EXPANDED PROJECT NOTIFICATION FORM

SUBMITTED PURSUANT TO ARTICLE 80 OF THE BOSTON ZONING CODE

17 Court Street Renovation

Submitted To:
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Prepared By:
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CHAPTER 1.0

GENERAL INFORMATION

1.0 GENERAL INFORMATION

1.1 Executive Summary

Vietnam Veterans Workshop Inc., doing business as (DBA), The New England Center for Homeless Veterans or New England Center for Homeless Veterans (the Proponent), proposes a renovation project (the Project) at the site at the intersection of Court Street and Franklin Avenue in the Government Center section of Boston located at 17 Court Street. The Project will consist of the reconfiguration, improvement and repair of space within its existing facility at 17 Court Street in downtown Boston to enhance and expand NECHV's services and create more permanent supportive housing. Building envelope maintenance and repairs and some restoration of the Court Street façade are included in the Project scope-of-work. These renovations will ensure that the building continues to serve several vital roles in the city's civic life and is enhanced as an architectural and historic asset. The Project will significantly enhance the Center's ability to provide crucial support services to the city's most challenged Veterans. The building's architectural attributes will continue to activate and define the pedestrian experience along Court Street and across City Hall Plaza. This Project Notification Form (PNF) is being submitted to the Boston Redevelopment Authority (BRA) to initiate review of the Project under Article 80B, Large Project Review, of the Boston Zoning Code.

1.2 Project Identification and Team

Project Name:	New England Center for Homeless Veterans 17 Court Street Renovation
Location:	The intersection of Court Street and Franklin Avenue in the Government Center section of Boston located at 17 Court Street.
Proponent:	Vietnam Veterans Workshop Inc. AKA: New England Center for Homeless Veterans 17 Court Street Boston, MA 02108 (617) 371-1800 Andy McCawley, President and CEO Kevin Ward, CFO
Design Consultant::	TISE Design Associates 246 Walnut Street Newtonville, MA 02460 (617) 581 - 6601 Steve Tise, Principal Tim Smith Project Manager
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Civil Engineer:	Nitsch Engineering Inc 186 Lincoln St # 200 Boston, MA 02111-2403 (857) 206 - 8721 Anthony Donato Project Manager

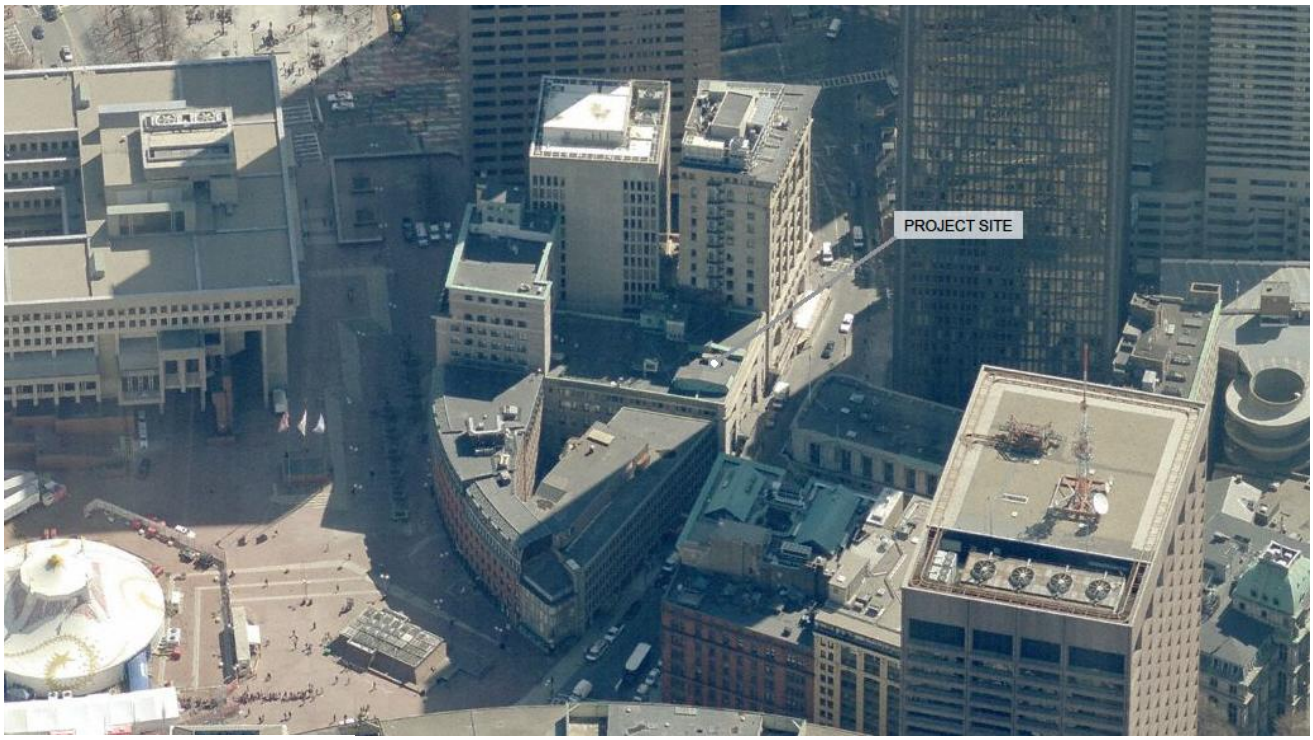


Figure 1-1: Project Locus

Figure 1-2: Project Site

1.3 Project Summary

1.3.1 Project Site

The proposed Project is located on an approximately 18,143 square foot parcel of land at 17 Court Street on the edge of the Government Center area of Boston (the Project Site). The Project Site is bounded by Court Street to the south, Franklin Avenue to the west, City Hall Plaza (previously Cornhill Street) to the north, and the 13 Story Ames Hotel and 15 Story 1 Washington Mall Building to the east. Figures 1-4 through Figure 1-9 show the existing streetscape around the Project Site. The Site is immediately adjacent to government, office, and commercial uses, and has excellent access to public transit.

The Project Site contains two adjoined buildings: the 1908 Old Colony Trust Company building, a four story structure at 17 Court Street (the Court St. Bldg) and the ten story office addition built for the bank in 1925 (the Addition). The combined buildings contain approximately 130,000 square feet of occupiable space.

1.3.2 NECHV Mission Statement

New England Center for Homeless Veterans, a private not-for-profit organization is one of the nation's leading providers of supportive services to homeless and at-risk Veterans. The Mission of NECHV is to equip Veterans who are facing or are at-risk of homelessness with the tools for economic self-sufficiency and to provide them a path to achieve independent living. Founded in 1989 by Vietnam Veterans to address the challenges of Veterans without an adequate voice, NECHV has been in operation for 23 years and has matured into a professional and innovative institution for Veterans and their families. NECHV (the Center) is a multi-functional, one-stop support facility, open 24 hours a day, seven days a week, where Veterans have access to a comprehensive range of services. Three meals per day are provided to the more than 250 Veterans who call NECHV home on any and every night, with approximately 130,000 meals served annually, and supportive services being provided to over 1,000 Veterans each year. NECHV's facility offers 59 affordable single room occupancy apartments, a separate 16 bed female Veteran's dormitory, and over 300 transitional and emergency beds.

