exciting aspect of this project is the innovative solution to dealing with water. This could be a prototype for other projects in the city to test the proposed resiliency strategies. East Boston deserves to see some innovative development and this project offers that.

Mr. Raul Duverge

March 9, 2018

Page 2

I understand the neighborhood's concern about parking. However, if we are going to get serious about reducing carbon emissions, then residents need to reduce their car ownership. This site is walkable to Blue Line and several convenient bus lines, as well as the Hubway bike station. I take the Blue Line every day to work and ride the 120 bus often around East Boston. Residents of 144 Addison should be encouraged to take advantage of the existing public transit as well. This development will encourage and support local restaurants and retail so that residents do not need to rely on owning a car or can at least share a car with family members or roommates.

In addition to the functional benefits of the proposed 144 Addison project, the design of the buildings is refreshing. The materiality is modern but the brick relates to the existing vernacular of East Boston. It is a durable material that will age well (both in style and durability). I am excited to see this project move forward and raise the bar for local development, by both its architectural style and sustainable solutions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jordan Zimmermann", with a long horizontal flourish extending to the right.

Jordan Zimmermann

zimm.jordan@gmail.com

Letter 12	Jordan Zimmerman: March 9, 2018
	No response required.



Raul Duverge <raul.duverge@boston.gov>

Re: 144 Addison St Proposal - Comments from abutter

1 message

Melissa Campbell <melissaannecampbell@gmail.com>

Fri, Mar 9, 2018 at 11:07 AM

To: Raul.Duverge@boston.gov

Hi Raul,
I had a few more thoughts to sneak in before the deadline.

Thank you very much,
Melissa

- Not sure if I made this clear, but on top of the speed, there is a large volume of cars that already flow onto our street. Addison is viewed as a shortcut vs going Bennington or Boardman to Orient Heights and Winthrop. Even during the "illegal" hours of 4-7, a stream of cars is always coming down. The cops come and ticket when they can but that is understandably not very often. Between this and the lack of maintenance on the Bulgroup side, the people who come to our street to do or sell drugs at night, it just feels like we are a forgotten street that is always being taking advantage of by the community.
- Will Leonard Florence agreement be upheld? If so, how can there be access on Addison? 1
- Why is address on Addison with such a large plot of land available - original designs had no egress on Addison and building set far back. We find the "fire trucks couldn't find it if it was 175" a little flimsy given that area has one fire house. The design they showed us had the fire access through the back road to Boardman anyway - so why the Addison address? 2
- I understand that these will be more affordable than the waterfront, but am still skeptical that these "yuppies" they are going for would find Orient Heights appealing to live in and worry that they will fall short on this target group. Rich and I are in their target demo and struggle with these things frequently since we left "mainland Boston" - we have to venture all over the city for various amenities we want (grocery stores, dog grooming, gyms, shopping, restaurants), feel the isolation of being disconnected from city (grief from cab drivers, friends who never want to visit, having to pay the tunnel toll), not much walkable. I try to appreciate the small beach we have but even that is kinda gross during high season: off leash dogs, gritty sand, trash strewn about, broken glass from kids who drink there every night, living off a ugly highway with gas tanks strewn about. This isn't Jeffries Point with beautiful city views and a hip restaurant or two.
- I am concerned with who they used to build this - was disconcerting to hear of them using a subpar contractor on other projects as they have positioned themselves as very upscale. I have a less of an opinion on union/non-union, I just want the building to be put together in a safe way and I know that union workers typically do a good job. 3
- This also sets a precedent for future over-development in the Orient Heights area

On Wed, Mar 7, 2018 at 1:25 PM, Melissa Campbell <melissaannecampbell@gmail.com> wrote:

Hi Raul,

Here are my comments on the 144 Addison project. I emailed you as I realized I would far exceed the character limit on the bostonplans webpage. I will send more thoughts along if I have any more, if not you can assume the thoughts of Rich Scaramozza Jr represent my own as well (also Edward Fitzgerald, Rich Sr, and Maryann Scaramozza).

Please confirm receipt if you can. Thank you.

Melissa

Hi Raul,

My name is Melissa Campbell, I am the secretary of East Boston's Harbor View Neighborhood Association. I am a relative newcomer in the neighborhood, and know I will never be a local but I feel civic duty is a responsibility that all residents share and I am honored to help serve my community in this way.

I am also a direct abutter at 135 Addison Street.

My fiancé Rich Scaramozza Jr has lived on Addison most of his life and I have been coming here as a visitor since 2010 and a resident since 2014.

I am very much opposed to the [144 Addison Street](#) proposal at its current scope. It is yet another greedy cash grab to cram as many units into East Boston, fraying the local community in the process which of course the developers care little about as they live in much nicer neighborhoods. As a HVNA board member, I see many proposals that are much too dense for their surroundings (putting 8 condos where 1 single family house stood for example). However, the 144 Addison project is the largest and most obnoxious proposal I have seen in recent years other than Suffolk Downs which at least will offer something in the way of amenities to the community.

These are the aspects of the proposal I take issue with (in no particular order).

Addison Egress!!

- The **number one issue** I have with this project is the egress on Addison. It is the MOST important thing to me and has a hand in most of my below points. 4

Quality of life impact

- My fiancé has lived in this community his entire life. He is proud to be from East Boston and donates to many local groups (boys and girls/Saleians) that were responsible for shaping him as a child. Our house was built by my Mother in Laws family in 1890 when they immigrated from Europe and every subsequent generation of Lebel has lived their entire life in our house. Although we could live somewhere "nicer" or bigger in the suburbs (like many of our friends) we have chosen to live in and support East Boston. We fully planned on spending the rest of our lives at [135 Addison St](#) but I'm feeling less optimistic about the neighborhoods trajectory. The EB residents quality of life drops with every extra car on Bennington, every full train car at rush hour on the Blue Line, every minute stuck in traffic and this project will only make it worse. When everyone's quality of life decreases, then we all become worse neighbors, less willing to look out for one another and more likely to react with anger towards others. I commute to Framingham everyday, on an average day it takes me 20 minutes to even get through the Ted Williams – as is, I make the U at Boardman to avoid the terrible Neptune Rd cluster. On the way home 1A frequently comes to a stop as soon as you exit the tunnel. More time spent in the car = less time with family and less happy residents.

Dangerous Intersection at Saratoga & Addison/Traffic

- I asked this question at the public IAG meeting and got what I take as a baloney answer. 144 residents who have a 13 minute walk through city streets to the T are NOT going to "respect the law" and go out of their walk to walk along the even side of Addison to then cross in the cross walk at Saratoga. They will obviously dart across Addison as soon as they can so they can easily make the right on Saratoga without going through crosswalk and saving some steps. This will make the curve more dangerous as you will be adding pedestrians on top of cars. The street is already dangerous there. Coming from Saratoga you have to bank hard to the right as people come flying up the middle from 1a. On the reverse, when you get to Addison/Saratoga intersection from Addison it is difficult to know when its safe to make a turn – theres often a big truck on the right side and MANY people either can't see or blatantly ignore the stop sign on Saratoga – I have almost been t-boned many times. Now we will be amplifying this with more cars and pedestrians.. 5
- Traffic on 1A will increase, some days theres so many people trying to make the U at boardman that we fill up the left hand cut out and back into the driving lane which causes backups. Saratoga and Bennington already experience quite a bit of traffic – lots of pedestrians that cross, stop signs/lights and a school. 6

Parking

- Between visitors, people who don't want to deal with a garage for every trip, there will absolutely be more people parking on our street. On its face, OK whatever, but they seem to think that won't happen. Every snow emergency, you can't find a spot on the street, or on street sweeping day. Given how fast people whip down our street, this only make its more dangerous for residents to leave driveways due to decreased visibility. I understand it's the city but this will be a consequence and it's worth noting given that our street isn't a normal street. People go so incredibly fast down our street as they use it as just a cut through and forget that families live on it. 7

Suffolk Downs

- This project will have large, long lasting effects on East Boston. From the increase in traffic on 1A – which is already awful at times, to the influx of commuters on the Blue Line. 144 Addison St is too many units given the scope of SD and it doesn't seem like the developers have taken this into account in terms of traffic. 8

Renters vs. Ownership

- Renters will not be as invested in the community as owners. These people will not be attending our HVNA meetings, will likely not be volunteering in the community, will not be involved in community outreach. They are temporary visitors and we will be their temporary hosts. I would be much more positive if these were condos – the quality of people and their actions would be much more beneficial to the community. I have flied the neighborhood on many occasions (neighborhood events, holiday party etc) and neighborhoods with ownership are the people that respond – they are vested in the neighborhood and seeing it flourish. 9

Number of cars needed

- I have lived in various places in the city (Mission Hill, Davis Sq) with easy access to amenities, East Boston is not one of them. Which is unfortunate because I love walking and I don't walk anywhere anymore. There is no walkable grocery store, bar, restaurant and I would argue that the Dunks/Orient Heights area is not super walkable either (too far, not much that yuppies would like and not a really nice walk). Given their price point, these people will be "yuppies", they want nice coffee shops, Whole Foods, bars with craft beer. Because all these things aren't close, they WILL have a car. We could be classified as yuppies and we drive to 100% of our errands. We drive to Charlestown routinely for groceries, exercise classes and dog groomings, we go to Adrianas in Winthrop for drinkable coffee and we take ubers or frequently drive into the city for restaurants. The closest grocery store to us is the Stop and Shop in Revere! This is not NYC with bodegas on every corner and an extensive public transit system – people aren't going to drag bags of groceries on their 13 minutes walk from the train.

Governor Baker's unit increase plan

- From Suffolk Downs, to all the condos crammed in every book and cranny, to Portside and all the waterfront development, East Boston has taken on its fair share of the units. It is also very evident to residents that this happens in less well to do neighborhoods. No one is trying to over-develop towns like Newton and Weston as their residents have the power to shut that idea down.

Density

- This is way, way too many units. This doesn't fit in with the neighborhood. Too big, too tall, too many. 270 people at a minimum, 400+ potentially on one street! 10

Impact on local businesses

- Several businesses on Addison street will be adversely affected as many businesses (Danilchuck, Automated foods, East Boston Health Center) park both employee and company cars/ cars being worked on on the street and use the street extensively for deliveries and whatnot. If the streets are full of 144 people or are full of traffic, they will likely have to leave the neighborhood which would be a shame. 11

Bulgroup have been bad tenants and neighbors

- Their side of Addison has been woefully neglected over the years. Dog poop and glass frequently line the street. Between that junky side and the lack of clear sidewalk on the odd side with Automated Food trucks I legit drive to Constitution beach to walk my dog. I've never once walked him on our street. There has never been any shoveling in the winter. This is their responsibility and they have only done it when publicly called out for it during this process.

Development teams has been disingenuous at best, lying at worse about many things, particularly the Florence agreement

- Given that they have upheld some parts of the bargain (donating to Salesians), it is highly unlikely that were unaware of document. At best incompetent, at worse lying. Give me a break, they were hoping we were all too dumb to figure it out
- Given that I am outsider (not from East Boston) I have always got the sense that they are banking on the fact that the neighborhood is largely not on email/facebook (to get information/hear about abutters meetings – we have only been flied once – for the meeting over the summer), and more likely to be more blue collar locals. Every other word is excessively and needlessly large words. It is interesting that Damian got so flustered and snippy with Rich last week - as he is more able to make intelligent points and refute their points on the fly
 - Them trying to act like they are using "how it was" or "how it was intended" historically as inspiration is such garbage. It was intended to be single family homes on the map they show. Every development presentation the community has to sit through has the same exact buzz words: unique parcel (aka opportunity to make \$\$), design reflects character of neighborhood (horizontal lines there, look a horizontal line here, same thing!)

- Traffic study is not believable to anyone who actually lives here and has to commute here. It already takes multiple cycles of lights for me to make the U at 1A or to make the left on Neptune. The vast majority of these “higher income” renters will work 9-5 jobs and will be commuting during the same hours 730 – 845; 4 – 6. 12

Suggestions

- NO VEHICULAR ACCESS FROM ADDISON STREET – that is our number one issue, even over size. 13
- Decrease the number of units drastically – they obviously can go lower, they just don’t want to. 14
- Also close access to Boardman, I would give Daniam the benefit of the doubt that he is not actively trying to put the Addison/Saratoga neighbors and Orient Heights neighbors against each other but that is what happens when its an either/or. I care about all of East Boston and between Boardman and the awful rotary OH deals with its fair share also. 15
- Cross walk directly across entrance with raised bump on Addison 16
- Force Bulgroup to improve the street – trees/greenery along entire street, nicer fence – yuppies aren’t going to want to live on an ugly street for no other reason.. 17
- Have a cutout on 1a in the right lane so you can get out of the way to make the right turn – its already a scary right to make as someone is usually right behind you and you make the turn too fast, which is tricky if someone is trying to get on 1A (Danilchuck cars on both sides make it more narrow as well)
- I have thought long and hard about mitigation ideas but am coming up short on tangible ways to make up for how much this will impact us between the traffic headaches and a drop in quality of life. It is just throwing money at us to keep us quiet. I guess we have no choice, so here are some ideas 18
 - Bring back the coffee shop in the design, at least that would be *something* that would benefit the area. 19
 - Change at least a portion to condos
 - Im on the fence about asking for access to amenities –I don’t think there really will be any of note and us “locals” won’t have any interest in traipsing around on someone else’s property 20
 - I thought the solar panel idea Mary had was a good one

Letter 13	Melissa Campbell: March 9, 2018
1	The Proponent is not subject to agreements made with the former owner of the Project Site. See Section 1.4.5.
2	The Proponent chose to use 144 Addison Street as its Project address since Addison Street is the only public roadway the Project abuts and is the location of its main entrance.
3	The Proponent plans to hold the property for the long-term and will ensure the construction is top-quality.
4	See Section 4.3 for a discussion of site access alternatives.
5	See Section 4.7 for transportation mitigation.
6	See Section 4.4 for a traffic operations analysis.
7	See Section 4.5, Parking.
8	The Proponent believes the number of proposed units fits the Project Site. See Section 1.9, Alternatives Analysis.
9	The Project will be comprised of apartment units.
10	The Proponent believes the number of proposed units fits the Project Site. See Section 1.9, Alternatives Analysis.
11	See Section 4.5, Parking.
12	See Section 4.4 for a traffic operations analysis.
13	See Section 4.3 for a discussion of site access alternatives.
14	See Section 4.3 for a discussion of site access alternatives.
15	See Section 4.7 for transportation mitigation.
16	See Section 2.5 for Addison Street improvements.
17	The Project will not make any changes to McClellan Highway.
18	The Project will not have any retail space at this time, but the Proponent is open to considering some ground floor retail space if there is a demand.
19	The Project will be comprised of apartment units.
20	The Project's roofs will be designed to be solar-ready. The Proponent will not provide solar panels to off-site buildings.



