

**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 BULGROUP 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 A

COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS AND ELECTED OFFICIALS

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:
 - 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;
- 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;
- Clear articulation of the “front door,” though interior to the property;
- Further description of pedestrian access from lower level (parking area) to ground floor via plaza stair(s); and

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

Frontage on Brandywyne Village

- Further description of frontage along Brandywyne Village including points of pedestrian access to / across Project Site:
 - 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
- 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;
- 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;
- Due to the low elevation of site the Proponent should consider means necessary to dewater the site after coastal flood and heavy precipitation; and
- Where appropriate, promote planting of shade trees to limit heat island contribution and assist with storm water management.

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);
- Creation of a shuttle service to and from the Project Site to an area MBTA Blue Line Station(s); and

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

Study/Administrative

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

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);
- Intersection Improvements
 - Provide a Complete Streets compliant design for Bennington Street.
- Transit
 - 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.
- 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.

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.

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.).

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.

4. Air Quality

A microscale analysis predicting localized carbon monoxide concentrations shall not be required at this 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.

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.

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.

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 your 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.



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.

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.

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.
- 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.

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.
- The occupied first floors be elevated to 21.5' BCB to avoid the hazards of future flooding due to sea level rise.

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.

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:

- 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



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.
- 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.
- 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.

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



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.

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.

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.

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.

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

**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.
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/>
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.
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.

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



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.
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.
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.
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.

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.
 - 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.



- 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.
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.
 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.
 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.
 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.
 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.
 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

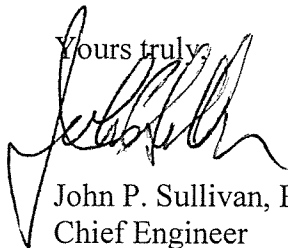


Management Standards, Addison Street Partners LLC will be required to meet Commission standards.

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.
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.
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.
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.

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



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.

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.

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.

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

Discontinuances:

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

Easements:

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

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.



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.

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.

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.

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.

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



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.
- 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.
- 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.

▪ **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.

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

- **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?
 - 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.

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

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

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

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC



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..

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

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 .

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.

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



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!

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

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



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?
- 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?
- 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.
- 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.

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 way 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..
- 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.

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.

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.

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.

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!

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.

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.

Suggestions

- NO VEHICULAR ACCESS FROM ADDISON STREET – that is our number one issue, even over size.
- Decrease the number of units drastically – they obviously can go lower, they just don’t want to.
- 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.
- Cross walk directly across entrance with raised bump on Addison
- 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..
- 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
 - Bring back the coffee shop in the design, at least that would be *something* that would benefit the area.
 - 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
 - I thought the solar panel idea Mary had was a good one



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.
- 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.
- 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.

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

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.

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.

Thank you for your consideration.

Sincerely,

Frank Cevetello

Chief Operating Officer

First Realty Management Corp.

151 Tremont Street

Boston, MA 02111

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First Realty Management Corp., AMO®

151 Tremont Street, PH 1, Boston, MA 02111

P: 617.423.7000

info@firstrealtymgt.com|www.firstrealtymgt.com



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

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



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



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".

Veronica Robles
Founder - Director

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.

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.

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.

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.

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.

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

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?
- 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.
- C. Construction should not occur during weekends to give residents quiet time.
- D. "Addison Driveway" should be repaved and leveled to avoid flooding.
- E. Lighting and security with implementation of security cameras around the entire perimeter of the building, which would include the so called "Addison Driveway"
- F. Signs that specify that access to Addison Driveway is PRIVATE and no TRESPASSING
- G. Traffic improvements to the area, possible adding a light at the intersection of Saratoga Street and Addison Street
- H. Plowing on Addison Driveway continues as agreed upon

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

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.

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP

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.

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.

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.

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.

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.

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.

Sincerely,

Karen Buttiglieri
56 Beachview Road
East Boston, MA 02128



Raul Duverge <raul.duverge@boston.gov>

144 Addison Street Comments

1 message

tony dell <dellgenn@yahoo.com>

Thu, Mar 8, 2018 at 6:17 PM

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

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.

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.

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".

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.

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.

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.

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

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.

- 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
-

- 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.
- 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.

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.

*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



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](#)



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



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.

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.

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.