1.3.3 Project Objectives

NECHV is proposing a major reconfiguration and renovation of space within its existing facility at 17 Court Street in downtown Boston to improve and expand The Center's services and create more permanent supportive housing. The project will create 35 new efficiency apartments, make service programs more accessible to Veterans, upgrade and revitalize existing facilities, bring the building into conformance with current code requirements, and allow NECHV to implement newer and more varied models of service to Veterans.

1.3.4 Proposed Development

The Project will consolidate program / service space, offices, and building support space on the lower floors (semi-basement, first floor, mezzanine, second floor) to be more accessible from the street. A 4,800 SF extension of the Mezzanine level will increase the total occupied area within the building. This more effective use of the existing building will create room for thirty five (35) additional efficiency apartments on floors three, four and nine (above and below the SRO floors five through eight). The program, as currently envisioned, will create a separate space for Women Veterans' permanent housing. Circulation systems will be modified to separate residential from program uses and meet current code and egress requirements. Two new elevators and modifications to two existing elevators, new sprinkler, plumbing and fire alarm systems, electrical and mechanical upgrades, and modifications as required to make the entire building accessible are all components of the renovation scope-of-work.

Exterior work includes restoration of the window glazing in exiting historic frames and upgrades to the historic canopy along Court Street. Roof replacement, maintenance and repair work of the masonry veneer, flashing, select replacement of windows and doors is also part of the project scope of work. The project includes a new roof deck on top of the 10 story "addition" creating a private outdoor space for the Center's use. The Center will encourage its' residents and visitors to use the proposed exterior deck(s) for outdoor activity and discourage congregating on the street near the building entrances. The project may include a second outdoor deck on the roof of the Court Street Bldg, and a more permanent canopy at the Moakley (30 Cornhill Street) entrance adjacent to City Hall Plaza.

Please see Transportation Section 2.3 for a detailed description of the Center's existing and proposed operations and program.

Table 1-1: Existing Conditions

	Services/ Programs	Residential		Admin	Support/ Infrastructure	GSF Area
		Perm	Trans			
Floor No. 10	0	0	0	0	5,300	5,300
9	0	0	0	4400	900	5,300
8	0	4,745 15 units	0	0	1,370	6,115
7	0	4,745 15 units	0	0	1,370	6,115
6	0	4,745 15 units	0	0	1,370	6,115
5	0	4,745 15 units	0	0	1,370	6,115
4	12,500	0	0	1295	4,105	17,900
3	3,315	0	9,485	1545	3,555	17,900
2	0	0	12,500	1,775	3,625	17,900
M	3,630	0	1,545	365	2,610	8,150
1	9,000	0	0	4605	4,420	17,950
B	1,680	0	0	900	15,370	17,950
SB1	0	0	0	0	2,990	2,990
SB2	0	0	0	0	2,990	2,990
	Total Gross Floor Area					127,510 exclusive of SB1 and SB2

Table 1-2: Proposed Improvements

Floor No.	Services/ Programs	Residential Perm	Residential Trans	Admin	Support/ Infrastructure	GSF Area
10	2,400	0	0	0	2,900	5,300
9	0	4,400 7 units	0	0	900	5,300
8	0	4,745 15 units	0	0	1,370	6,115
7	0	4,745 15 units	0	0	1,370	6,115
6	0	4,745 15 units	0	0	1,370	6,115
5	0	4,745 14 units	0	0	1,370	6,115
4	0	8,900 14 units	6,550	0	2,450	17,900
3	0	8,900 14 units	6,550	0	2,450	17,900
2	11,090	0	3,375	0	3,435	17,900
M	3,270	0	1,100	5,075	3,515	12,960
1	9,000	0	0	4,605	4,420	17,950
B	1,680	0	0	900	15,370	17,950
SB1	0	0	0	0	2,990	2,990
SB2	0	0	0	0	2,990	2,990
	Total Gross Floor Area					132,320 exclusive of SB1 and SB2
*	Plus new exterior roof deck					

* exterior roof deck

1.3.5 Schedule

Construction of the Project is estimated to last approximately 16 months, with initial demolition work expected to begin in the fall of 2014, and completion in late 2015. The NECHV Project Team will work with the MBTA and the City of Boston to coordinate renovation work with the reconstruction of the adjacent MBTA Government Center station and associated City Hall Plaza improvements

1.4 Public Benefits

The Project provides a number of important public benefits to the City of Boston and its citizens. Paramount on the list of benefits is the fact that this project will significantly enhance the Center's ability to provide crucial support services to the city's most challenged Veterans, and serve as a key component of ending homelessness for Veterans in the City of Boston and the Commonwealth of Massachusetts. It improves the urban experience by providing immediate aid, a supportive home, and a path to permanent housing for people who have served this country and might otherwise find themselves living in the streets. The building project also preserves and rehabilitates an important element in the historic and architectural fabric of the city. Specific benefits are described below:

1.4.1 Improved Street and Pedestrian Environment

This project will preserve for another generation a building that is a key element in the pedestrian's experience as they move along Court Street, and across City Hall Plaza. The handsome main façade contributes to the well-designed street wall on the north side of Court Street. Proposed Court Street façade improvements include restoration of window glazing and canopy upgrades. The renovated first floor will include a generous reception and waiting area off the main Court Street entrance. The detail and proportions of the 10 story Addition provide definition and human scale along the south side of City Hall Plaza.

1.4.2 Smart Growth/Transit-Oriented Development

The revitalization of the Center's Court Street facility will ensure that this deserving community of Veterans has a safe, attractive home in the heart of Boston. The Project Site is ideal for promoting walking as the primary means of transport for the Center's residents, clients and staff. NECHV will continue to be an appropriately dense, active, mixed-use development within close proximity to all of the MBTA's rail lines, embodying the major tenets of a transit-oriented development.

1.4.3 Sustainable Design/ Green Building

The Project will meet the requirements of Article 37 of the Code and will be certifiable under the U.S. Green Council's Leadership in Energy and Environmental Design (LEED) system. Section 3.15 of the Expanded PNF includes more detailed information regarding sustainability as well as preliminary LEED checklists indicating the measures proposed and under consideration.