Raul Duverge <raul.duverge@boston.gov>

144 Addison Street - March 9, 2018 Comment

1 message

Michael Feeney <mfeeney@firstrealtymgt.com>
To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Thu, Mar 8, 2018 at 5:34 PM

March 8, 2018

Mr. Raul Duverge, Project Manager

Boston Planning & Development Agency

One City Hall Square Boston, MA 02201

via email to raul.duverge@boston.gov

Re: 144 Addison Street EPNF

Dear Mr. Durverge,

I am writing on behalf of First Realty Management, managing agent for Brandywyne Village Company Limited Partnership "Brandywyne Village." Brandywyne Village is a 402 unit townhome community located at 88 [Brandywyne Dr.](#) It the largest single abutter immediately adjacent to the proposed project site. We believe that the proposed use of [144 Addison Street](#) could make significant aesthetic improvements along Addison Street. However, we need the following matters addressed. Our questions and concerns are below.

Impact of "rammed aggregate piers" on Brandywyne Village:

- Will there be a pre-construction inspection of the adjacent properties conducted by an independent third party that will take photo or video recordings of existing conditions? In view of the extensive "pier ramming" required, it is important that a pre-construction inspection be conducted in which videos or photos are taken of potentially impacted areas at Brandywyne Village, including exposed foundations, roads, and other elements of buildings or common areas that may be impacted by the proposed construction. 1
- There needs to be vibration monitoring for our adjacent property structures while putting in the rammed aggregate piers referenced in section 6.11.4 of the EPNF. More specifically, digital monitoring points should be set up with seismographs on adjacent structures to make sure those structures aren't negatively impacted during construction activities. 2
- Also, given that it is reasonably foreseeable that the vibrations from the rammed aggregate piers could cause structural damage to Brandywyne Village, we would like Brandywyne Village Company Limited Partnership named as an additional insured in the contracts that control the installation of the rammed aggregate piers and written confirmation prior to approval of the project that any damage to abutters will be covered. 3

Impact of the change in topography on Brandywyne Village:

- We are concerned that the property height at 144 Addison Street is being increased by three feet and we are concerned about potential water displacement into Brandywyne Village that may result from this increase. Prior to the approval of the 4

project, we'd like to see a post construction topography map and proposed water management plan that ensures all runoff is kept on site.

Impact of utility connections on Brandywyne Village:

- We'd like written confirmation that 144 Addison Street will not be using Brandywyne Drive for any utility connections prior to approval of the project. 5

Impact of light pollution from vehicle traffic entering the proposed garage at 144 Addison Street, on Brandywyne Village and site lighting:

- We would like to see a decorative fence erected between the properties as well as appropriate landscaping to prevent automobile headlights at 144 Addison Street from shining into apartments at Brandywyne Village. We are also concerned about site lighting impacting Brandywyne Village and would like final approval of any proposed lighting installations, fencing or building elements adjacent to Brandywyne Village in all instances where light pollution may impact our site, such approval not being unreasonably withheld. 6

Thank you for your consideration.

Sincerely,

Frank Cevetello

Chief Operating Officer

First Realty Management Corp.

151 Tremont Street

Boston, MA 02111

First Realty Management Corp., AMO®

151 Tremont Street, PH 1, Boston, MA 02111

P: 617.423.7000

info@firstrealtymgt.com|www.firstrealtymgt.com

Letter 14	Michael Feeney: March 8, 2018
1	Section 5.6 describes the excavation and foundation construction process. The Project Team will monitor vibrations during the construction process. The Proponent will consider a scan or video of a limited scope of adjacent properties prior to construction.
2	Programs will be implemented during construction for monitoring noise, dust, and vibrations, as appropriate. Vibration monitoring would include seismograph installation.
3	The Proponent does not believe it is necessary to add Brandywyne Village Company Limited Partnership as an additional insured.
4	See Section 6.4 for a discussion on how stormwater will be handled.
5	Utility services will connect to existing mains in Addison Street and to the storm drain in the existing drainage easement through the abutting property. The Project will not connect to utilities in Brandywyne Drive.
6	The Project will be screened from Brandywyne Village by the existing grades and proposed landscaping improvements.



Raul Duverge <raul.duverge@boston.gov>

Support for 144 Addison St

1 message

Mark Wallace <mark@parlorskis.com>
To: raul.duverge@boston.gov

Wed, Mar 7, 2018 at 11:57 AM

Mr. Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square Boston, MA 02201
via email to raul.duverge@boston.gov
Re: 144 Addison Street EPNF

Dear Mr. Durverge

My name is Mark Wallace, I am the owner of Parlor Custom Skis, a ski manufacturing business that is immediately adjacent to the proposed development site. I am writing to express my STRONG SUPPORT of the proposed project at 144 Addison street for the following reasons.

1. **Community building:** I see this project as being able to enrich the surrounding community, right now the fences the surround the lot make the connection between our shop space and the rest of the local business challenging. Opening and modernizing this part of the lot will open this space and make it more inviting. Also bringing more residents to the neighborhood will help to support ours and other local business and make the area more vibrant.
2. **Reduction of car transport traffic:** It is amazing how many cars move in and out of this 700 car lot in a day. It brings semitrucks into our lot on a daily basis, and a larger issue is the 15 passenger vans and the people that shuttle cars for them, they are often careless and it makes the lot not safe for our customers and staff. Having permeant residents across the street will be a much better set up for us.
3. **Integrity of the development team:** We have been tenants in this building for over 3 years and I have only good things to say about the owners of the building. They have supported our growing business always been responsive to our needs and shown a commitment to brining business to East Boston.
4. **Housing for Employees:** It is a challenge for many of our employees to find housing in the area given the lack of supply and cost. Having a large modern business close by will attract more young people to the area making it vibrant, and also helping to support local business.
5. **Safety:** Having a better lighted space with people here around the clock will make it a safer and more inviting place to work and live.

In short this project is going to elevate the area from a business, traffic and safety stand point and myself and Parlor are in strong support of it pushing forward.

Sincerely,

Mark Wallace
Parlor Skis, Owner

Mark Wallace | Owner/Manager | Parlor Skis

Phone: (413) 884-4747



175 William F McClellan Hwy | East Boston, MA 02128

parlorskis.com

Letter 15	Mark Wallace: March 7, 2018
	No response required.

MERIDIAN WHOLESALER, INC.
121 MERIDIAN STREET
EAST BOSTON, MA 02128

March 8, 2018

To Whom It May Concern:

I write this letter in support of the proposal for 144 Addison Street, Ward 1, East Boston. Having grown up in the city of East Boston and traveling there everyday to work at our family owned business, I am very pleased to see this vacant site being developed to bring new families to our neighborhood and to provide families the opportunity to enjoy affordable and desirable housing in our city. Therefore, I strongly support the proposed 270 unit residential development.

Thank you for your consideration.

Sincerely,

Freddie Noviello
President
Meridian Wholesalers
121 Meridian Street
East Boston, MA 02128

Letter 16	Freddie Noviello: March 8, 2018
	No response required.



Raul Duverge <raul.duverge@boston.gov>

Re: 144 Addison Street EPNF

Nicole Voss <nicole.charlotte.voss@gmail.com>

Mon, Mar 5, 2018 at 3:03 PM

To: raul.duverge@boston.gov

Dear Mr. Durverge,

My name is Nicole Voss and I am a resident of Eagle Hill as well as neighborhood delegate to the AWPG at NOAH. I would love to see this project become a reality - the building and site would both make wonderful neighbors. I strongly believe that the building will benefit the neighborhood more than the existing 700 car parking lot. The project will provide an affordable alternative to the Seaport District, etc., and will preserve 50% of the site as permeable open space. This open space is critical to the entire neighborhood as we face the impacts of climate change. Finally, the proposed project will make significant lighting and aesthetic improvements along Addison St.

Thank you for your consideration,

Nicole Voss

Letter 17	Nicole Voss: March 5, 2018
	No response required.



Veronica Robles Cultural Center
175 William F. McClellan Highway, East Boston, MA 02128
www.vrocc.org / (781) 558-5102

Boston, MA - March 8th, 2018

Mr. Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square Boston, MA 02201

Re: 144 Addison Street EPNF

Dear Mr. Durverge,

This is a letter of support to the proposed project at 144 Addison Street which is currently a car parking lot.

Veronica Robles Cultural Center is a non-profit organization and we offer unique dance, music and enrichment programs for local families with children. We also offer networking opportunities for adults around culture such as salsa classes and social dancing.

Everybody loves our venue and those that have a car love the fact that we have a large parking area but the members that use public transportation often complain about the road because this areas is isolated and dark.

Some of our members come from Orient Height and others from Wood Island stations and use Addison St. to go to McClellan Highway to have access to our entrance. We thinks that this project will make significant lighting and aesthetic improvements along Addison St. and will provide a shortcut and easier access to our place for our members.

This project will also bring potential new members for our organization providing mutual benefit.

We definitely think it is an improvement for our neighborhood and we totally support it. Please let me know if you have any question. I can be reached via email at contact@veronicarobles.com or via phone at (617) 308-2314.

Yours truly,

A handwritten signature in black ink, appearing to read "Veronica Robles", with a stylized flourish at the end.

Veronica Robles
Founder - Director

Letter 18	Veronica Robles: March 8, 2018
	No response required.

Abutters
856-860-862 Saratoga St
Boston, MA 02128
617.943.3839

February 9, 2018

Raul Duverge
BPDA Room 910
Boston City Hall
Boston, MA 02201

Dear Mr. Duverge,

We are writing to you today to voice our displeasure and to voice our complaints and concerns about the 144 Addison St, East Boston MA Project Proposal. We have resided at our homes from over thirty five to sixty years, respectively. We have seen and continue to see many changes in our neighborhood and it has impacted our quality of life on many levels. The proposal has a lot of concerns we would like to have addressed.

The process has not been very transparent. Many abutters on Saratoga street have not been made aware of the scope of the project and many were not notified about the abutter's meetings being held. 1

First, our concern is traffic. We have voiced our concerns about traffic in the meetings that were held. Residents from Addison street were very concerned about traffic flow that will only get worse with this project. The initial proposal did not have any traffic flow go to Addison street and the latest renderings does in fact have traffic flow via "Addison Driveway", which is not a drive way but a private road and a fire lane. The original project was called 175 McClellan. We feel that traffic and all flow should go through that path, not Addison street which would then flow onto Saratoga Street, which currently has traffic that has only gotten worse and will continue to get worse with many projects in the surrounding area. 2

Our next concern is "Addison Driveway", which as previously stated is a private access road for abutters only and also a legal fire lane. The abutters on Saratoga Street have had access to this private roadway since an agreement in writing was put in place in 1993 with the landlord back then. The proposal states that "Addison Driveway" will be shared with the residents from 144 Addison Street, which creates issues for abutters coming to and from their homes. The private roadway has been deemed a fire lane. 3

Finally, we feel that the height of the project should be scaled down since it creates issues with abutters privacy and overall views from their backyards. The abutters at 860, 862 and 864 will be facing a building and the amount of sunlight experienced will also be diminished. 4

If a proposed dog park is built within the project we don't want to deal with the nuisance from the noise and odor from that park. It should be away from the residences of the abutters. 5

All abutters of this project should have full access to whatever amenities are part of 144 Addison Street. 6

We also have various concerns about the construction phase for this project because it will impact the daily lives of all the residents involved. Below are some concerns

- A. Construction will create a lot of particles that will flow towards the abutters, we would like to avoid that if possible. What plan is in place to assist all abutters with any unforeseen issues from Construction? 7
- B. Noise levels from Construction will be difficult daily, we would like to lessen that. Construction should end by 2pm daily to allow private quiet time. 8
- C. Construction should not occur during weekends to give residents quiet time. 9
- D. "Addison Driveway" should be repaved and leveled to avoid flooding. 10
- E. Lighting and security with implementation of security cameras around the entire perimeter of the building, which would include the so called "Addison Driveway" 11
- F. Signs that specify that access to Addison Driveway is PRIVATE and no TRESPASSING 12
- G. Traffic improvements to the area, possible adding a light at the intersection of Saratoga Street and Addison Street 13
- H. Plowing on Addison Driveway continues as agreed upon 14

We the abutters feel that the amount being discussed is minimal compared to the scope of this project and we will be happy to work together with you in bringing this all together with your assistance.