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

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,

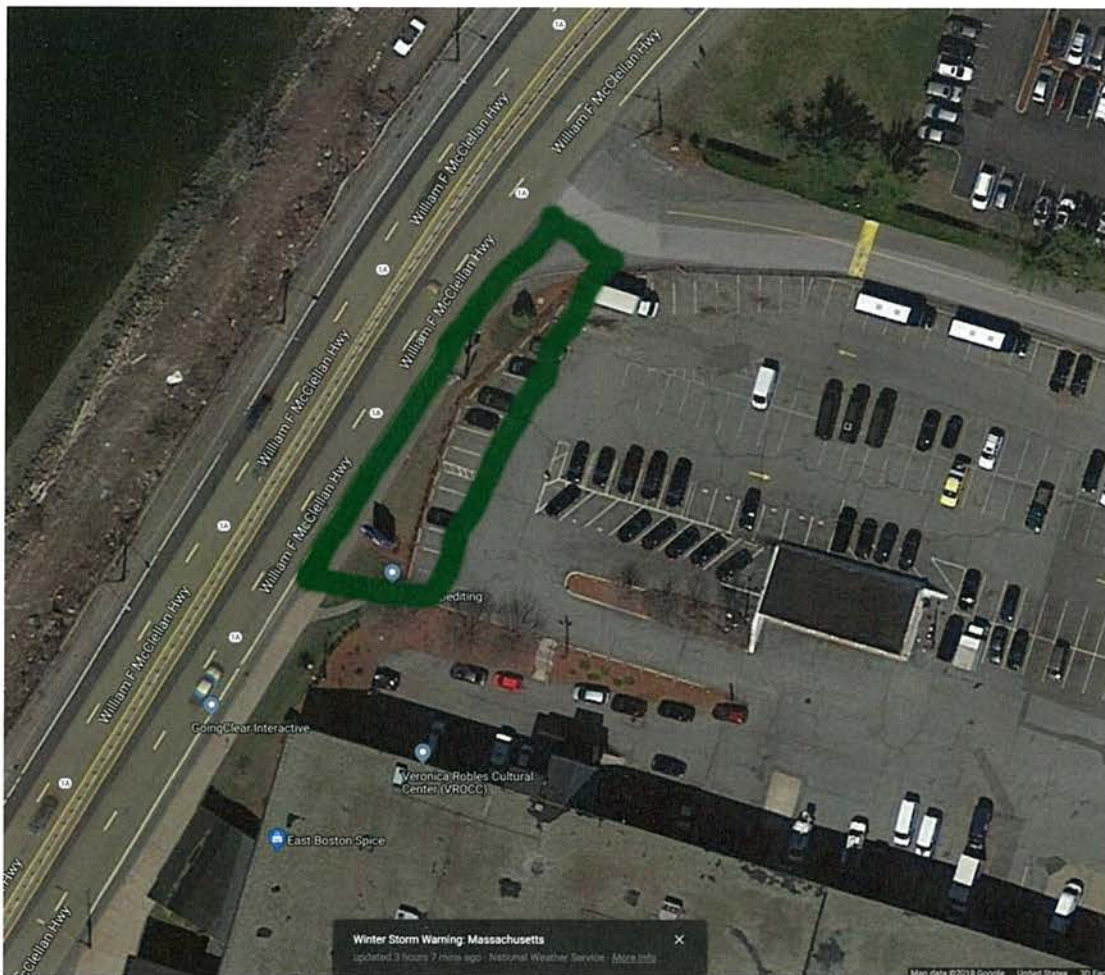
Dear Raul,

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.
- 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)



- 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.)



- 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

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.

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.

- 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

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.

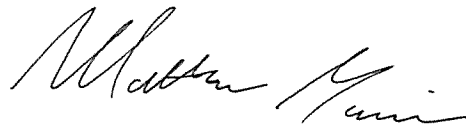
- Environment: I really like the proposed landscaping; it will be a welcome change from the barren wasteland that is now there. Designing for flooding, which is sure to happen at that site, is very wise. Buildings of this size should be mandated to have Solar PV roof arrays and a complex of this size should explore central heat/hot water/cooling for increased efficiency.
- 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.
- 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.

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.

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.

Thank you for taking the time to review these comments,

A handwritten signature in black ink, appearing to read "Matthew Barison". The signature is fluid and cursive, with the first name "Matthew" being larger and more prominent than the last name "Barison".