1.5 Consistency with Zoning Regulations and Ordinances

1.5.1 Large Project Review

According to Section 80B-2(c) of the Zoning Code, a Project located in Downtown, which includes the Government Center/Market District as described in the Boston Zoning Code is subject to Large

Project Review under Article 80 of the Zoning Code because it involves the substantial rehabilitation of a building with a gross floor area of more than 100,000 square feet. The Project is also subject to the requirements of Article 37 of the Zoning Code (Green Buildings), and review by the Boston Civic Design Commission ("BCDC") under Article 28 of the Zoning Code

The Project is not however subject to the Development Impact Project Exactions under Section 80B-7 of the Zoning Code because the Project will not include a "Development Impact Use" occupying an aggregate gross floor area of more than 100,000 square feet.

1.5.2 Zoning District

The building is within the Government Center/Markets District, as noted on Map 1H. The building is bisected by two zoning subareas noted as No. 7 "Sears Crescent Protection Area" which includes the low-rise and older portion of the building, and noted by No. 14 "City Hall Medium Density Area" which includes the high-rise portion of the building abutting City Hall Plaza.

1.5.3 Zoning Article

The Government Center/Markets District is regulated by Article 45 of the Zoning Code; following is a brief summary of the key provisions of the Article that pertain to this submission:

- Section 45-5:7: Sears Crescent Protection Area: Portions of the 17 Court Street building are within the Sears Crescent Protection Area where the permitted maximum building height is 55 feet and maximum FAR is 3
- Section 45-7.3: City Hall Medium Density Area Portions of the 17 Court Street building are within the City Hall Medium Density Area where the permitted maximum building height is 125 feet and maximum FAR is 8: However, the maximum height increases to 155 and the FAR to 10 if the Project goes through a Large Project Review process and receives a Certification of Compliance.
- Section 45-14: Government Center/Markets District use Regulations. The proposed 17 Court Street Ground Level Uses are consistent with Allowed Uses in Appendix A and the proposed uses for the balance of the building are consistent with Allowed Uses listed in Section 45-14.3
- Section 45-18: Off Street Parking: not required within this District.
- Section 45-19: Off-Street Loading Facilities: The provision and design of off-street loading facilities for the use of any structure that is subject to Large Project Review shall be determined though such review.

1.5.4 Community Outreach and Public Participation

The Proponent is committed to an open and inclusive public process, and as the Article 80 process progresses, the Proponent will continue to seek input from community representatives, neighbors and stakeholders, as well as public and elected officials. NECHV leaders and the project team have met, or plan to meet with the following organizations.

- BRA staff including Urban Design Team
- Boston Civic Design Commission
- Boston Transportation Department
- Boston Department of Neighborhood Development
- Mayor's Office
- City of Boston Veterans Service Office
- Massachusetts Department of Veterans Services
- Boston City Councilors
- Downtown Crossing Business Improvement District
- Abutting business owners and neighbors
- Representative Stephen Lynch's office
- Senator Elizabeth Warren's and Senator elect Edward Markey's offices
- U.S. Department of Veterans Affairs
- U.S Department of Housing and Urban Development
- Massachusetts Department of Housing and Community Development
- U.S. Department of Health and Human Services
- U.S. Department of Labor

The Proponent will also meet with other organizations who express an interest in meeting.

1.5.5 Anticipated Permits and Approvals

The following table is a preliminary list of federal, state, and local permits and approvals that may be required for the Project, based on currently available information. It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required.

Agency	Permit or Approval
Local	
Boston Redevelopment Authority	Article 80 Large Project Review and Certificate of Compliance; Cooperation Agreement and other Article 80 Agreements as necessary
Boston Civic Design Commission	Design Review under Article 28 of the Boston Zoning Code
Boston Transportation Department	Review in response to Transportation Access Plan Requirements, Construction Management Plan
Boston Water & Sewer Commission	Review for Approval
Boston Department of Public Works (Inc'g Public Improvements Comm.)	Review for comments and coordination
Boston Fire Department	Fire safety and egress review for conformance to Code and Department requirements
Boston Dept. of Inspectional Services	Building Permit(s), Certificate of Occupancy
State	
MA Dept. of Environmental Protection Division of Water Pollution Control	Sewer Connection Compliance Cert.
MA Dept of Environmental Protection	Notice of Asbestos Removal, Notice of Commencement of Demolition & Const, If Required: Fossil Fuel Permit
Massachusetts Historical Commission	Review for Historic Designation

1.5.6 Easements and Restrictions

There are a number of recorded easements and restrictions on the Project Site that are shown on a Title search Schedule B-1 which is included as an appendix to this document. They are also shown on the site survey (Figure 1-16).