Sincerely,

Michael Walsh, Abutter 856 Saratoga Street East Boston MA

Anthony DeMeo, Abutter 860 Saratoga Street, East Boston MA

Giulia Dello Iacono, Abutter 862 Saratogs Street, East Boston MA

Letter 19	Michael Walsh, Anthony DeMeo, Guilia Dello Iacono: February 9, 2018
1	The Proponent has complied with all public notice requirements and has held community meetings per BPDA policies.
2	See Section 4.4 for a traffic operations analysis and Section 4.3 for access alternatives.
3	The Proponent has designed the Addison Driveway to provide enhanced access for its Saratoga neighbors and to accommodate garage egress.
4	Chapter 2, Urban Design contains relevant perspectives. Section 5.3 contains a shadow study.
5	The Proponent does not anticipate any conflicts between dogs on-site and its neighbors. Future on-site management will be available to handle issues as needed.
6	Abutters will have access to some of the Project's open space, but for security reasons cannot access the Project's interior or amenity deck.
7	The Proponent will enter into an agreement called a Construction Management Plan (CMP) with the Boston Transportation Department. The CMP will require a pre-construction meeting with the neighborhood and establish a process if there are conflicts.
8	The Proponent anticipates construction to take place weekdays from 7am to 3pm.
9	The Proponent does not anticipate weekend construction, but will coordinate with the City if necessary.
10	Addison Driveway will be regraded and paved as needed.
11	The Proponent will establish a security plan including lighting, cameras, and access control devices.
12	The Project will include a sign indicating Addison Driveway is a private drive.
13	See Section 4.7 for transportation mitigation. No traffic signal is anticipated at the intersection of Addison/Saratoga.
14	The Proponent will be responsible for snow removal on Addison Driveway.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
1/31/2018	Michelle	Reilly	1988	Support	This is fantastic, Eastie is super up and coming and we need more new construction to attract others to this side of the water. Get it done fast!
2/18/2018	Ronald	Agostinelli	Self	Oppose	Mr. Duverge: The project will have 270 housing units and 179 parking this is below BTD's ratio of 1.0 to 1.5 parking spaces per housing unit. Overflow parking from this development will exceed the number of available on Addison Street. Addison Street is approximately 1,300 feet in length. Based on a 20 ft. parking spot length, Addison Street could accommodate 65 vehicles. Available parking on Addison Street will be substantially less because my estimate did not consider the 14 driveways and 4 fire hydrants. If you look at goggle maps to check how many cars are parked on the street during an average day it appears that half of the available spaces are currently occupied. Presently, residents in this neighborhood use Addison Street for parking when spots are not available on the street they live on. Also, during snow emergencies parking on Bennington Street is banned. The people that normally park on Bennington Street use Addison Street for parking. The documents filed with BPDA indicates, the main entrance to the development will be from McCallan Highway. I believe most residents will exit and enter the site from the Addison Street entrance. During periods of peak traffic, McCallan Highway heading towards Revere usually backup past the McCallan Highway entrance to the site. In fact, a traffic sign at the intersection of Addison Street and the highway prohibits non-residents from using Addison Street between 4:00 PM and 7:00 PM. Affordable housing, is important in the city. The developer has designated only four units for low income residents this is far to few in a blue collar neighborhood like East Boston. The BPDA should require the developer to scale back this project, eliminate access to the site from Addison Street and provide 1.5 parking spaces for each residential unit constructed. Yours truly, Ronald Agostinelli
2/28/2018	Beatriz	Lopez		Support	I think this would be a great addition to the East Boston community. It would add more housing, which is needed as more and more people are moving to the areas surrounding Boston. As an East Boston resident, I also think it would bring more young professionals like me to the area, and more interest from restaurants and retail, which would really add to the community. Having an active community in this space, rather than what it currently is now, would definitely be a move in the right direction.
2/28/2018	Jordan	Gitzus		Support	The plans for this building look great. It's aesthetically pleasing and also would bring a modern look to the area. I think it would attract a lot of young professionals. It could definitely promote the creations of new restaurants and shops in that area as well.
3/1/2018	Hillary	Parsons		Support	I've lived in East Boston for the last 2 years and think this would be a great addition! There are a ton of families in Eastie who are all being priced out of their homes, and this affordable housing would be such a great option for them. There is a really rich culture in East Boston from families who have lived here for decades, and the last thing anyone wants is for them to be priced out of their homes. I know exactly where this parking lot is (I drive by it often) and this building would be significantly more aesthetically pleasing as well. This will be a great addition to our lively neighborhood, and I am in full support of the project.
3/6/2018	Josh	Mahoney	Harbor View Neighborhood	Support	I am in support of the 144 Addison Project! The parking lot is an eyesore to the area and makes the area and make the area feel unsafe.
3/7/2018	Mark	Wallace	Parlor Skis	Support	Mr. Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square Boston, MA 02201 Re: 144 Addison Street EPNF Dear Mr. Duverge My name is Mark Wallace, I am the owner of Parlor Custom Skis, a ski manufacturing business that is immediately adjacent to the proposed development site. I am writing to express my STRONG SUPPORT of the proposed project at 144 Addison street for the following reasons. 1. Community building: I see this project as being able to enrich the surrounding community, right now the fences the surround the lot make the connection between our shop space and the rest of the local business challenging. Opening and modernizing this part of the lot will open this space and make it more inviting. Also bringing more residents to the neighborhood will help to support ours and other local business and make the area more vibrant. 2. Reduction of car transport traffic: It is amazing how many cars move in and out of this 700 car lot in a day. It brings semitrucks into our lot on a daily basis, and a larger issue is the 15 passenger vans and the people that shuttle cars for them, they are often careless and it makes the lot not safe for our customers and staff. Having permeant residents across the street will be a much better set up for us. 3. Integrity of the development team: We have been tenants in this building for over 3 years and I have only good things to say about the owners of the building. They have supported our growing business always been responsive to our needs and shown a commitment to bringing business to East Boston. 4. Housing for Employees: It is a challenge for many of our employees to find housing in the area given the lack of supply and cost. Having a large modern business close by will attract more young people to the area making it vibrant, and also helping to support local business. 5. Safety: Having a better lighted space with people here around the clock will make it a safer and more inviting place to work and live. In short this project is going to elevate the area from a business, traffic and safety stand point and myself and Parlor are in strong support of it pushing forward. Sincerely, Mark Wallace Parlor Skis, Owner
3/8/2018	Cyrus	Tehrani		Support	I fully support the project as proposed. Adding 270 homes to Boston's housing supply will help mitigate displacement not only in East Boston, but across the city. Also, the inclusion of 30 income-restricted affordable homes in this project is infinitely more affordable homes than what's currently on the site, which is a surface parking lot. Any reduction in housing density would mean decreasing the amount of income-restricted affordable homes, which would not benefit the community. Location-wise, this is a hugely important transit-oriented development project, adding housing density to a site that is a 5 minute walk to the Orient Heights T station. Please approve this project as proposed.

3/8/2018	Maryann	Scaramozza		Oppose	As a life-long resident of Addison Street I oppose this project. Besides the fact that their proposal goes against an agreement that was made with the residents back in 1993, the size of the project is way too large for the neighborhood. Also, its design as a large-scale apartment complex does not fit in with the single, 2, and 3-family homes in the neighborhood. Additionally, it will bring more traffic and parking concerns to an already overly congested area.
3/8/2018	Richard	Scaramozza		Oppose	As a life-long resident and Addison Street abutter, I oppose this project due to the size and proposed design. Any project should fit into the and reflect the existing neighborhood, which is a 3-family home at a maximum, and this project does not. Any access to or from the site via Addison Street would be extremely detrimental to not only the residents but also the businesses that currently operate on Addison Street. The current zoning for this area is meant to encourage economic development, so any change to that would negatively impact businesses that were looking to operate here in the future. Projects should be a positive that adds to the neighborhood and this proposal would be a negative. Thanks, Rich Scaramozza Sr.
3/8/2018	Veronica	Robles	Veronica Robles Cultural Center	Support	We support to the proposed project at 144 Addison Street which is currently a car parking lot. Veronica Robles Cultural Center is a non-profit organization located on 175 William F. McClellan Highway. We offer unique dance, music and enrichment programs for local families with children. We also offer networking opportunities for adults around culture such as salsa classes and social dancing. Everybody loves our venue and those that have a car love the fact that we have a large parking area but the members that use public transportation often complain about the road because this areas is isolated and dark. Some of our members come from Orient Height and others from Wood Island stations and use Addison St. to go to McClellan Highway to have access to our entrance. We thinks that this project will make significant lighting and aesthetic improvements along Addison St. and will provide a shortcut and easier access to our place for our members. This project will also bring potential new members for our organization providing mutual benefit. We definitely think it is an improvement for our neighborhood and we totally support it.
3/9/2018	John	Morrissey		Support	Good evening, I support this project because I prefer a new development to a sunken lot full of rental cars. I encourage the developers to listen to the neighbors who are willing to discuss how to optimize the project for everyone. There will certainly be a group that will be opposed to any development in that area, but if you seek out the right people a great project can be collaboratively designed!
3/9/2018	Andrew	Zimmermann	Resident	Support	I think this project has thoughtfully responded to both neighborhood feedback but also larger trends in urban living that are emblematic of the "best practices" in residential design. I understand that massing and site planning has responded to the the neighborhood context. Mitigating scale/building height with adjacent two to three story wood frame structures with that is efficient for podium construction of this scale (four to six story) is often where projects like these fall flat (quite literally). Instead of using a language that relies on a flat facade with a material change at the upper floors, the project remains contextual by manipulating form and stepping back appropriately while keeping material expression simple and uncluttered. This is one of the successes of the project that I think the community should be pleased with. The site plan and site section seem to adequately predict the storm water and sea level rise concerns that are more acute than ever in East Boston. It is apparent that the site and landscape planning allow for a future where flood waters will enter the site but not cripple the building and its core functions. We need more of this in flood prone areas. The landscape during "normal" operation appears attractive and a vast improvement over the hardscape, autodomated uses that currently occupy the site. Further I don't see an issue with the parking ratio as has been expressed by others. In a region starved for housing supply, we can't demand unrealistic parking ratios and expect the market to deliver housing at an affordable cost. Even with most units being geared towards the upper end of the market, it provided critical supply that should only help satisfy the immense demand to live in the neighborhood. I urge the city to frame the discussion around off street parking demands as a housing affordability issue not a traffic issue as I see off-street parking requirements of .5 per unit as much more realistic and attainable than 1 per unit as many have demanded. Those pushing for a greater number of spaces per unit than what is proposed are often those complaining loudest about affordability. The public can't have it both ways if it wants development and its associated investment to happen. I would urge the city to continue to push the envelope with lowering off-street parking requirements for projects like this. This project will rely on the blue line, newly expanded silver line and bus lines to serve residents. I'd rather any savings the developer realizes in reduced parking requirements be redirected to a general fund that invests in mass transit maintenance and infrastructure. There is of course a limit for a project of this size in terms of off-street parking but I don't believe this project is close to that "minimum" below which would be unrealistic. It is my hope that this project moves forward and receives the approvals it needs in order to constructed during this current economic cycle.

Letter 20	various commenters: undated
1	<p>See Section 4.4 for a traffic operations analysis and Section 4.3 for access alternatives.</p> <p>The Proponent will provide 35 IDP units.</p> <p>See Section 4.5 for a discussion about parking.</p> <p>See Section 1.4.5.</p>
2	<p>The Proponent is not subject to an agreement with the former owner of the Project Site.</p> <p>See Section 1.9, Alternatives Analysis.</p>
3	<p>See Section 4.3 for access alternatives and Section 1.8 for a discussion about zoning.</p>

March 9, 2018

Mr. Raul Duverge
Senior Project Manager
Boston Planning & Development Agency
Once City Hall Square
Boston, MA 02201

Subject: 144 Addison Street – Impact Advisory Group

Good Afternoon,

As an appointed member of the Impact Advisory Group I would like to voice my opposition to size of proposed project on the site of 144 Addison Street, the 270 residential rentals units and 179 off-street parking spaces.

After attending the first meeting, I heard many concerns from the abutters. For example, the amount of units with the lack of parking would be an unfair burden to our neighborhood. This project would certainly require additional parking spaces and a decrease in the amount of proposed bicycle parking of 270. 1

McClellan Highway is always backed up with vehicles on Route 1A north and south. They need to address this issue. They are proposing their entrance and exit to be from McClellan Highway which is an impossible task to mandate. 2

This area is always flooding. With the additional infrastructure and the size of the buildings, this is causing a serious concern for the residents who live in close proximity. The type of landscaping would need to be careful selected. 3

I would like to recommend for the footprint of this projects square footage and amount of units to be decreased as well as the bicycle parking spaces. The number of parking spaces should be increased and be a LEED certified project. 4

We should not increase the amount of affordable housing; we should have additional percentage of moderate rate housing for residents of East Boston. In addition, union contractors should be on site with preferred workforce from East Boston residents/businesses. 5
6

In regards to mitigation, whatever monetary allowance we agree to, it should not be sent to the City of Boston's general fund, it should be set aside for East Boston only. 7

Sincerely,

Karen Buttiglieri
56 Beachview Road
East Boston, MA 02128

Letter 21	Karen Buttiglieri: March 9, 2018
1	See Section 4.5 for a discussion about parking. The Proponent will provide parking for bicycles to meet the guidelines of the BPDA and BTM.
2	See Section 4.3 for a traffic operations analysis.
3	See Section 3.3 for a discussion about the Project and its climate strategy.
4	See Section 4.5 for a discussion about parking. The Proponent will provide parking for bicycles to meet the guidelines of the BPDA and BTM. The Proponent has designed a project that will be LEED-certifiable.
5	See Section 1.7.
6	The Proponent has already engaged in conversations with union labor and expects union participation on the Project.
7	The Proponent can earmark mitigation funds for East Boston according to the BPDA's policies and the agreement reached with the IAG.



Raul Duverge <raul.duverge@boston.gov>

144 Addison Street Comments

1 message

tony dell <dellgenn@yahoo.com>
To: Raul Duverge <raul.duverge@boston.gov>

Thu, Mar 8, 2018 at 6:17 PM

Greetings Raul Duverge,

It was a pleasure to meet you at the community meeting last week in East Boston and I wanted to state you did a terrific job. Below is my comments to the proposed project at 144 Addison Street. Look Forward to talking more about the project with you and the advisory group. Please note my email is dellgenn@yahoo.com.

As you heard at the meeting, one of the main concerns is traffic and the flow of traffic for this project. As an abutter, we feel that the flow of traffic should go to McClellan Highway as the site is being used today. The flow to McClellan would avoid any issues that will arise on Saratoga Street, which can be pretty bad these days and with many projects being proposed in the area it will only get worse. Please consider changing the traffic flow for the proposal to flow on to McClellan Highway. 1

One of the topics that wasn't discussed at the meeting was security of the project. The abutters feel that their needs to be a security plan in place. We recommend the developer implement security cameras around the entire perimeter of the project. East Boston today is not the same East Boston I grew up in and the crime has increased. Security cameras would be a great way to fight crime in the area. 2

It's also imperative that the proper water/sewer and fire hydrants be installed on the Saratoga Street side of the project. There has been various issues with flooding and there have been two fires in our neighborhood that would of been greatly aided by fire hydrants on the "Addison Driveway". 3

The abutters feel the project is too large and it greatly impacts the quality of life for all of us residing on Saratoga and Addison Street. We feel that the project is too large for the area and really doesn't fit in the neighborhood based on the proposed renderings seen. We strongly recommend reducing the size of the project, as well as, the number of parking spaces for the project which would help traffic issues. 4

Finally, as you heard we the abutters have an agreement in place with the current landlord and we feel that the project has heard us and will work with us to continue the relationship that has been in place since the early nineties. We have worked together for a long time and I hope it continues that way. 5

I look forward to discussing the various construction issues we abutters have during the project. We feel that the time in which all construction takes place needs to respect the privacy and quality of life that the abutters have. We feel that construction should be during set times and we would hope that this doesn't occur on the weekends. 6

Thanks for your time and consideration!
Enjoy the rest of the week and weekend!
Talk to you soon!