Matthew Barison

IAG Member

124 Coleridge St.

East Boston, MA



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>

Wed, Mar 7, 2018 at 1:35 PM

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

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.
- 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.
- 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.
- More affordable housing should be added to the site. a project this big should be close to the 20%-25% affordable mark.
- 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.
- Changing the address to the property to [175 McClellan Hwy](#). This would prevent confusion for delivery's, Ride Share, ect.
- 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.

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.

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.

--



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.

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.)

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.

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.

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.

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.

--



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

Sun, Feb 4, 2018 at 11:35 AM

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.

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.

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

Page 2

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,



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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:

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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

INSPECTOR GENERAL 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.

APPENDIX D
EXAMPLE OF DPIR PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority ("BRA") d/b/a the Boston Planning & Development Agency ("BPDA"), pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report ("DPIR") for Large Project Review has been received from

_____ on _____
(Name of Applicant) (Date)

for _____
(Brief Description of Project)

proposed at _____.
(Location of Project)

The Proponent is seeking the issuance of a Preliminary Adequacy Determination by the Director of the BPDA pursuant to Section 80B-5 of the Code. The BPDA, in the Preliminary Adequacy Determination regarding the DPIR, may waive further review requirements pursuant to Section 80B-5.4(c)(iv) of the Code, if after reviewing public comments, the BPDA finds that such DPIR adequately described the Proposed Project's impacts.

The DPIR may be reviewed on the BPDA website- www.bostonplans.org or at the office of the Secretary of the BPDA, Room 910, Boston City Hall, 9th Floor, 1 City Hall Square, Boston, MA. 02201 between 9:00 AM and 5:00 PM, Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be submitted in writing to Raul Duverge, Senior Project Manager, BPDA, at the address stated above or via email at Raul.Duverge@Boston.gov, within forty five (45) days of this notice or by _____.

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

Teresa Polhemus
Executive Director/Secretary

APPENDIX E
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%200114_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:
If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	
Primary Project Address:	
Total Number of Phases/Buildings:	
Primary Contact (Name / Title / Company / Email / Phone):	
Owner / Developer:	
Architect:	
Civil Engineer:	
Landscape Architect:	
Permitting:	
Construction Management:	

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.	
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2. Building Classification and Description:
This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project?

Site Area:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Flrs.
First Floor Elevation:		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:				
<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:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
<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? If yes , identify which district:				
Are there sidewalks and pedestrian ramps existing at the development site? If yes , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:				

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<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes, provide description and photos:</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? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</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>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>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	
<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>	

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<p>Will any portion of the Project be going through the PIC? If yes, identify PIC actions and provide details.</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>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>Will any on-street accessible parking spaces be required? If yes, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	
<p>Where is the accessible visitor parking located?</p>	
<p>Has a drop-off area been identified? If yes, will it be accessible?</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>Are the accessible entrances and standard entrance integrated? If yes, describe. If no, what is the reason?</p>	

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<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	
<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>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><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></p>	
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	
<p><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></p>	
<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, provide reason.</i></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, describe:</i></p>	

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9. Community Impact:

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.

<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>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>Are any restrooms planned in common public spaces? If yes, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? If no, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes, did they approve? If no, what were their comments?</p>	
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	

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10. Attachments

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.

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.

Provide a diagram of the accessible route connections through the site, including distances.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

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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:

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 F
BROADBAND READY BUILDINGS QUESTIONNAIRE

**ARTICLE 80 DESIGN REVIEW
BROADBAND READY BUILDINGS QUESTIONNAIRE**

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

Project Information

- Project Name:
- Project Address Primary:
- Project Address Additional:
- Project Contact (name / Title / Company / email / phone):
- Expected completion date

Team Description

- Owner / Developer
- Architect
- Engineer (building systems):
- Permitting:
- Construction Management

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
- Locations of Points of Entry
- Quantity and size of conduits
- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at 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
- 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
- Distance between risers (if more than one)
- Dimensions of riser closets
- Riser or conduit will reach to top floor
- Number and size of conduits or sleeves within each riser
- Proximity to other utilities (e.g. electrical, heating)
- 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?

- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits)

- Will the telecom room be located in an area of the building containing one or more load bearing walls?
- 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.

#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.

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
- RCN
- Verizon
- NetBlazr
- Starry

#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

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.