Figure 1-3: Proposed Court Street Elevation

Figure 1-4: Court St looking east from Cambridge St

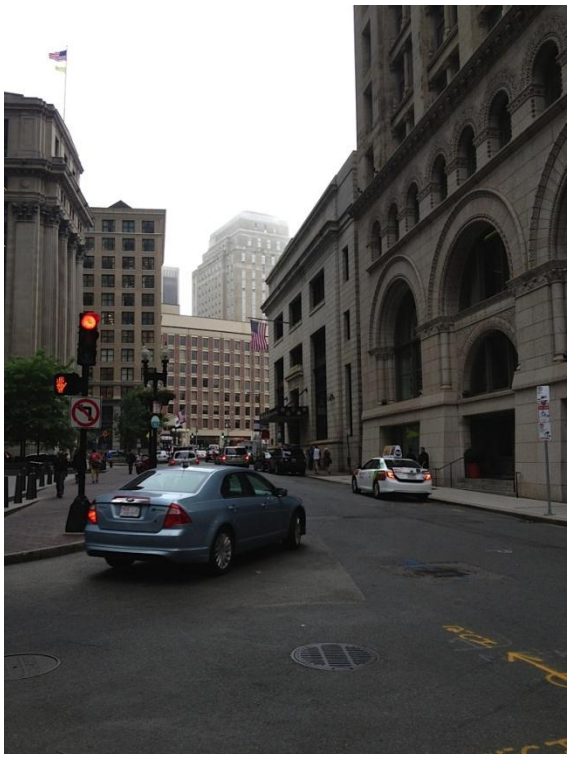


Figure 1-5: Court St looking west from Washington St

Figure 1-6: Cornhill St façade from City Hall Plaza

Figure 1-7: Cornhill St façade – Moakley Entrance

Figure 1-8: Franklin Ave looking north from Court St

Figure 1-9: Franklin Ave looking south from City Hall Plaza

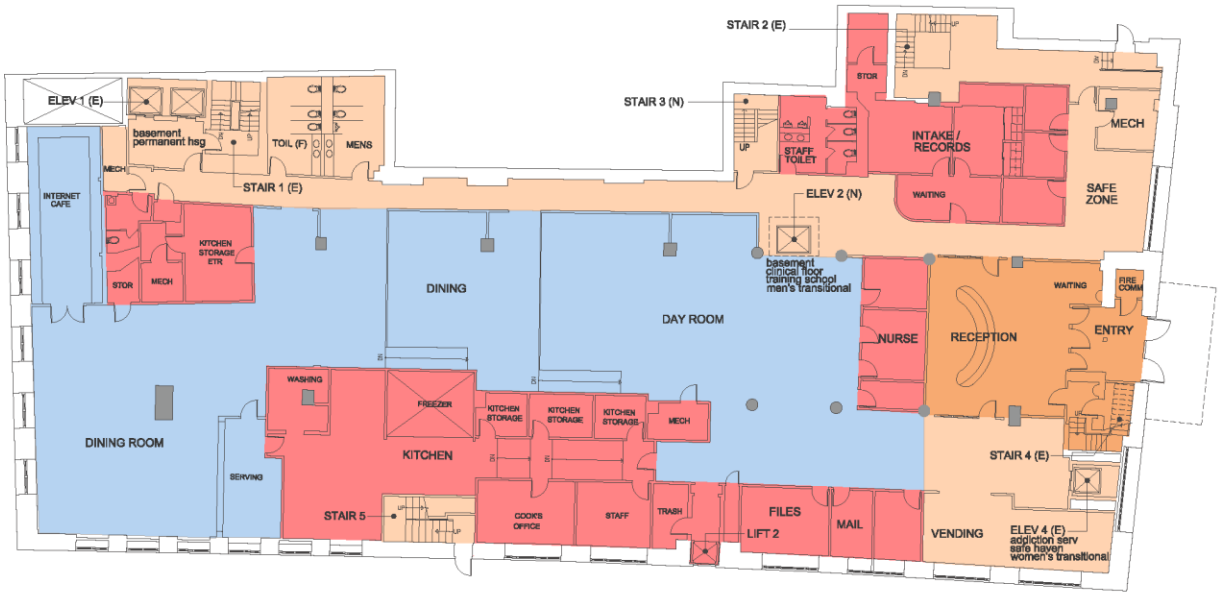


Figure 1- 10: First Floor: Reception & Services

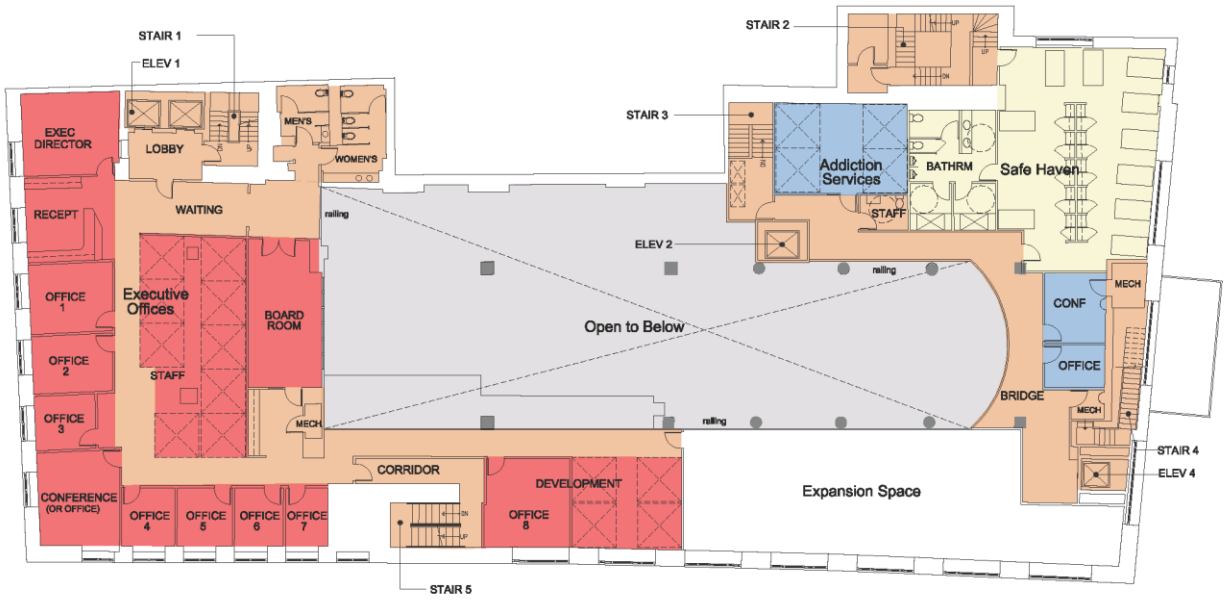
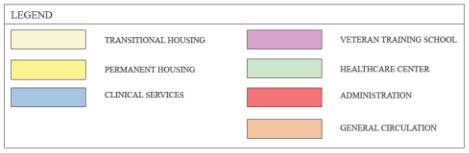