Sincerely,

Anthony Dello Iacono
862 Saratoga Street
East Boston, MA

Letter 22	Anthony Dello Iacono: March 8, 2018
1	See Section 4.4 for a traffic operations analysis and Section 4.3 for access alternatives.
2	The Proponent will establish a security plan including lighting, cameras, and access control devices.
3	The Proponent will review the Project Site Plan with the Boston Water and Sewer Commission regarding water, wastewater, and fire suppression infrastructure.
4	<p>The Proponent believes the number of proposed units fits the Project Site. See Section 1.9, Alternatives Analysis.</p> <p>See Section 4.5 for a discussion about parking.</p>
5	The Proponent is not subject to an agreement with the former owner of the Project Site. See Section 1.4.5.
6	<p>The Proponent will enter into an agreement called a Construction Management Plan (CMP) with the Boston Transportation Department. The CMP will require a pre-construction meeting with the neighborhood and establish a process if there are conflicts.</p> <p>The Proponent does not anticipate weekend construction, but will coordinate with the City if necessary.</p>

Mary Berninger
 156 Saint Andrew Road
 East Boston, Massachusetts 02128
 617-549-7073
mary.berninger@gmail.com

March 9, 2018

Raul Duverge
 Senior Project Manager
 Boston Planning & Development Agency
 One City Hall Square
 Boston, MA 02201

Re: 144 Addison Street, East Boston

Dear Mr. Duverge,

Please accept this commentary regarding the proposed residential development project to be located at 144 Addison Street, East Boston. I offer this input as both a member of the Impact Advisory Group and as a resident of the neighborhood of East Boston.

While listening and participating at public forums, it seems that there are two camps of thought on developments in East Boston, especially when large-scale projects are under discussion. Individuals either embrace a "no build" stance or they are willing to work with owners and/or developers to reach a compromise. As has happened with many of the projects that have been presented to our community, there is a broad spectrum of opinions on the merits of this proposal. The "no build" opinion did seem to be the one most embraced. Abutters wanted a reduction in the original number of units proposed and the developer offered a 10% lessening of the density. Still, that was not palatable to many. Other abutters wanted a lowering of the heights of the buildings that would accommodate the new scope of 270 units. That seemed to conflict with what works for the proponent and the financial aspects of their undertaking to develop the parcel at 144 Addison Street. Understanding, and embracing, that property owners should be allowed to develop their properties, it appears to this observer that there remains much to be done to bring all stakeholders to a point of compromise because the neighborhood is so conflicted about this proposal. Perhaps, the BPDA could consider an extension of the period of community engagement and comment in order to find a workable solution.

At this time, though, the following aspects of the project are what concern me.

- The biggest controversy surrounding the proposal is the access route to the property. The McClellan Highway driveway should be the only entrance and exit point for the new residents, moving companies, delivery services and taxis/ride-sharing companies. The goal should be making sure that there is no additional traffic impact to the current residents on Addison and Saratoga Streets. For public safety access, there could be a remote-controlled access gate at the egress on Addison Street. That should be acceptable to abutters to ensure that fire apparatus could access the property in the event of an emergency. If that gate is constructed at an angle, there will be no need to interfere with the easement currently used by the homeowners on Saratoga Street.

1

2

- There should be no offsite units to allow the developer to satisfy the requirements under the Inclusionary Development Policy. Including the units on site will help many remain in this community: those who are in certain income groups and/or who are seniors wishing to downsize in the neighborhood they call home. 3
 - Relying on a Transit Oriented Development model to promote this project is disingenuous. The closest MBTA stations are too far away for many to access, even if the proponent wants to include bus routes to aid in their theory that TOD works for 144 Addison Street. 4
 - The Expanded Project Notification Form includes language that the proponent wants to “increase residential density.” Many, myself included, are of the opinion that density in East Boston has been achieved already and the stresses of that density must be addressed before bringing more large-scale projects online without consideration of ways to relieve the attendant stresses on infrastructure, etc.
 - The proponents should strive to achieve, from the outset, the highest level of LEED certification. 5
 - There are not enough accessible units included in the proposal. Again, many seniors might consider the development as an option, but accessibility has not been given enough attention. 6
 - There is not enough parking at the site. Relying on an assumption that residents won’t have vehicles in large numbers cannot be known at this point. Personal vehicles are needed by many, for a variety of reasons, and those vehicles should not be parked on local streets because of a lack of spaces built into the proposal. 7
 - Recent fires at other large-scale wood construction projects in Massachusetts have brought into question the fire suppression models used during construction. Given the close proximity to the Saratoga Street abutters, please instruct the proponent to guarantee that, as levels of the structures are brought to completion, there must be a working central station alarm system and a working sprinkler system. 8
 - Please consider not allowing street art or murals at the location. The abutters, and other concerned East Boston residents, want the project to look like the rest of the contiguous area. Over time and regarding several projects throughout East Boston, glaring differences have not received much acceptance. Again, there is room for compromise, but all parties need to work toward an outcome that everyone will accept. A tall order, yes, but with thoughtful input it can be accomplished. 9
 - The discrepancy about the agreement between the Bull Group and the neighborhood must be addressed. Since the annual charitable contributions have continued, it strains credulity to suggest that the agreement is “not recorded.” The city must take the necessary steps to codify that agreement as a “recorded” document. The ambiguity is not helpful to the discussion about the proposal. 10
-

- Please instruct the proponent that all construction-related vehicles must utilize the McClellan Highway driveway. All pile driving should be done during the week days and never on weekends. The watering of the site during any excavation must be guaranteed to the abutters. 11
- A recent community meeting was attended by many representatives of construction unions. The use of union contractors would help many in the neighborhood find work and that should be a laudable goal of the proponent and of the BPDA. Negotiations with all parties should reach an acceptable percentage of union labor contracts, an outcome that was embraced by many in the community who attended the March 1 public forum. 12

There was little discussion at the recent meetings about possible mitigation measures to address the impacts to the neighborhood from the proposal. However, if the proposal receives approval and no measures have been suggested, the neighborhood would be at a disadvantage. Therefore, the following are possible mitigation measures to alleviate the stresses to the community in the event that the development goes forward. As the IAG process continues, other measures may be offered and should be considered. 13

*Solar panels for abutters

*A yearly payment to the East Boston Foundation in the amount of \$100,000.00 to be used for programming that benefits seniors and youth in the community. That would be in addition to the current community benefit agreement that exists with the Bull Group. The stresses to East Boston of large-scale projects do not impact just the closest residences. There needs to be an expressed and codified way to ensure that the many development proposals will be held accountable to help the host community find a way to endure the added density and stresses on the community's quality of life.

*Construct a community meeting room on the premises. A residential development of this magnitude should not exist in a vacuum. Allowing use of the meeting space by neighbors and community groups will help to bring together the new residents and others sharing the zip code.

*Ensure that all marketing materials, in the near term and going forward, include way- finding information to direct prospective tenants to the McClellan Highway driveway.

Thank you for accepting my submission of commentary. I look forward to the next steps in the IAG process.

Sincerely,



Mary C. Berninger

Letter 23	Mary Berninger: March 9, 2018
1	See Section 4.3 for access alternatives.
2	The Addison Driveway will not be gated.
3	All IDP units will be located on-site.
4	The MBTA Blue Line Stations can be reached by walking or taking a bus.
5	The Proponent is targetting LEED Silver, but strive to achieve LEED Gold if feasible.
6	All units can be modified to be fully accessible to people with disabilities.
7	The Proponent believes the Project will have sufficient parking for residents. However, a shared parking agreement with adjacent lot owner will be established to enable residents to park on the adjacent lot after business hours if on-site parking demand is exceeded. See Section 4.5.
8	The Proponent will work closely with the City and Boston Fire Department to establish an NFPA 241 Plan that requires construction of active standpipe systems in parallel with wood-frame vertical construction.
9	The Proponent will address potential public art at IAG and community meetings.
10	The Proponent is not subject to agreements made with the former owner of the Project Site.
11	Construction vehicle traffic will use Route 1A and McClellan Driveway to access the Project Site.
12	The Proponent has already engaged in conversations with union labor and expects union participation on the Project.
13	The Proponent will work with the IAG to develop the final community benefits package.



Raul Duverge <raul.duverge@boston.gov>

IAG Member - Support for 144 Addison Street, Ward 1

1 message

Ernani DeAraujo <ernani.dearaujo@gmail.com>

Wed, Feb 28, 2018 at 12:14 PM

To: Raul Duverge <raul.duverge@boston.gov>

Cc: lydia.edwards@boston.gov, "Madaro, Adrian C. (HOU)" <Adrian.Madaro@mahouse.gov>, jose.garcia-mota@boston.gov

Dear Raul:

I write this message in support of the proposal for [144 Addison Street, Ward 1, East Boston](#). I grew up in and am moving back to this area of East Boston and it's great to see this former industrial and rental car site being repurposed to welcome families to our neighborhood. I strongly support the proposed 270 units as East Boston, like the greater Boston area, is experiencing a large influx of new families and is in desperate need of high quality housing to meet their needs. I do wish there were more dedicated affordable units onsite as many families are being priced out of our neighborhood and need housing to meet their needs.

I like the design and especially think the height and dimensions are appropriate to meet the need of creating more housing for families. I'm glad they adopted a traffic plan that will accommodate the increasing use of ridesharing vehicles and delivery services like Peapod and Amazon Fresh. I believe there is more than sufficient onsite parking and that the creation of more spaces could encourage more vehicles in the area.

On improving the surrounding area, I wish they'd make a commitment to improve the nearby connection to the East Boston Greenway by Byron Street. Sponsoring a connecting there would allow their tenants to have direct access to the Greenway for protected biking and walking across the neighborhood.

Finally, I was able to see this presentation multiple times and believe the proponents have done an excellent job with outreach to abutters and the surrounding community. When I worked for the Mayor's Office, I worked closely with Andy Dulac of the ownership team and he has history of improving the neighborhood. I wish them well on this project and look forward to seeing it progress as a neighbor.

Thank you for your consideration.

Ernani Jose DeAraujo [147 Trenton Street, East Boston](#)

Letter 24	Emani Jose DeArujo: February 28, 2018
1	The Proponent looks forward to additional discussions with the IAG on its community benefits package.



Raul Duverge <raul.duverge@boston.gov>

Re: Please Review & Reply- 144 Addison Street- IAG Contact Information

1 message

Skipdot54 <skipdot54@aol.com>

Thu, Mar 8, 2018 at 11:18 PM

To: raul.duverge@boston.gov

Cc: skipdot54@aol.com

Hello Raul,

Here are my comments re: 144 Addison Street.

I would like to commend the developers for reaching out to the community regarding this project. Having abutters forums and giving folks the opportunity to be heard. Coming to HVNA and OHNC and presenting this massive project, however, I am not certain that listening has been happening.

This project initially with 300 Units and now with 270 Units is way to large for the neighborhood. A 10% reduction on a number of units that is out of proportion to the area is way to small. I realize the strategy with developers is to shoot way high and then gradually come down and it looks like a discussion is happening and that they are working in good faith with the neighborhood. But what is truly occurring is that the developer is playing to the Zoning Board and the elected officials by saying we are trying to be reasonable and these people are not being cooperative and permitting development that the city so badly needs ! The neighborhoods are opposed to overdevelopment not development.

Zoning is there to protect the community, promote health, safety, convenience for people. Also to lessen street congestion and prevent overcrowding which I would submit this project does neither of these to uphold the Zoning Code.

The entrance and exit for this project needs to be on the highway not in the neighborhood. I would oppose a secondary means of egress via the Addison Driveway as it would add congestion and traffic to the neighborhood streets that are already filled with motorists from other communities that are looking for shortcuts to the tunnels. It is a dangerous intersection at Addison and Saratoga and this egress will not promote safety for pedestrians or motorists. As it is now this intersection is in need of some traffic calming interventions. The stop sign is a false sense of security for pedestrians since motorists don't always stop. Perhaps some mitigation monies could be used to improve this intersection. If the agreement from 1993 is still in force as mitigation money continues to be paid by Leonard Florence, that is another reason to maintain the main entrance from McClellan Highway as the means of egress as well.

Parking is needed for this project. The ratio of parking spaces and bicycle spaces needs to be reversed. It is silly to think that you will need that many bike spaces for this project. Although it is a healthy alternative I do not see everyone going to work or shopping on their bikes. Perhaps for leisure or exercise that would be nice. I commend the idea of additional parking being considered from the gym. I also commend the idea for an electric charging station area as this promotes less pollution and is considering the future of the automotive industry. This project is about 15 minutes away from the Blue Line and although it is billed as transit oriented, I still believe that the people who will live here will have and will need an automobile, thus the need for additional parking.

If this project is going to have a transportation coordinator as stated in the EPNF, perhaps it could think about having a shuttle for residents, thus truly eliminating the need to have a car as a selling point for the development.

I believe the IDP needs to be enforced on this project, thus ensuring that the affordable housing units will be on site and not shifted elsewhere. I am concerned about the cost to rent a unit at this project. Although it appears to be cheaper than downtown or the waterfront the price seems to exclude many people except the more affluent. Wouldn't it be nice to build several homes on this property and give families an opportunity to buy a house and grow with the community while also contributing to the churches, schools, businesses etc.

It seems that the immediately adjacent building on Addison Street is going to have its streetscape enhanced. I would suggest that the entire length of the even side of Addison Street should be enhanced. The abutters have lived with the eyesore of the chainlink fence with the ragged cloth and barren sidewalk for years. This streetscape needs to be brightened.

The access to this project from McClellan Highway provides an opportunity to make some significant changes in the road configuration as expressed by Matt Barison. I think widening the roadway to accommodate the entry to the property will permit easier and more timely access to the project.

It may seem like a small matter and I know that the developer apologized for the Old Map, Figure 1-1, but I can't help but think that this outdated map reflects poorly on the developer. Details and knowledge of your surrounding area to your

project is most important since it helps you to plan and strategize how your development will fit into the neighborhood. This outdated map lists St. Mary School, Cheverus School, Savio High School and St. Lazarus School all of which have been closed for a minimum of 10 years and some more than a quarter of a century. How in tune is this developer with the area or is this a selling point.

I think a few options for mitigation for this project are as follows: Salesians Boys and Girls Club which is in the proximity of this project and provides an excellent opportunity for the youth of East Boston to have a safe and healthy afternoon and evening schedule of structured activity. The Ohabei Shalom Chapel/cemetery on Wordsworth Street is an historic burial place as it was the first Jewish cemetery in Massachusetts. It could use some help to transform the chapel into an immigration and learning center. Lastly, I would suggest the Grace Church Federated, corner of Saratoga and Byron Street, they operate a Food Pantry for those in need of food. This Food Pantry has filled an essential service over the years for those of East Boston and it is important in this day and age to continue this vital program.

In closing I would like to state that the City goal of creation of new multi-family housing units should not be at the expense of the existing neighborhood.

Thank you,

Skip Marcella

-----Original Message-----

From: Raul Duverge <raul.duverge@boston.gov>

To: Duverge, Raul <Raul.Duverge@boston.gov>

Sent: Wed, Feb 28, 2018 4:31 pm

Subject: Re: Please Review & Reply- 144 Addison Street- IAG Contact Information

Good Afternoon,

As a follow up the first Impact Advisory Group (IAG) meeting we held on 1/31/18 regarding the 144 Addison Street project, I would like to share the meeting materials with the group,

Attached are the following:

1. IAG Meeting presentation
2. IAG Meeting agenda
3. IAG Information Sheet (emailed previously)
4. Large Project Review Info-graphic handout (emailed previously)

Please review the attached materials and let me know if you have any questions.

As a friendly reminder, please take a few minutes to submit written comments on the proposal by March 9, 2018.

On Wed, Feb 14, 2018 at 11:15 AM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Morning,

As part of the comment period associated with the Project Notification Form for 144 Addison Street, I am asking members of the IAG to please take some time to submit written comments on the proposal. Your role as an IAG member is to identify proposal's impacts and suggest the appropriate mitigation and/or community benefits to address those impacts. You can submit your comment letter individually or as a group (or both).

To that end, I think it would be helpful to share with the group each others emails, in case you would like to communicate or collaborate with one another. Below is a list of the IAG members and their emails:

Anthony Caldarelli- caldarellianthony@gmail.com

Karen Buttiglieri- karenb056@comcast.net

Charles (Skip) Marcella- skipdot54@aol.com

Letter 25	Skip Marcella: March 8, 2018
1	See Section 1.8 and 1.9 for a discussion of concepts considered for the Project Site and zoning compliance.
2	See Section 4.3 for a discussion of site access alternatives.
3	See Section 4.5 for a discussion about parking.
4	The IDP units will be built on-site. See Section 1.7.
5	The Proponent will enhance the entire northern side of Addison Street. See Section 2.5.
6	The Proponent included an update site aerial in Chapter 1, Project Summary.
7	The Proponent looks forward to additional discussions with the IAG on its community benefits package.



Raul Duverge <raul.duverge@boston.gov>

Re: Friendly Reminder- 144 Addison Street, East Boston- Comment Period Conclusion 3/9/18

1 message

Rich Scaramozza <rscaramozza@gmail.com>
To: Raul Duverge <raul.duverge@boston.gov>

Wed, Mar 7, 2018 at 3:00 PM

Hi Raul,

First, I wanted to thank you for doing a great job during this process and assisting residents with questions and issues along the way.

As you know, I am a direct abutter to this project as well as a member of the IAG. I live at [135 Addison Street](#), where I was born and raised, and where my family has lived since the late 1800's. I attended St. Mary's Star of the Sea School which was located where the Excel Academy is now, then Boston Latin Academy for 7th and 8th grade, and then Boston Latin School for high school. I moved away while attending Northeastern University but when the opportunity presented itself after my younger sister moved out of the 2nd floor apartment, I returned to [135 Addison Street](#) to live along with my fiance, Melissa Campbell. I have extended family members, the Fitzgeralds, who also live on the street and have for generations. I wanted to provide this background and context to make it clear that this neighborhood is something that I and my family care about deeply. Also, I wanted to note that I have the perspective of having lived here for a majority of my life while commuting in town via the MBTA, starting as early as 9th grade in order to attend Boston Latin School and currently to travel to work at Liberty Mutual Group offices in Back Bay.

I wanted to make it clear that the scale of the project is and was always the largest concern. I feel as though abutters and other residents in the neighborhood have been misrepresented on this fact, as I have heard the developers state several times that the major concerns were only traffic and parking. While traffic and parking are certainly major concerns that I will address below, they are concerns because of the scale of the project and how the neighborhood cannot support the addition of 270 residential units in such a small area. If this was a more reasonably sized project and one that fit in with the existing neighborhood then our concerns around traffic and parking would be much less severe. The unit count needs to be much lower for this project to not have a huge negative impact on the neighborhood. I would also like to see some of the units be condos to provide ownership opportunities, especially those along Addison Street.

1

East Boston is already experiencing extreme increases in population density and, in my opinion, over development. Orient Heights and Harbor View neighborhoods in particular have a number of large scale residential projects in progress, planning stages, or about to begin, the largest of which being the proposal for Suffolk Downs that is planning to add 7,500-10,000 units. While the current use of the site is not adding any value to the neighborhood, it also does not negatively impact residents in terms of street parking and traffic, which cannot be said for a proposal of this magnitude.

The traffic and parking situation in this part of East Boston has gotten significantly worse in recent years and continues to with each new development. The claims of the development team regarding how few of their tenants will actually own cars is preposterous and intellectually dishonest. The fact that this is being portrayed as "transit-oriented development" is crazy to me. They are comparing this site and project to others that are located directly adjacent to T stations and have a plethora of restaurants, shops, and other businesses within reasonable walking distance, which is simply not the case here. Having spent most of my life on Addison Street, I can confidently say that an overwhelming majority of residents would need to have cars. Fast and convenient access to services and amenities, such as a grocery store, is missing and the walk to either Blue Line station, especially in winter months, is much more of a deterrent to living in this neighborhood without a car than they are making it out to be.

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Traffic estimates, at least as they were presented in the PNF, failed to include the Suffolk Downs project, which will be putting a tremendous amount of traffic and activity in this neighborhood. These traffic numbers also do not account for additional cars from their residents that are not in the on-site parking but will undoubtedly park on Addison Street or Saratoga Street and add significantly to the already poor traffic situation getting to either tunnel during peak morning travel. The use of street parking on Addison Street and Saratoga Street will also adversely impact the existing businesses on Addison Street. Since Addison Street and Saratoga Street will unquestionably be dealing with residents using street parking, the proposed egress to Addison Street must be removed if there is any hope of avoiding a traffic nightmare for the existing residents.

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The next issue is concerning the prior City of Boston Board of Appeal zoning decision and agreement that was made with the neighborhood in 1993 (BZC-16537), a copy of which was provided to the BPDA. This existing agreement was

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conveniently left out of discussions and then refuted or discredited by the developers. When documents were provided by members of the neighborhood, the developer claimed ignorance of the agreement despite having taken steps to abide by it since purchasing the property (i.e. continuing to contribute money to the community as the agreement stated). In exchange for zoning relief, the prior owner of the site agreed to several conditions. One condition was limiting access to the site via Addison Street to employees of the businesses on the site up to a maximum of 75 vehicles. This also required a locked gate to ensure compliance and an annual certification of the number of employees with access. A second condition was to provide a permanent buffer zone for Saratoga Street residents in the form of the private driveway that runs behind their houses. Not only was this condition treated as a bargaining chip but the developer stated at the public IAG meeting that these residents were technically trespassing and their use of the driveway was illegal, completely disregarding this agreement.

Despite claiming that the agreement was not valid, the developers had stated their intent to continue to honor this agreement at the public IAG meeting, which was a positive step. However, I would argue that their current proposal is in direct violation of that intent as they are impacting both the limiting of access to Addison Street and the private driveway for Saratoga Street residents. In addition to continuing to honor this prior agreement, I would further ask that they also eliminate the potential for vehicles to use the private road behind the Courtyard Hotel as this would add to the already incredibly poor traffic conditions on Boardman Street. To state it simply, the only access to this site should be directly from McClellan Highway with no direct access to Addison Street or Boardman Street via the private road behind the hotels.

I would like to see several improvements of the intersection of Addison Street and Saratoga Street as the current stop signs are sometimes obstructed by parked vehicles and other times ignored which is a danger to those attempting to turn onto Saratoga Street. I also think a raised crosswalk would be beneficial for several reasons. First, it would provide safer access for pedestrians to and from the site. Secondly, this would help address the issue of cars speeding off of McClellan Highway on to Addison Street, which happens often including times when turning on to Addison Street from McClellan Highway is supposed to be forbidden (i.e. 4-7 PM). Additionally, there was a suggestion regarding adding a turning lane on McClellan Highway to help with cars entering the site to ease traffic on the highway and make for a safer entry and I think that would be a great idea.

I think that landscaping the entire property along all of Addison Street and not simply replacing the existing fence would be a positive. Some kind of trees to improve the appearance of the street and somewhat cover the building that is currently there would be nice.

I would also like to ask that the owner meet the expectations both required by the city, as it relates to snow removal, and of simply being a good neighbor, as it relates to cleaning the sidewalk. This past winter is the first I can remember any snow removal being done on their side of Addison Street, which makes me question their motivations, and was not done for every snow storm of significance. In most years, anyone parking on that side of the street or attempting to use the sidewalk for the public access it provides was forced to walk in the street because no snow removal was done. While the snow removal issue is a temporary one, the issue of cleanliness exists all year. To be honest, the sidewalk on that side of Addison Street is disgusting most of the year. Trash collects and broken glass appears that sits untouched for months on end. My fiance and I have a dog that we have to drive off of Addison Street in order to walk for fear of him stepping on the broken glass that constantly litters the sidewalk.

In addition to continuing to donate money to the Salesian Boys and Girls Club, which is an organization that means a lot to me having spent many days after school there while growing up, I would like to see additional contributions made to organizations that benefit the community, with a preference to those in the immediately impacted area if possible. The community contribution portion of the agreement allowed for money to be applied for in the form of a scholarship or grant that residents in the impacted neighborhood could take advantage of. I personally benefited from this program while attending college and thought it was a positive way for those directly impacted by the site to get some benefit.

A suggestion was made by another IAG member about offering to pay for and have solar panels installed on the abutting homes if the owners so choose, and I thought this was a good suggestion as a mitigation option.

I would like to see guidelines put in place during construction to limit the impact on abutters by restricting construction to certain hours to avoid early morning and weekend impact as much as possible.

Finally, I would like to again state that I am vehemently opposed to this project as it is currently proposed. I feel as though the value they claim to be adding around tax contributions to the city, activation and improvement of the street, and combating the urban heat island effect is far outweighed by the negative impacts of traffic, parking, and other concerns that are detrimental to the quality of life of the residents and fabric of this neighborhood.

Thanks for you consideration,
Rich Scaramozza Jr.

On Wed, Mar 7, 2018 at 10:57 AM Raul Duverge <raul.duverge@boston.gov> wrote:
Good Morning,

Letter 26	Rich Scaramozza Jr.: March 7, 2018
1	The Proponent believes the number of proposed units fits the Project Site. See Section 1.9, Alternatives Analysis.
2	The MBTA Orient Heights Blue Line station is located an approximately 10-minute walk northeast from the Project Site and the Wood Island Blue Line station is located an approximately 10-minute walk from the southeast. In addition, the MBTA operates nine bus routes near the Project Site, which will provide a variety of transit services for future residents.
3	See Section 4.4 for a traffic operations analysis and Section 4.3 for access alternatives.
4	The Proponent is not subject to agreements made with the former owner of the Project Site. See Section 1.4.5.
5	See Section 4.4 for a traffic operations analysis and Section 4.3 for access alternatives.
6	See Section 4.7. The Project will not make any improvements to McClellan Highway.
7	The Proponent will enhance the entire northern side of Addison Street. See Section 2.5.
8	The Proponent and Owner will be responsible for snow removal on the northern sidewalk of Addison Street.
9	The Proponent looks forward to additional discussions with the IAG on its community benefits package.
10	The Proponent will not provide solar panels to off-site buildings.
11	The Proponent anticipates construction to take place weekdays from approximately 7am to approximately 6pm.

Dear Raul,

I would like to share some of my comments on the 144 Addison St. project:

- The intersection of Addison and Saratoga is dangerous as-is. The stops signs are often blocked by parked cars and work vans; increased traffic from the project will exacerbate the situation. That intersection would benefit from a three-way flashing red light, a raised crosswalk, and an elimination of a few (not too many) parking spots to provide “daylighting” of the intersection. 1
- The “Addison Driveway” is proposed to provide an exit-only onto Addison. While it is good that this access point will be exit only, I would like to suggest that the BPDA get the proponent together with the owners of Brandywyne Village to discuss extending the Addison Driveway to Brandywyne Drive. This way, cars exiting via the driveway will exit to Brandywyne Drive (via a short new connection) instead of Addison, and Brandywyne will be made a 2-way street between the Addison Driveway and Saratoga. This way, no resident vehicles will enter/exit on Addison, per the 1993 ZBA agreement which ought to be honored. This would mean that the only traffic to/from Addison would only be at the “urban court” area for pickup/drop off/deliveries. (See below) 2



- Access from 1A North: your agency needs to work with MassDOT to add a turning lane that will lead into the McClellan Driveway. Currently, cars entering the Maverick Mills building pull off into the breakdown lane and make a sharp right. The smart improvement would be to add a “right turn only” lane after the mill building. This would involve widening the road, relocating the sidewalk, and eliminating some parking spots by the mill building; however, the developer has made clear that this effort is a joint-effort with Bulgroup Properties, the owner of the mill. This will allow traffic to continue to flow on 1A North, shunting vehicles entering the mill/residential complex to the turning lane. (See Figure below: add turning lane and relocate sidewalk in green area.)

3



- As to the two buildings themselves: First off, at every juncture, members of the community have expressed an overwhelming desire for home ownership units (condos) rather than rentals. Home ownership generally correlates with increased community

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involvement and should be encouraged.