Figure 1-11: Mezzanine Floor: Executive Offices/Services



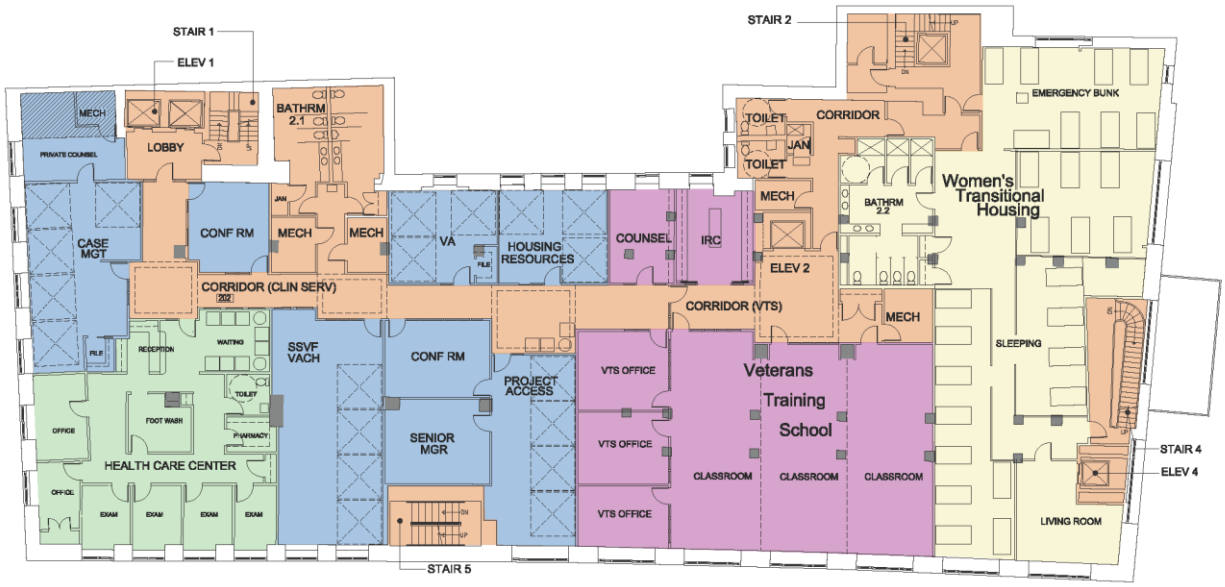


Figure 1-12: Second Floor: Clinical Services/Women's Transitional

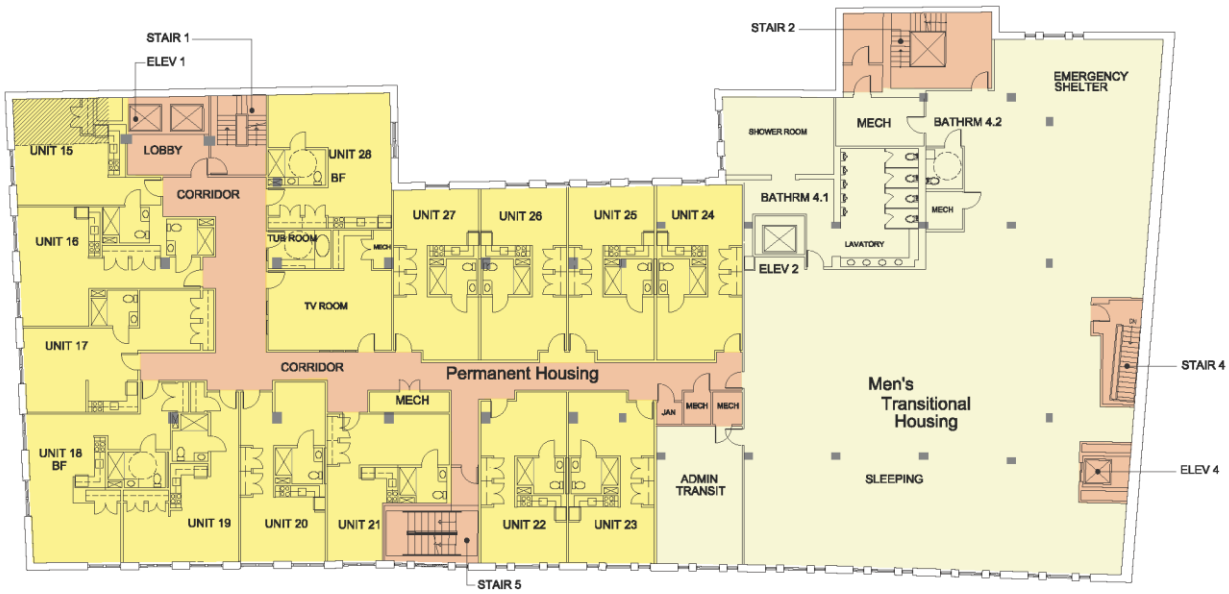
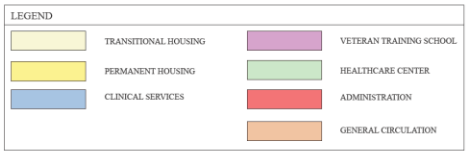


Figure 1-13: Third & Fourth Floor Transitional Housing /0BR Apartment Layouts



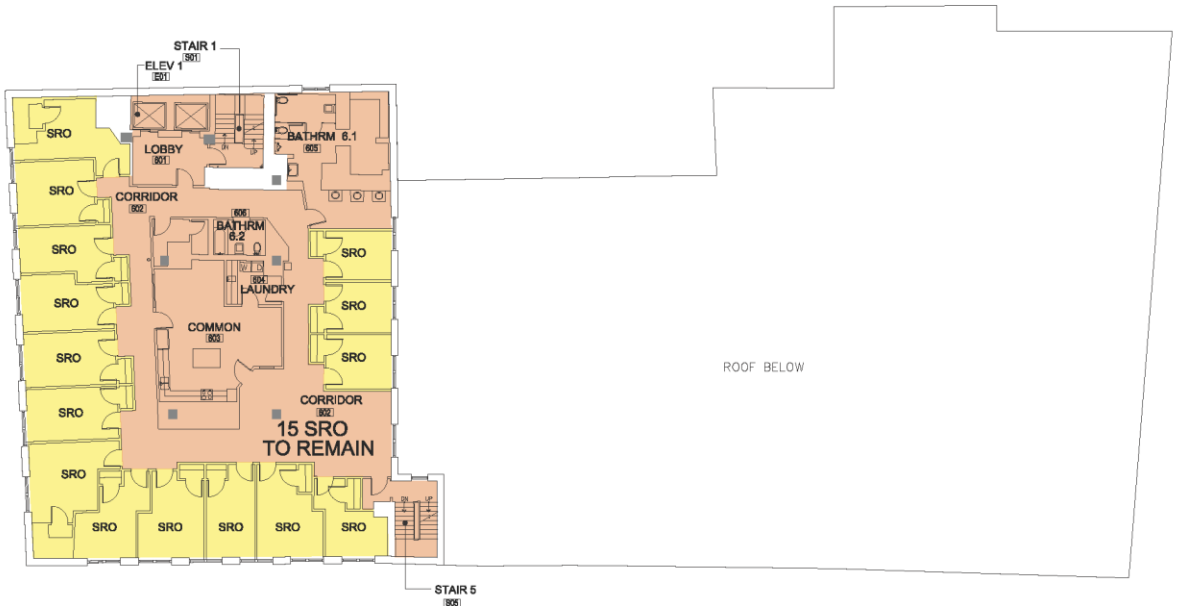


Figure 1-14: Fifth through Eighth Fourth Floors: SRO Apartment Layout

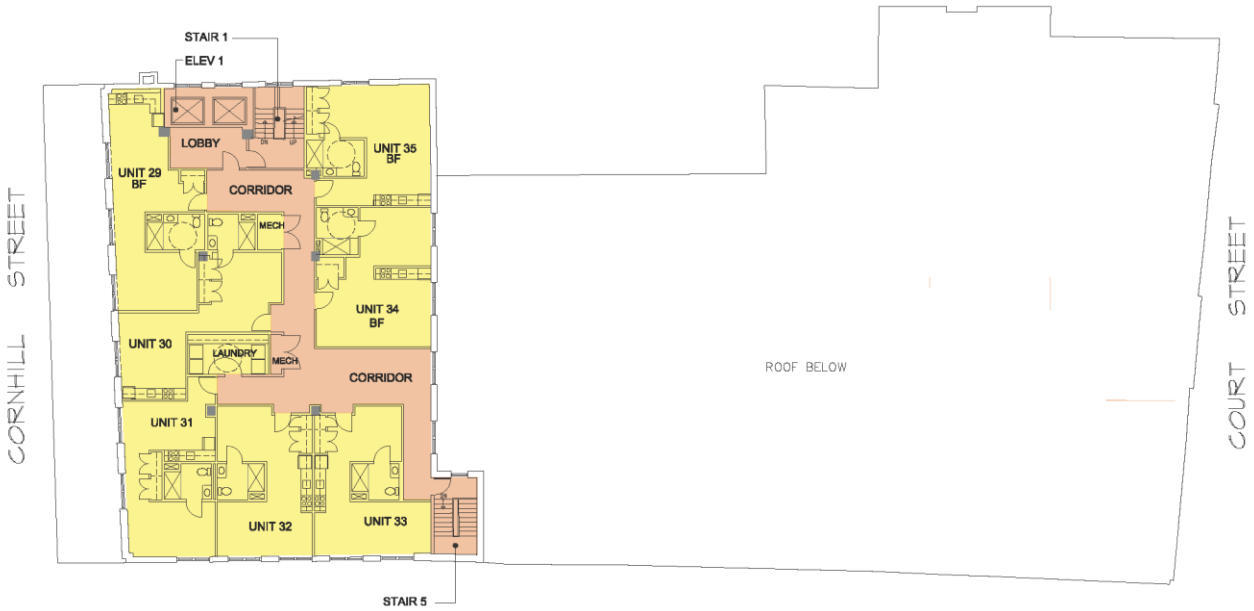
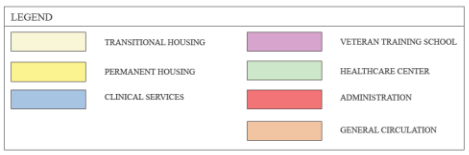