The South Building, with the Addison St. “townhouse” style façade is very nice! However, it jumps immediately up to 5 stories. I would suggest that instead, the building step up to its full height more gradually. The South Building would be perfect for condos, and there should be fewer units, with more 3 bedrooms, of which there are currently none proposed.

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The North Building should incorporate real masonry instead of cheap veneers (like those used at Portside, a real dump). Balconies should be incorporated into the North Building. Both buildings should be steel framed, not cheap wood framing that allows neighbors to hear right through the walls. Elevators in both buildings should be traditional, non-hydraulic style, as the later are slow and smelly. Trash and recycling chutes should be provided, along with professional waste disposal.

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- While I do not share others’ concerns that the added traffic would be a “nightmare,” more cars do inevitable lead to more gridlock. What is the BPDA’s role on making sure the City and State are making the transportation infrastructure investments for the future? I don’t see that happening, here or at Suffolk Downs. The Blue Line needs to anticipate future capacity issues and look into purchasing more trainsets. Extension to Lynn and connection to the Red Line at MGH would allow commuters from further up the North Shore to park in Lynn, reducing traffic in Revere and East Boston. I do not have faith in MassDOT, so I am looking at the BPDA to advocate for and help finance these projects. Something also must be done about the intersection of Bennington and Saratoga streets in Orient Heights and the small rotary nearby. That area is a disaster, and people have been killed there. The City needs to think big, such as tunneling and flyovers. Another thing the BPDA can help facilitate is to increase the service frequency of the 120 bus. I have spoken with our Rep. Madaro, and he has relayed the MBTA’s thinking, which is that “the ridership numbers do not justify increased service.” This is a frustrating chicken v. egg argument. Increased service frequency would increase ridership. Period. Currently the 120 comes too infrequently to be of use, especially

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outside of peak hours, and is the only local bus to service the area. The City should also explore installing a pedestrian overpass over 1A at the project site to allow residents to board the express busses that come down 1A South to Haymarket at the stop opposite Addison St. Absent that, nobody will use these express busses (as crossing 1A is a fool's errand) and they should not be counted in the TOD score. Finally, Hubway/Blue Bike system needs to be expanded to be truly useful. There should be a station at the project site (or between the project site and the mill building) AND one at Wood Island. This way MBTA Blue Line commuters could make that "last mile" connection. As to on-site parking, I hope that a reduced unit count could lead to a more favorable parking ratio, and I would ask that a higher percentage of parking spaces be made EV compatible.

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- Environment: I really like the proposed landscaping; it will be a welcome change from the barren wasteland that is now there. Designing for flooding, which is sure to happen at that site, is very wise. Buildings of this size should be mandated to have Solar PV roof arrays and a complex of this size should explore central heat/hot water/cooling for increased efficiency.

13

- IDP: I would like to see this remain a market rate development; any affordable units, or funds therefor, should be channeled to the rehab of the Orient Heights projects.

14

- Mitigation: I would like to suggest a few ideas for mitigation, apart from the traditional payments to local orgs. like the Salesians. The Ohabei Shalom cemetery, between Byron and Wordsworth St., is a neighborhood treasure. However, the fencing along Byron St. is dilapidated chain link. The developers could make a donation to the JCAM (Jewish Cemetery Association of Massachusetts) for the replacement of the chain-link fence with a beautiful wrought iron fence, like the historic one on Wordsworth St.

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As to the project site itself, I would very much like to see some public art. East Boston is sorely lacking in public art. I am not talking about murals (neighbors have repeatedly given that idea a resounding thumbs down) rather major sculptural installments.

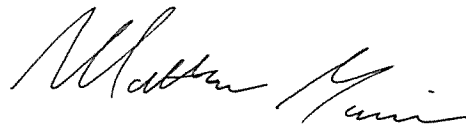
16

Perhaps the developer could be required to set aside a large sum, such as \$100K for artwork, with preference given to Boston based artists.

Improvements to Addison St. should extend from Saratoga to 1A and include: removal of ugly fence, re-pouring broken sidewalks, installation of ornamental lighting (like the lights on Bennington St.), improved landscaping, and security cameras. Addison St., whether residents like it or not, is a gateway to the neighborhood, and needs to be made more welcoming. A right turn lane from 1A onto Addison, like the one I proposed for the project driveway, would be great, but would require a taking from the Danilchuk Auto Body property.

17

Thank you for taking the time to review these comments,



Matthew Barison
IAG Member
124 Coleridge St.
East Boston, MA

Letter 27	Matthew Barison: undated
1	See Section 4.7.
2	See Section 4.3 for access alternatives. The Proponent is not subject to agreements made with the former owner of the Project Site. See Section 1.4.5.
3	The Project will not make any improvements to McClellan Highway.
4	The Project will be comprised of apartment units.
5	See Section 2.2, Massing for an overview of the design.
6	See Section 2.3, Materials.
7	The Project will have expansive open space on the Project Site. Balconies are not included in the design at this time.
8	The Project will be built with a steel or concrete podium and wood-framed construction on top. Project elevators will conform to state and building code regulations.
9	The Project will have trash and recycling chutes in each building and on-site management will be responsible for engaging waste and recycling handling services.
10	The Proponent will make a contribution towards the upcoming East Boston Transportation Study, which may contain a discussion of Blue Line capacity and expansion.
11	The Proponent will include a shared bicycle station at the Project Site.
12	See Section 4.5, Parking.
13	The Project will be designed with a solar-ready roof.
14	See Section 1.7, Affordable Housing.
15	The Proponent looks forward to additional discussions with the IAG on its community benefits package.
16	The Proponent looks forward to additional discussions with the IAG on its community benefits package including any public art.
17	The Proponent will enhance the entire northern side of Addison Street. See Section 2.5.



Raul Duverge <raul.duverge@boston.gov>

Re: Friendly Reminder- 144 Addison Street, East Boston- Comment Period Conclusion 3/9/18

1 message

Joseph Ruggiero <josephruggiero@gmail.com>
To: Raul Duverge <raul.duverge@boston.gov>

Wed, Mar 7, 2018 at 1:35 PM

Raul,

Thank you for your hard work. Here are a couple comments I would like included on 144 Addison St.

- While the project falls within the definition of the BPDA TOD description I do not believe that to be the case with a development located directly off a major highway. A project of this scope would require additional parking. 1
- vehicular Access to this site should be solely 1A North. A gate should be put to block access to Boardman St. and no curb cut should be put on Addison St. However, there would still be nothing preventing residents from parking on the local streets to access their apartment. This would seriously impact and already crowded and narrow Saratoga St. as well as an area on Addison St. that already deals with transportation concerns. 2
- With sole access to the site on 1A North, a right turn lane and an entry lane should be added on 1A North, on the property of 175 McClellan Hwy. so that vehicles have an easier time entering and exiting the property. 3
- More affordable housing should be added to the site. a project this big should be close to the 20%-25% affordable mark. 4
- Home ownership. Doing a mix of condo's would be a greater improvement to the area. Maybe making the low rise on Addison St. ownership while keeping the rear units apartments. 5
- Changing the address to the property to 175 McClellan Hwy. This would prevent confusion for delivery's, Ride Share, ect. 6
- Mitigation. In addition to some things the city pushes like additional hubway stations, ect. I would like to see \$30,000/yr given back to the community non profits specifically ones that are doing things in the Orient Heights & Harborview section of East Boston. 7

All of this being said, I think the BPDA needs to seriously look at the unit count and height of the proposal. While the McClellan Highway stretch does have some higher buildings, they are all commercial and are not nearly as close to residential homes. The contemporary architecture of the proposal is nice however, it doesn't seem to fit with the rest of the traditional housing built in the neighborhood. I would love to see the BPDA push back on the design and urge the proponent to propose something that blends in better to the neighborhood. Last, it would have been nice to see a proposal to redevelopment/improve all of 175 McClellan Highway and not just this back portion. The area could use a complete upgrade and the larger project could lead to better planning. 8

Thank you again for your time and consideration.

Joe

On Wed, Mar 7, 2018 at 10:56 AM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Morning,

This is a friendly reminder that the comment period for the proposed 144 Addison Street project in East Boston will conclude on March 9, 2018. As IAG members, please take a few minutes to submit a comment letter regarding the proposed project either collectively (as a group), individually, or both.

In your comments please try to identify any potential project impacts and offer suggestions on possible mitigation measures and community benefits that the project can provide to offset those potential impacts.

If you have any questions feel free to call me anytime.

--

Letter 28	Joseph Ruggiero: March 7, 2018
1	See Section 4.5, Parking.
2	See Section 4.3 for access alternatives.
3	The Project will not make any improvements to McClellan Highway.
4	See Section 1.7, Affordable Housing.
5	The Project will be comprised of apartment units.
6	The Proponent chose to use 144 Addison Street as its Project address since Addison Street is the only public roadway the Project abuts and is the location of its main entrance.
7	The Proponent looks forward to additional discussions with the IAG on its community benefits package.
8	The Proponent believes the number of proposed units fits the Project Site.



Raul Duverge <raul.duverge@boston.gov>

Re: Friendly Reminder- 144 Addison Street, East Boston- Comment Period Conclusion 3/9/18

1 message

Tanya Hahnel <thahnel1@gmail.com>
To: Raul Duverge <raul.duverge@boston.gov>

Fri, Mar 23, 2018 at 4:54 PM

Raul, below are my comments for this project.

1. The project's landscaping and underground parking design is extremely thoughtful - it provides more open space than expected for a project this type. For that reason, **I don't encourage the requirement for more on-site parking. Instead, I encourage the BPDA and the developer to utilize shared parking agreements for this site if there is a need for more resident parking to be provided.** It is a prime place for shared parking, since it abuts large surface lots for commercial properties that don't utilize their parking in the evening hours. It will also minimize the number of cars more efficiently than requiring more on-site parking. Once the on-site parking is built, it will be filled and there will be more traffic, whereas shared parking spaces will hopefully spur residents to utilize public transit whenever possible as opposed to acquiring a car. 1

2. The project is dense for this part of East Boston. I am not opposed to the density since the height and setbacks are respectful of the adjacent properties. The density, in my opinion, is more a result of a large site than anything else. However, a project this size with this density is the perfect opportunity to require some middle income affordability in exchange for density. **I suggest that rather than a blanket reduction in density, the developer be given the choice of instead including a 4% of the units at the current proposed density as affordable to incomes up to 100% MFI.** This will help ensure middle income units are being developed in East Boston. (and mirrors zoning recently implemented in other neighborhoods.) 2

3. **The developer has committed to developing the IDP units onsite, which the community supports.** The payment in lieu in East Boston is a Zone C payment, which would not result in a 1 for 1 replacement of these IDP units elsewhere in East Boston, and we really need more affordable units as the neighborhood has seen a steep increase in market rate rents in recent years. 3

4. **The I & I payment should be earmarked for sewer and stormwater infrastructure improvements IN EAST BOSTON.** This neighborhood is seeing more flooding during heavy rainstorms and due to high tides, causing stress on our storm and sewer infrastructure in coastal areas. The greenway is flooded more often than not these days. Please make sure any new developments are improving this critical infrastructure IN EAST BOSTON. 4

5. **A project this size warrants a community benefit agreement that results in at least \$100,000 of direct funding to local East Boston organizations.** I would suggest that for a project this size a sizeable amount of the community benefits payments go to organizations that serve all of East Boston - namely: Zumix, East Boston Social Center, Harbor Keepers, and the East Boston Soup Kitchen. 5

Sincerely,

On Wed, Mar 7, 2018 at 10:56 AM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Morning,

This is a friendly reminder that the comment period for the proposed 144 Addison Street project in East Boston will conclude on March 9, 2018. As IAG members, please take a few minutes to submit a comment letter regarding the proposed project either collectively (as a group), individually, or both.

In your comments please try to identify any potential project impacts and offer suggestions on possible mitigation measures and community benefits that the project can provide to offset those potential impacts.

If you have any questions feel free to call me anytime.

--

Letter 29	Tanya Hahnel: March 23, 2018
1	See Section 4.5, Parking.
2	<p>The Proponent believes the number of proposed units fits the Project Site. See Section 1.9, Alternatives Analysis.</p> <p>The Proponent will comply with the City's IDP policy.</p>
3	The Proponent will comply with the City's IDP policy.
4	The Proponent can request that BWSC earmark its I/I payment for East Boston projects.
5	The Proponent looks forward to additional discussions with the IAG on its community benefits package.



Raul Duverge <raul.duverge@boston.gov>

Re: Please Review- Upcoming BPDA Meeting Schedule for 144 Addison Street, East Boston

1 message

Rich Scaramozza <rscaramozza@gmail.com>

Sun, Feb 4, 2018 at 11:35 AM

To: Raul Duverge <raul.duverge@boston.gov>

Hi Raul,

I have attached a copy of the Agreement that I mentioned to you at the first IAG meeting that you said the city was aware of. My father and uncle, who were both involved in that mitigation and agreement back in 1993, are still reaching out to people to find additional copies. They did get in touch with someone who was heavily involved during that time and he said that the agreement was attached to the deed. If you have any idea who I can contact with the city to try and find additional information I would greatly appreciate it.

I am not going to be able to attend the Scoping Session on 2/7, as I am not able to get the time off from work. However, I did have a few questions that I did not get a chance to raise at the first meeting but I would like the city departments to comment on as there has been some confusion with what the developer has stated.

First, I read over their traffic study, including the projected future traffic volume that takes into account normal growth and other projects in the area. Why is it that the Suffolk Downs project was not taken into consideration in these projections? That project will have by far the largest impact on traffic on McClellan Highway in the future. Also, the PNF that was submitted for the Suffolk Downs project did list 144 Addison Street as a project to take into account when determining their future traffic volume numbers. Given the size, proximity, and timing of each project I would expect 144 Addison Street to take Suffolk Downs into account if they want to provide realistic projections. 1

Additionally, we were told by the developers at the unofficial abutters meeting in December that the egress to Addison Street was added at the request of the city and BPDA. Was that actually the case? The first design of the project which was presented to the Orient Heights Neighborhood Association as well as the Harbor View Neighborhood Association did not include egress to Addison Street. This egress was added and only presented at one unofficial abutters meeting, which was poorly attended due to it not being appropriately communicated, and never shown to any neighborhood associations. 2

Thank you for your assistance and let me know if you have any questions or comments regarding that Agreement.