Figure 1-15: Ninth Floor SRO Apartment Layout



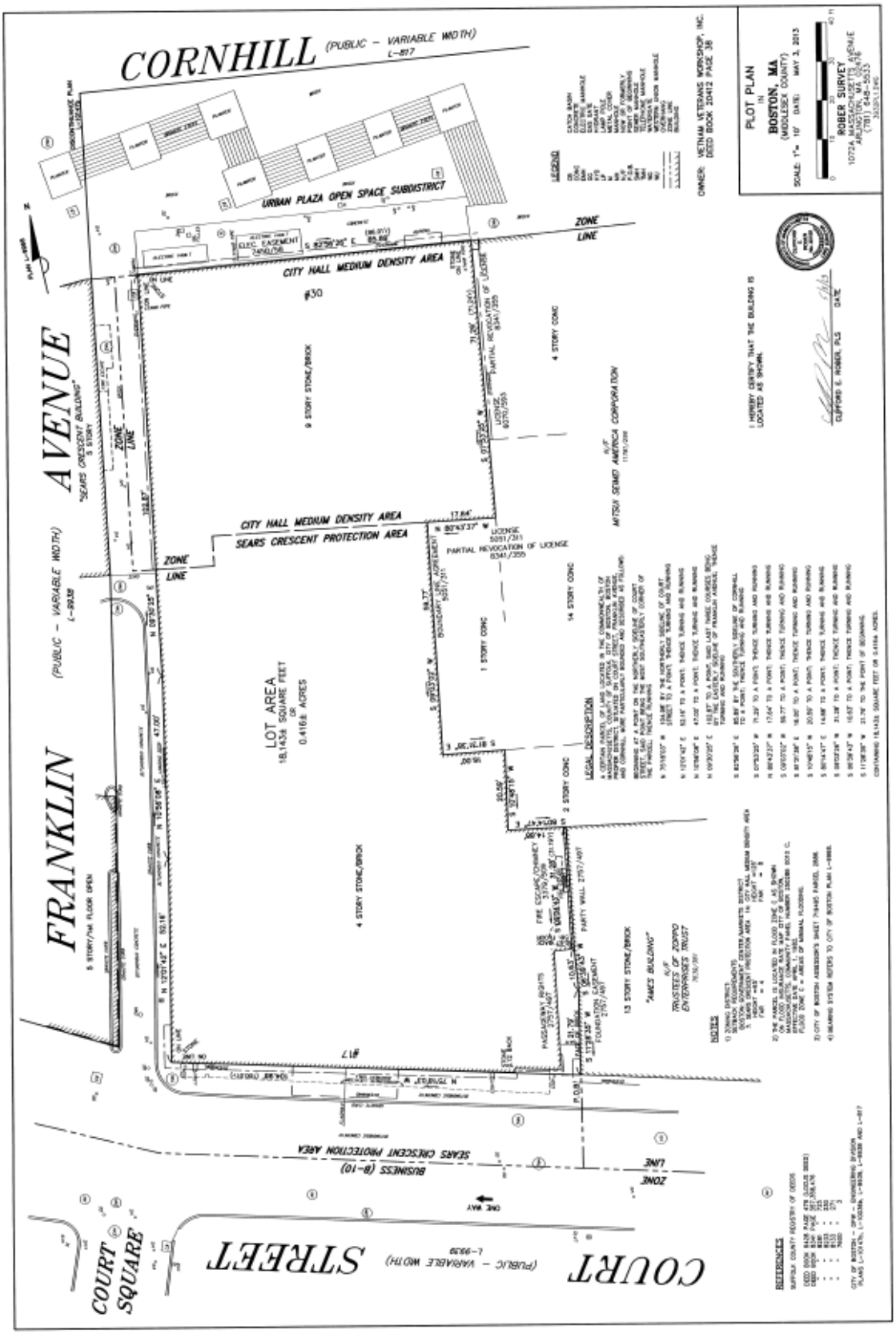


Figure 1-16: Site survey

CHAPTER 2.0

TRANSPORTATION

2.0 TRANSPORTATION

2.1 Introduction

2.1.1 Project Description

New England Center for Homeless Veterans (NECHV) proposes a renovation project (the Project) at their existing facility at 17 Court Street. Please see Project Summary Section 1.0 for a detailed description of the Center's mission and program.

Currently, the Center occupies two adjoined buildings totaling 130,000 square feet. In addition to the existing office, program, and service spaces, the Center provides more than 300 transitional beds, 17 of which are dedicated for females, and 59 single occupancy rooms. The proposed renovation would help create an additional 35 units for permanent residents on the third, fourth and ninth fourth floors, with the ninth floor being dedicated specifically for permanent female Veteran residents. Renovating and relocating existing and proposed apartments would allow for consolidating programs, services, and offices to the more street accessible lower floors (semi-basement, first floor, mezzanine, and second floor).

Loading and delivery access to the project site will shift away from the front door entrance of the building to the Franklin Avenue elevator lift will be repaired as part of the Project. The main pedestrian entry for building services, programs, and employees will be located at the existing 17 Court Street entrance, while permanent residents will use the 30 Cornhill Street entrance on Government Center Plaza. No additional on- or off- street parking facilities will be constructed as part of this Project.

The purpose of this report is to evaluate the transportation impacts of the proposed renovation of the NECHV. Located in the heart of the City of Boston, the proposed improvements will provide an almost identical building program as the existing. The NECHV is centrally located near numerous rapid transit options, and is adjacent to the MBTA's Blue, Green, and Orange Lines, as well as the Red Line and various bus routes within short walking distance. The sidewalk network in the area is well-connected because of its proximity to key destinations such as Downtown Crossing, Government Center, and Faneuil Hall.