Thanks,
Rich Scaramozza Jr.

On Mon, Jan 29, 2018 at 5:13 PM Raul Duverge <raul.duverge@boston.gov> wrote:

Good Afternoon IAG members,

As a follow up to the email I sent you previously, I would like to share with you the upcoming meeting schedule related to the proposed 144 Addison Street project in East Boston.

The following meetings have been scheduled in connection with the proposed project:

1. Impact Advisory Group (IAG) Meeting- January 31, 2018 at 6:30 pm at the Salesian Boys & Girls Club of East Boston, 150 Byron Street East Boston, MA. 02128.

This will be our first Impact Advisory Group meeting. This will be an introductory meeting where we will discuss the role of IAG and the development team will provide the group with a brief overview of the project. We will then open it up for initial questions/comments/concerns from the IAG. The group should focus on identifying potential impacts and suggesting potential mitigation measures and community benefits. Attached for reference is the IAG Information Sheet and Introduction that I shared with you previously. Please take a few minutes to review this prior to our meeting.

2. Scoping Session- February 7, 2018 at 10:00 am at the Boston Planning & Development Agency (BPDA) located on the 9th floor of Boston City Hall (**IAG members are invited, attendance is optional**). A



CITY OF BOSTON

BOARD OF APPEAL

OFFICE OF THE BOARD OF APPEAL

BZC-16537

Date of Hearing: 9/28/93

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Decision of the Board of Appeal on the Appeal of Leonard Florence Associates, Inc.

Applicant seeks the following relief under the Boston Zoning Code, Chapter 665, Acts of 1956 as amended (the "Code") upon the refusal of the Inspectional Services Commissioner to grant a permit for the change of use of portions of the ("Property") located at 175 McClellan Highway, East Boston, Ward 1, Massachusetts.

REQUESTED RELIEF

Allow Property to be used for Truck & Car Rental, Gas Station, Car & Truck Lease & Sale, Truck Service & Storage and Accessory Truck Service & Storage. Appellant seeks interpretation and/or relief for: Car Rental, Truck Rental, Outdoor Car & Truck Sale. Petitioner seeks variances for: Truck Service & Storage, Car & Truck Rental. Petitioner seeks conditional use permits for: Gas Station, Accessory Truck Service & Storage & Lease & Sale of Cars & Trucks.

FINDINGS

In its Appeal filed on June 25, 1993 (the "Appeal"), the Appellant states in writing the grounds and reasons for its Appeal from the refusals of the Inspectional Services Commissioner. Appellant has stated that the Requested Relief is necessary to permit its project.

Upon the Appeal and evidence presented at the hearing consisting of oral testimony and documentary evidence, all of which are made a part of the record of this proceeding and are incorporated by reference in this Decision, the Board hereby grants the Requested Relief after finding the following:

The Property is a portion of a larger parcel included in the McClellan Highway Economic Development Area ("EDA") of the East Boston Neighborhood District. Such parcel is unusually large, containing approximately 12 acres, most of which is paved parking area. The Property is badly underutilized, despite the best efforts of the Appellant to find productive economic uses for the Property. The Appellant has at last found a proposed tenant for the Property, but such proposed tenant's use requires the Requested Relief.

The Property's location on and existing access to McClellan Highway offers unique advantages to an automotive business headquarters incorporating a full-service automobile and truck dealership with car wash, gas station, automotive parts center,



CITY OF BOSTON

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Decision of the Board of Appeal on the Appeal of Leonard Florence Associates, Inc.

truck rental and storage, and vehicle service and repair facilities. The Property is now vacant or underutilized. Establishing this re-use of the Property will improve the appearance of the Property, will increase economic activity in the EDA, and will provide jobs for the East Boston community. As discussed below, the proposed uses also meet all of the criteria for the Requested Relief.

1. Conditional Use Permits. The Board of Appeal finds that all of the following conditions are met:

(a) The Property is an appropriate location for a full-service vehicle dealership and automotive business, particularly, but not exclusively, due to its direct access to McClellan Highway.

(b) The proposed uses will not adversely affect the neighborhood, nor create a nuisance. The Property is located entirely within an EDA, is largely isolated from residential areas, and access to the proposed uses will be oriented toward McClellan Highway. The proposed uses will create a significant number of jobs which will help promote the economic development of the East Boston community.

(c) There will be no serious hazard to vehicles or pedestrians from the proposed uses. McClellan Highway is not heavily used by pedestrians, and the Property's direct access to and from McClellan Highway reduces the risk of hazards to vehicles and pedestrians from the proposed uses.

(d) Adequate and appropriate facilities will be provided for the proper operation of the proposed uses. The Inspectional Services Department will have full opportunity to review all building plans. This Decision grants the Requested Relief subject to design review by the Boston Redevelopment Authority. In addition, this Decision grants the Requested Relief subject to the terms and conditions contained in the agreement between the Appellant and the neighboring community, which the Board finds to contain complete and adequate safeguards on the design, use and operation of the Property.

(e) There will be no outdoor storage of damaged or disabled motor vehicles for a period of more than one month, in accordance with the requirements of footnote 12 to Table D under Section 53-62 of the Code.

2. VariANCES. The Board of Appeal finds that all of the following conditions are met:

CITY OF BOSTON



BOARD OF APPEAL

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Automotive businesses today not only sell vehicles but also routinely lease vehicles. Many businesses and individuals prefer to lease cars and trucks, rather than to buy such vehicles, due to the financing and cash flow advantages and convenience advantages. "Loaner" vehicles are also commonly offered by the repair departments of vehicle dealerships. An automotive business cannot adequately compete in its business if it cannot lease vehicles. The Board finds it is appropriate to allow variances which permit the use of the Property for the leasing of cars and the leasing and rental of trucks to the extent such activity might be construed to be a "rental" activity rather than a "sales" activity under the Code, and hereby grants such variances. In addition, full-service automotive businesses need to offer comprehensive repair and servicing facilities and a wide variety of vehicles to examine and to acquire, on the spot. In order to maintain a sufficient inventory of vehicles on site, and due to limited interior storage area, it will be necessary to store such vehicles outdoors on the Property for periods longer than one month at a time. Such vehicles, especially new vehicles, may well be unregistered. Accordingly, the Board hereby grants the requested Variances including without limitation Variances permitting car leasing and truck rental and leasing, outdoor truck servicing and storage, and the outdoor storage of unregistered motor vehicles for periods longer than one month at a time.

In connection with the granting of such Variances, the Board further finds that all of the following conditions are met:

(a) There are special circumstances and conditions applying to the Property for which the use variances are sought, peculiar to the Property but not to the neighborhood, which would deprive the Appellant of the reasonable use of the Property. The Property is currently badly underutilized. The Property is the rear portion of a sizable (approximately 12 acres), long lot. The larger part of the Property is an open, paved area, suffering from relatively high groundwater and saturated soils, and is uniquely suited to a vehicle dealership.

(b) Preventing the use of the Property for the Variance uses would prevent the use of the Property for an automotive business, which is otherwise generally allowed only with a conditional use permit. As already noted, vehicle leasing and servicing today are integral parts of the automotive business. An adequate vehicle inventory must also be kept on site. Forbidding such car leasing, truck rental and leasing, vehicle servicing and inventory storage will put occupants of the Property at a fatal competitive disadvantage with other automotive businesses and will prevent the reasonable utilization of a largely vacant lot. The Property's location on McClellan Highway, its large size and long shape, relatively high groundwater levels and soil

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saturation, and largely open, paved nature, seriously constrain the usefulness of the Property for uses other than a vehicle business. If the Variances are not granted, demonstrable and substantial hardships will be imposed on the Appellant, and the economic development of the Property will be frustrated; the requested Variances are the minimum variances that will allow the reasonable use of the Property.

(c) The granting of the Variances will be in harmony with the general purpose and intent of the Code because the variances will permit the reasonable use of the Property. The essentially indistinguishable use of the Property for new and used vehicle sales is already permitted subject only to a conditional use permit. Such Variances will be subject to the conditions in the agreement between the Appellant and the community. For that reason and others discussed above in this Decision, such Variances will not be injurious to the neighborhood or otherwise detrimental to the public welfare. In determining its findings, the Board also has taken into account the number of persons working on the Property, the character and use of adjoining lots and those in the neighborhood, the purposes of the EDA and traffic conditions in the neighborhood.

GRANT OF REQUESTED RELIEF

The Board is of the opinion that all conditions required for the granting of the Conditional Use Permits and Variances requested under the Code, in particular Article 6, Section 6.3, Article 7, Section 7.3 and Article 53, have been met, and that the varying of the terms of the Code as outlined above will not conflict with the intent and spirit of the Code. Therefore, acting under its discretionary power, the Board (being the undersigned members and/or substitute members sitting on this Appeal) unanimously voted to grant the requested Conditional Use Permits and Variances as described above, annuls the refusal of the Building Commissioner, and orders him to grant a permit in accordance with this Decision, with the following provisos.

- PROVISOS:
1. Subject to design review by the Boston Redevelopment Authority.
 2. Subject to the terms and provisions of that certain Agreement between Appellant and the East Boston Land Use Council dated as of September 28, 1993, a copy of which is attached.

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3. Appellant has withdrawn the interpretation request portion of its Appeal.

APPROVED AS TO FORM:

Maria Venturi
Assistant Corporation Counsel

OCT 26 1993

SIGNED

Abigail A. Burns

* ABIGAIL BURNS - SUB

* RICHARD J. DENNIS CHAIRMAN - ABSENT

James F. James
JAMES F. JAMES SECRETARY

Paul Parks
PAUL PARKS - ACTING CHAIRMAN

J. Edward Roche
J. EDWARD ROCHE

Angelo Blomondone
ANGELO BLONDONE

AGREEMENT

INSPECTION SERVICES DEPT.
BOARD OF APPEALS
OCT 25 1 11 PM '93

This is an Agreement by and between Leonard Florence Associates, Inc. (a Massachusetts corporation) hereinafter ("Florence") and the East Boston Land Use Council (an unincorporated non-profit organization) ("EBLUC").

IN CONSIDERATION of the mutual promises herein set forth, the parties agree as follows:

A. SUPPORT FOR ZONING RELIEF.

EBLUC understands that Florence seeks the zoning relief necessary to allow the permitting, construction and operation of the project contemplated by Florence in its appeal to the Boston Zoning Board of Appeals (the "Project") for the property owned by Florence at 175 McClellan Highway (the "Property") all as more particularly described in Attachment A.

EBLUC understands and agrees that the actions to be taken by Florence under this Agreement are contingent upon receipt by Florence of all necessary approvals to use the Property for the sale and leasing of new and used cars and trucks, the sale and installation of auto parts, fuel pumps (internal business use only, no retail), car wash (internal business only, no retail), truck servicing, storage and rental of trucks, repair garage, and outdoor storage of unregistered vehicles for more than one month. It is the intent of the parties that such storage of vehicles will not include any junkyard or retail auto body or salvage operation, it being understood that vehicles on site will generally be in working order and good condition. If Florence does not receive all such zoning relief or if such relief does not become final without any appeal of such relief having been timely filed, Florence will have no obligations under this Agreement.

B. REMEDIAL EFFORTS.

In return for this consideration, Florence shall be bound subject to the penalties outlined below, to undertake the following remedial efforts (with any such remedial construction to be completed before any certificate of occupancy is issued, subject to weather-related delays and landscaping being completed by the earliest practical planting season):

1. Addison Street Construction. Florence shall take reasonable efforts to ensure that construction related to the Project will not disrupt residents of Addison Street. In addition to all requirements to be placed upon Florence by law Florence shall implement the following remedial steps:

(a) Washing. Houses on Addison Street facing the Florence Property shall after construction be washed, upon request, at the expense of Florence, provided that the need for such washing can be reasonably demonstrated to have been caused by work performed on the Property. Any such request must be made within 2 months of the end of construction.

(b) Extermination. Florence shall undertake a professional extermination effort on the structures to be demolished (as currently contemplated) prior to the commencement of construction activity. Florence shall provide, upon request, professional extermination services for any house on Addison Street facing the Property, provided that the need for such extermination services can be reasonably demonstrated to have been caused by demolition, construction or extermination services performed on the Property. Any such request must be made within 3 months of the end of any such activity that reasonably could have been the cause of a need for off-Property extermination.

(c) Buffer. Florence shall construct such wooden fences along the Addison Street side of the Property and along the Brandywyne side of the Property (the fence along Brandywyne

being 8 feet high), and install tasteful landscaping (reasonably mature trees, shrubs, etc.) as shown on the architectural plans submitted in connection with the Project. Florence shall maintain such fences and landscaping in accordance with conventional landscaping practice. Plantings along the Addison Street shall be made along the fence line. Along Addison Street, the fence running from the gate to the point where the architectural plans show a reduction in height shall be a 10 foot high wood fence. From that point on it shall be a wood fence 4 feet high and shall continue all the way to McClellan Highway (except in areas shown on the plan where existing building which will remain protrudes all the way out to the sidewalk and prohibits construction of the fence). Plantings shall be continued all along the 4 foot high fence, in accordance with the standards established herein. The fence along Addison Street from the beginning of the 4 foot section to McClellan Highway shall be of a quality and material to be selected by EBLUC in its sole discretion and shall present to the Addison Street residents an aesthetically pleasing facade which is not inconsistent with other fences called for in this agreement. The fence shall provide a sight buffer for the Addison Street residents, and, to the extent possible, at the same time shall be designed so as to not interfere with the reasonable security needs of Florence.

2. Access From McClellan Highway. Florence covenants that public and business access to and from the Property will be only from McClellan Highway. No cars or trucks stored, sold or leased on the Property shall enter or exit through the Addison Street entrance at any time. Florence further covenants that access to the Property through the Addison Street entrance shall be limited only to vehicles owned by the employees of Florence, Syratech Corporation and Wallace International, any other entity owned, controlled operated by or under common control with Florence, and

any tenants at the Property, up to a maximum of 75 vehicles, and to emergency vehicles (e.g., fire trucks). To ensure compliance, Florence agrees to install a locked gate at the Addison Street entrance, and a monitoring system requiring a pass or key issued by Florence to open the gate, as well as an identifying sticker on such employee or tenant vehicle. By affidavit, Florence shall annually certify the number of employee pass cards or keys issued. If it becomes necessary and in accordance with the provisos stated below, during the construction period, vehicles may be permitted to use the Addison Street entrance during a temporary period provided EBLUC grants permission (such permission not to be unreasonably withheld) based on the following: (1) the McClellan Highway entrance is not available as a result of work to be performed during the construction stage, (2) Florence has used its best efforts in both scheduling work and in attempt to avoid and/or minimize any necessity for vehicles to require such access, and (3) there is at that time no other permitted alternate curb cut existing from McClellan Highway. For purposes of continuing to permit off-street parking at the Property to members of Air Transport Lodge 1726, International Association of Machinists and Aerospace Workers, AFL-CIO, Florence may elect to make arrangements to allow such members during meetings to use the Addison Street entrance to park on the Property.