2.1.2 Study Methodology

The NECHV is an existing use, with an established history, that is well integrated into the surrounding area. As a non-profit institution, providing permanent affordable housing, services, training and transitional housing for Veterans, the downtown location helps the NEHCV fulfill its mission by being easy to access for its client Veterans, and proximate to the jobs, services, and transit access offered in downtown Boston. As the primary nature and intensity of the uses, and

the clients the NECHV serves are not substantively changing as a result of this improvement, the expected transportation impacts will be negligible.

In order to determine the appropriate level of transportation analysis, the Project has coordinated with the Boston Transportation Department to ensure an overall understanding of the current operations and changes therein. Thus, this report provides a description of the transportation context in which the NECHV exists, an overview of current services and operations from a transportation perspective, and the expected changes. This transportation overview includes an overview of multimodal transportation conditions including roadways, pedestrian, bicycle, transit, circulation, and loading and site conditions. The Scope of this overview was and descriptions herein were coordinated with BTD and are responsive to the Transportation Access Plan requirements for the Project under Article 80B, Large Project Review, of the Boston Zoning Code.

2.1.3 Study Area

The 130,000 square foot New England Center for Homeless Veterans site is located in the heart of downtown Boston. Located on 17 Court Street, the site is bounded by Franklin Avenue to the west, an abutting property to the right, Government Center and City Hall Plaza directly to the north and Court Street to the South. For the purposes of the study, the project provides a description of the transportation network and the adjacent streets abutting the property.

2.1.4 Transportation Summary analysis

The NECHV is an existing use, with an established history, that is well integrated into the surrounding area. As a non-profit institution providing permanent affordable housing, services, training and transitional housing for Veterans, the downtown location helps the NEHCV fulfill its mission by being easy to access for its client Veterans, and proximate to the jobs, services, and transit access offered in downtown Boston. As the primary nature and intensity of the uses, and the clients the NECHV serves are not substantively changing as a result of this improvement, the expected transportation impacts will be negligible. Upgrading the operations and facilities of the building will allow for the more efficient provision of services, and maintaining the downtown location itself provides the greatest benefits to its clients and reduces the potential transportation impacts of the NECHV. In short, the proposed NECHV renovation will:

- Expand the NECHV's overall ability to provide and manage services without impacting the surrounding transportation network.
- Allow for an almost 60% expansion of on-site permanent housing for veterans
- Continue to provide services for New England Veterans in an easily accessible, centrally located facility, surrounded by public transportation and with a well integrated pedestrian network.
- Increase internal efficiency and operations of all NECHV functions reducing on-street impacts without expanding the buildings footprint or square footage.
- Provide for and require loading and service to use the alleyway (Franklin Avenue)

- Add a roof deck(s) allowing integral external building access and reducing the outside congregation of building residents and visitors.
- Work with the MBTA, City of Boston and other stakeholders on the proposed reconstruction of the adjacent MBTA Government Center station and associated City Hall Plaza improvements.
- Improve and formalizes transportation demand management measures for the employees, residents and clients of the NECHV.

2.2 Existing Transportation Conditions

2.2.1 Roadway Network

The NECHV building is located in the center of Court Street directly across from Court Square. A secondary entrance, for the permanent residents of the NECHV is accessed via the pedestrianized City Hall Plaza, with an address on Cornhill Street.

Court Street

Court Street is an urban arterial that runs in an east to west direction, bounded by Washington Street to the east and Cambridge Street to the west. Court Street is the continuation of State Street, which changes names at Washington Street. Court Street is a two-lane, one-way street that allows for parking along the northern section of Court Street, west of Washington Street. Parking is also allowed along the southern portion of Court Street west of Court Square. Court Street has adequate sidewalks along both sides of the roadway with crosswalks and ramps at intersections including, Court Street and Tremont Street, both Court Street and Court Square intersections, and Court Street and Washington. There are two signalized intersections along Court Street are located on Tremont and Court Street and Washington and Court Street.

Court Square

Court Square is a one way local street that circumnavigates 26 Court Street, which is a city of Boston owned building that houses City offices, including the Boston Public School Department. Parking is generally allowed on both sides of the road, however it is highly restricted to either employee parking or commercial vehicles only. The sidewalks on the street are in good condition, but are narrow on the interior of the block that fronts the 26 Court Street building. Crosswalks are present at both Court Square intersections with Court Street.

Alley (Franklin Avenue)

The NECHV building essentially is built out to its lot line. Just west of the site is a paved alleyway, separated by a curb from the NECHV frontage. This alley is paved up to 120 feet along the building, and is then curb separated leading to a brick-paved alley connecting between the buildings to City Hall Plaza. The alley contains one sidewalk on the eastern portion of the street, while the western edge is separated by two medians, and a pillar supporting the overhanging floors, from the parking facility of the adjacent Sears Crescent Building. Currently the street

provides direct access for pedestrians from Court Street and from the existing project site to Government Center Plaza.

Cornhill Street

Cornhill Street is a "paper street" that is functionally part of City Hall Plaza. The NECHV has an entry on the City Hall Plaza side, which has an address of 30 Cornhill Street. This entry provides separate and direct access to the lobby and elevators for the permanent residents of the NECHV, and will be maintained as part of the renovations. There are no curbs, or pavement treatments on Cornhill Street to distinguish its edges, as it is essentially subsumed into City Hall Plaza, with a similar hardscape treatment as the rest of the area. There appears to be no vehicular access to Cornhill Street.

2.2.2 Pedestrian Conditions

The pedestrian connections in and around the NECHV are an important part of providing its overall mission. Located in the dense and urban Government Center neighborhood, with close proximity to key destinations such as City Hall, Downtown Crossing, Boston Common, and Faneuil Hall, the NECHV site is well-situated for short walking trips to local destinations. Overall there is good sidewalk connectivity in the area. Sidewalk widths are generally adequate, and are maintained to varying degrees, with several of the surrounding buildings maintaining specialty pavement treatments. Sidewalk widths, crosswalks, and ADA accessible curb ramps and crossings are present at most intersections in the area. City Hall Plaza, to the rear of the site, and the plaza that front Citizens Bank on Court Street provide space for pedestrians to congregate with adequate bench seating and shaded areas. Similarly recent renovations at BNY Mellon have provided outdoor seating benches and adequate tree shading for pedestrians to rest. Primary pedestrian access to the site is through the 17 Court Street main entrance, while access for tenants is provided at the rear of the building at 30 Cornhill Street. We further note that the Court Street sidewalk in front of the building is a hollow sidewalk, with the basement of the building extending underneath the sidewalk.