3. Saratoga Street. Florence shall provide a buffer zone on the Property along its boundary with the residential properties fronting on Saratoga Street. Such buffer zone shall be established as a permanent easement in common with others ("Easement") to the owners of such Saratoga Street residential properties for purposes of access and egress to Addison Street by vehicle or other means and private parking solely of vehicles owned by such owners or occupants residing at such properties provided that the space when vacant may be occupied by an invited guest of the owner or occupant while such guest is visiting or

staying at such owner's or occupant's premises. Such Easement shall be at least 20 feet wide and of such greater width as may be reasonably necessary for the Easement to be useful for vehicle access and egress for parking purposes and to contain tasteful landscaping along the new fence line. Florence shall promptly provide EBLUC with an architectural plan for the Easement area. Florence shall pay for no more than 5 hours of time (at reasonable and prevailing rates) for an architect of EBLUC's choosing to review and evaluate said plan. To the extent the architect of EBLUC's choosing has further recommendations or suggested changes to meet the design standards set forth above, the decision-making authority for each party will meet and attempt in good faith to resolve any differences in accordance with such design standards. Florence shall pave and mark the Easement and shall install on the Easement tasteful landscaping (reasonably mature trees, shrubs, etc.) and shall reasonably maintain the Easement (including reasonable snow removal, maintenance of landscaping as and when maintained on the rest of the Property, but no less than reasonable maintenance, and otherwise keep the pavement in reasonable repair). Florence shall not be responsible for any loss, cost, damage, accident or other liability arising out of the use of the Easement except to the extent arising from the negligence of Florence. Florence shall install a 10 foot wooden fence between the Easement and the remainder of the Property. Upon the request of each individual owner of Saratoga Street residential properties benefiting from the Easement (any such request being within two months of the start of construction), Florence shall install a gate with an opening sized for pedestrians. Florence shall repair such gates in the case of faulty installation and maintain such gates from normal wear and tear, but shall not be responsible for damage or abuse.

4. Annual Community Contribution. On or before January 1,

1994, and each January 1 thereafter, Florence shall pay: (i) the sum of \$5,000 to the Dom Savio High School, and (ii) a total of \$5,000 to one or more East Boston charitable or non-profit organization(s) identified by the EBLUC. In the event that said High School no longer exists said \$5,000 payment shall be made annually to one or more East Boston charitable or non-profit organization(s) identified by the EBLUC. The \$5000 designated in Section B.4(ii) to be contributed to such charitable or non-profit organizations shall be increased to \$10,000 for each of the calendar years 1997-1999, and shall be increased to \$15,000 for each of the calendar years 2000-2002, and shall be increased to the inflation-adjusted figure set out below in Section B.4A for the calendar year 2003 and each year thereafter. If Florence exercises its option under Section B.5, below, to increase the number of vehicles at the Property, then the amount payable under Section B.4(ii), above, shall be increased by \$1,000 per each 100 additional vehicles or portion thereof on the Property pursuant to Section B.5. Florence shall continue to make the foregoing payments for the longer of 10 years or the period the zoning relief or any portion thereof of such relief identified in Part A, above remains in effect. Any amount contributed to EBLUC other than the amounts going to Dom Savio High School shall be distributed by EBLUC only after seeking the advice of the residents on Addison Street. EBLUC shall duly consider any suggestions from those residents and shall, when determining where to distribute contribution sums, shall give greater consideration to contributions that benefit residents abutting the Florence lot giving greater consideration to such abutters who have received lesser amounts of mitigation. Without limiting the generality of the foregoing, examples of where contributions might be distributed could include scholarships for abutters, the local little league or the Orient Heights Community Center.

4A. Subsequent Inflation-Adjusted Community Contribution Increases. For the calendar year 2003 and each year thereafter, the \$5000 designated in Section B.4(ii) to be contributed to such charitable or non-profit organizations shall be increased to the amount of \$15,000 increased by the Percentage Increase in the Consumer Price Index as described below. Consumer Price Index shall mean Consumer Price Index for all Urban Consumers (CPI-U), U.S. City Average, all items, Bureau of Labor Statistics, 1982-84=100 (or such successor or replacement index as may be the most comparable). Percentage Increase shall mean the percentage increase in CPI-U from September 2001 to the September immediately preceding the calendar year for which adjustment is to be made.

5. Vehicle Ceiling. Florence warrants that it shall not permit the parking of more than 980 vehicles for leasing, sale or storage purposes on the Property. No more than 180 of such vehicles may be "trucks", of which no more than 10 can be greater than 26 feet in length, and of which no more than 75 shall be diesel-powered. All diesel trucks shall, to the fullest extent practical, park in the area of the Property nearer McClellan Highway from the eastern end of the "2 story existing building unchanged" as shown in the site plan submitted in connection with the Project (such location intended to make full use of the building as a visual and auditory buffer), and no diesel truck shall park within 100 feet of the fence line of the Property adjacent to Addison Street and Saratoga Street residences or Brandywyne. If, after due effort, such standard cannot be achieved in the aforementioned area, diesel trucks which cannot be parked in said area shall be parked in the area of the Property nearer McClellan Highway from the eastern end of the currently existing building, provided that no diesel truck shall park within 100 feet of the fence line of the Property adjacent to Addison Street and Saratoga Street residences or Brandywyne.

Florence shall make best efforts to minimize the number of diesel trucks which park in the overflow area described above. "Trucks" as used herein shall include cargo vans, cargo trucks, and tractor-trailer trucks. Florence shall have the option from time to time to increase the number of such vehicles at the Property in increments of 100 vehicles from 980 to a maximum of 1480 (with the same percentage ceilings on trucks), upon notice to EBLUC provided that if Florence exercises such option, Florence shall thereafter pay an additional community contribution as set forth in Section B.4, above. In no event shall more than 10 tractor trailer trucks be kept on the Property at any one time whether for existing uses (such as freight forwarding), the proposed uses or any other usage, said tractor trailer trucks not being included in the numerical diesel limit set forth above. Florence shall use its best efforts to reasonably minimize the visual and noise impact of tractor-trailer trucks on abutting residential properties. By affidavit, Florence shall annually certify to the best of its knowledge the greatest number of vehicles and trucks kept on the Property at any one time during the previous year as it relates to the requirements of this Section B.5. Upon prior written notice by EBLUC to Florence of not less than one business day, a representative of EBLUC shall be permitted to inspect the Property at a reasonable time to determine the number of vehicles and trucks kept on the Property for the purposes of determining compliance with the requirements of this Section B.5. EBLUC need not be permitted more than one such inspection in any 12 month period.

6. Restrictions on Operations. The standard hours of operation of the vehicle business on the Property shall be 6:00 a.m. to 9:00 p.m., Monday through Saturday and 9:00 a.m. to 7:00 p.m. Sundays, although the parties acknowledge and agree that such business will be open to 11:00 p.m. for a maximum of 28 calendar days per year (which may, but are not required to be,

consecutive) (the "Extension Period"), provided there shall be no car unloading after 9:00 p.m. or before 7:00 a.m.. While there is to be no car unloading after 9:00 p.m., vehicles containing cars to be unloaded arriving after such hour during the Extension Period may not unload, but may park in the area of the Property nearer McClellan Highway from the eastern end of the "2 story existing building unchanged" as shown in the site plan submitted in connection with the Project. In regard to any operation on Sundays, there shall be no car unloading before 9:00 a.m. and any mechanical work or car washing to be done will be done inside a building (except truck requiring outdoor servicing), but in any event such activities will be performed with no undue noise at the property boundaries, further, there shall be no operation of tractor trailer trucks before noon or after 9 p.m. on Sundays. There shall be no car unloading before 7:00 a.m. or after 9:00 p.m. Mondays through Saturday. There shall be no car unloading before 9:00 a.m. or after 7:00 p.m. Sundays (except during an Extension Period when there shall be no car unloading after 9:00 p.m.). There shall be no prolonged idling of cars or trucks at the Property. The Property shall be kept in generally clean condition at all times and shall be operated in a manner consistent with all federal and state environmental laws and regulations. All car washing shall be done inside a building and shall not produce any outside runoff which would interfere with surrounding residential property. Florence shall direct rainfall runoff away from the Easement area. Florence shall avoid piling snow above ten feet in height in areas directly abutting residential property. There shall be sound insulation in such part of the building in which repairs or washing are to occur, and in the event there are operable windows in such areas, such windows may not be open when such opening would cause undue noise at the property boundaries. There shall be no outside truck or car

maintenance after 7:00 p.m.

7. Use Restrictions. The car wash, fuel filling and sale of installation of automotive parts uses of the Property shall not be open for separate retail business to the general public. There shall be no rental of passenger cars on the Property. The location of the fuel pumps shall be as shown on the site plan submitted in connection with the Project. All parking at the Property shall be only at the surface.

8. Dispute Resolution. In the event of a dispute between the parties, the parties shall attempt to resolve such dispute using the following procedures. First, the individuals with decision-making authority for each party will meet and attempt in good faith to resolve the dispute themselves. If the first measure does not resolve the dispute within 30 days, either party may submit the dispute to a mutually acceptable alternative dispute resolution forum. Either of the parties in such case may initiate arbitration by written notice to the other party, naming an arbitrator. Within 15 days thereafter, the other party shall name its arbitrator by written notice to the first party. Within 15 days thereafter, the two arbitrators shall meet to select a third arbitrator. The arbitration shall commence within 15 days after the selection of the third arbitrator and the arbitrators shall issue their decision within 30 days after the arbitration proceedings have been completed. The decision of the arbitrators shall be final in all cases. Notwithstanding the foregoing, Florence shall have the option at any time prior to the issuance of the arbitrators' decision to remove a matter under arbitration from the jurisdiction of the arbitrators to the jurisdiction of a competent Massachusetts court, by written notice to EBLUC and the filing of an action in such Massachusetts court promptly thereafter.

Florence shall bear all costs of any alternative dispute resolution forum (mediation and arbitration). Florence shall

bear the cost of EBLUC's reasonable attorney's fees relating to arbitration and litigation of appropriate and relevant matters. In the event that the action is moved to a Massachusetts court and a motion by Florence for summary judgment is denied, then Florence shall have the option to require a dismissal without prejudice and move the matter to arbitration for factual or other issues not decided by the court. Notwithstanding anything to the contrary herein, Florence will not be responsible for any fees for EBLUC's attorneys upon a summary judgment ruling in Florence's favor or upon dismissal of an action for failure to state a claim, or in the event the arbitrator or court finds the EBLUC claim to have been brought in an arbitrary or capricious manner or other than in good faith.

Notwithstanding anything to the contrary herein, Florence will only be responsible for fees for EBLUC's attorneys for services which are actual and are reasonably necessary to enforce the terms of this Agreement and which are rendered in an efficient manner. For instance, it shall be determined to be neither reasonable nor efficient for an EBLUC attorney to confer with a series of similarly-situated residents separately rather than at a single meeting at which such residents could attend, if such a meeting is possible. Similarly, what would be considered as reasonable as to time spent would be measured with reference to the amount or issue in controversy. The reasonableness of the bills may also be viewed in the light of any established pattern which demonstrates abuse of the process so as to deny Florence the ability to effectively resolve or adjudicate the issues in controversy.

9. Illumination. Florence shall use its best efforts to minimize to the fullest extent practical illumination of the Property intruding on abutters' property.

10. Signage. Signage for the proposed use of the Property

shall be located on the McClellan Highway side of the Property.

11. Timing of Performance of Construction of the Project.

The performance of outside construction relating to the Project shall be limited to the time from 7:00 a.m. to 7:00 p.m. except that no such outside construction shall be done on Sunday. Inside construction performed other than the times permitted for outside construction above, shall be performed with no undue noise at the property boundaries, with no noise at the adjacent residences prior to 7:00 a.m. or later than 9:00 p.m.

C. PENALTIES.

For any single infraction of Section B.2 of this Agreement by an employee or tenant, Florence shall pay \$100 per said infraction to EBLUC's charitable or non-profit designees; and for any other single infraction of Section B.2 of this Agreement, Florence shall pay \$500 per said infraction to EBLUC's charitable or non-profit designees. For any violation of the vehicle number caps in Section B.5, Florence shall pay \$50 per vehicle to EBLUC's charitable or non-profit designees (in addition to the increased contribution under Section B.4). EBLUC shall have the authority to reduce or waive any fine when it determines that the violation in question warrants mitigation.

D. SUCCESSORS AND ASSIGNS.

This Agreement, including without limitation, all penalty provisions, shall bind and inure to the benefit of the parties hereto and their respective successors and assigns, provided that if EBLUC shall ever cease to exist, EBLUC's rights under this Agreement shall be deemed automatically assigned to the East Boston Project Advisory Committee, Inc., a Massachusetts not-for-profit corporation.

E. MISCELLANEOUS.

Florence, and its successors and assigns, shall incorporate by reference this Agreement in any lease or purchase and sale agreement for the Property. This Agreement may be amended, but

only in writing signed by EBLUC and Florence or their respective successors and assigns.

Executed as a Massachusetts instrument dated as of September 28, 1993.

Leonard Florence Associates, Inc.

By: _____

Its

Hereunto duly authorized.

East Boston Land Use Council

By: _____

Its

Hereunto duly authorized.

Letter 30	Rich Scaramozza Jr.: February 4, 2018
1	The vehicle trip generation associated with Suffolk Downs was added to the EPNF No-Build Condition traffic volumes to establish the updated No-Build (2024) Condition. The No-Build Condition traffic volumes for the a.m. and p.m. peak hours are shown in Figure 4-1 and Figure 4-2 respectively.
2	Section 4.3 for access alternatives.