NEW ENGLAND CENTER FOR HOMELESS VETERANS STUDY AREA

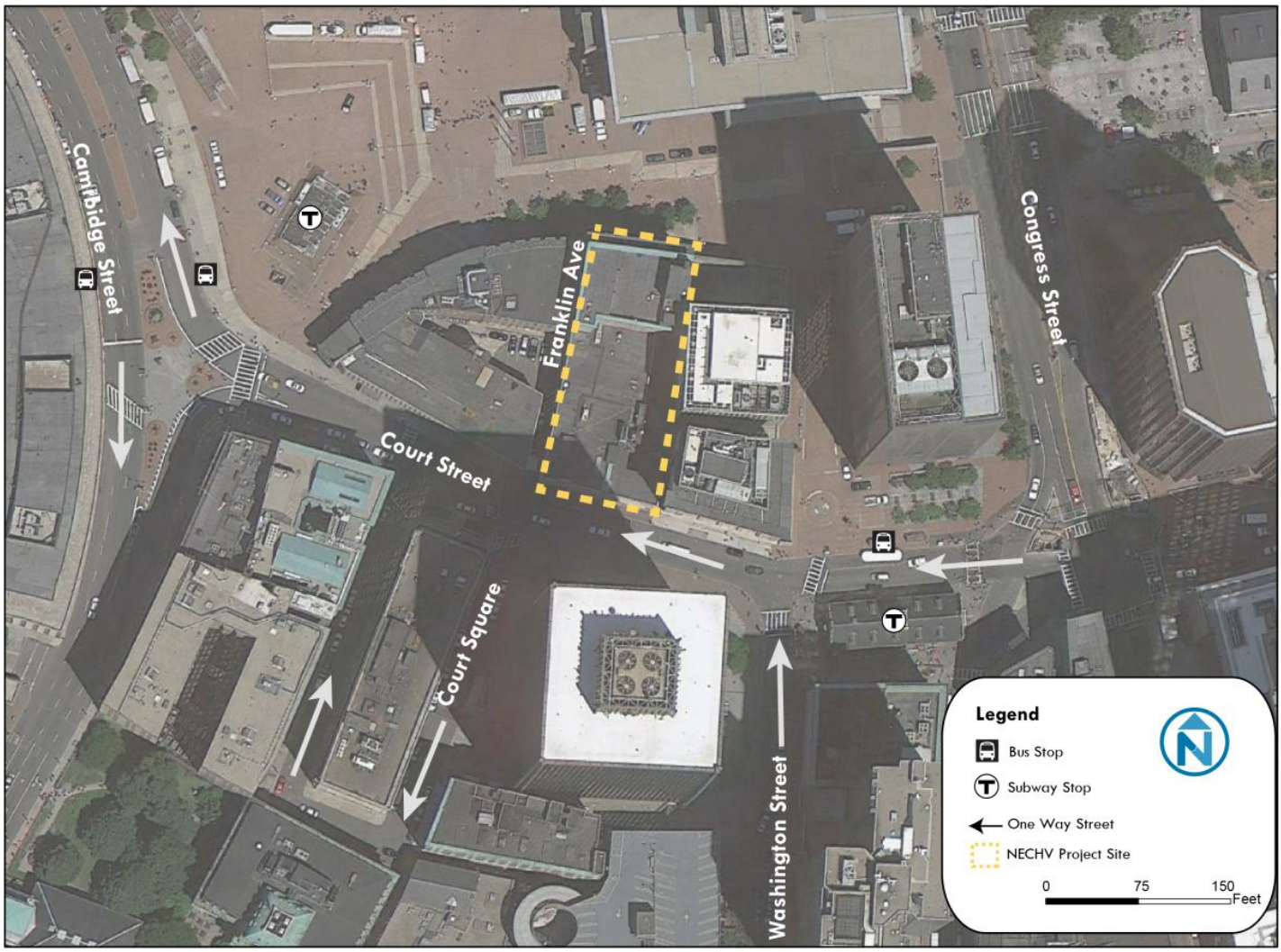


Figure 2-1: 17 Court Street Study Area

2.2.3 Bicycle Conditions

Currently there are no existing on-street bicycle facilities on Court Street or streets adjacent to the site. Although there are no facilities present, these roadways can accommodate cyclists with varying levels of experience. The City of Boston's Bike Routes of Boston Map have rated the streets within a quarter mile radius from the site such as Court Street, State Street, Washington Street, Cambridge Street, Congress Street, and Tremont Street as both intermediate and advanced level for cyclists, meaning that roadway bicycling conditions are more suitable for experienced cyclists due to high volume traffic nearby Government Center.

Hubway, the City's bike share system launched in 2011, provides both local and regional connections. With over 100 stations in the cities of Boston, Cambridge, Somerville, and Brookline, Hubway serves as both a primary means of travel and complements existing public transit stations by functioning as the "last leg" of trips that cannot be made by mass transit. Currently there are about three Hubway stations located within a five-minute radius of the NECHV site, with 19 bicycles available at the Government Center location and Faneuil Hall- Union Street at North Street location, 23 bicycles at the Franklin Street/ Arch Street location, and 19 bicycles available at the Post Office Square location. The City of Boston has partnered with the Boston Public Health Commission to provide subsidized annual memberships for low income Boston residents for $5.00/year, which include a yearly membership and free helmet.

2.2.4 Public Transportation Network

The NECHV is ideally located in the heart of Boston, with a high level of access to numerous public transportation options in short walking distance to the site, as shown in Figure 2. Access to almost any MBTA service is immediately and directly available to NECHV residents, clients and employees within a short walk of the building. Direct access to all four of the MBTA's Rapid Transit (Blue, Red, Orange and Green) lines is available within less than a 10 minute walk of the Site, with Blue, Orange and Green Line access available within a short block. The adjacent Government Center Station, the area's major transportation hub, provides both Green and Blue Line services, and can be accessed via the headhouse on City Hall Plaza. State Street Station provides both Orange Line and Blue Line subway transfers and connections, and nearby Park Street has a direct Red Line entry.

Many MBTA bus routes, including commuter bus routes from the North, provide access within a short distance of the NECHV. A well-used stop with multiple bus shelters is located just down the block from the NECHV on State Street, just before its intersection with Washington Street. Within the 5-10-minute walk, there are dozens of bus routes, including the bus hub at Haymarket. Commuter Rail service to the northside at North Station, and southside at South Station are also easily available at about a 10 minute walk as well. These stations provide not only Commuter Rail, but Amtrak and regional bus service as well.

The connectivity, high quality and frequency of these rapid transit and bus options nearby the NECHV site are a critical part of the organization's mission. Having easy access to jobs, housing, schooling, and other needed services allows the NECHV to continue to meet the demands of its clientele and provide them with the caliber of service needed to improve their situations. Public transportation is an ideal mode of travel for not only clients and residents of the Center, but also for employees.

2.2.5 Parking Conditions

On-street parking is available in the vicinity of the NECHV, as shown in Figure 3. On street parking is primarily available on Court Street, and on Court Square, and is regulated to respond to local access and parking needs. Most of the parking along Court Street is dedicated to commercial and valet parking as well as city vehicles, with the curb directly adjacent to the NECHV dedicated to either NECHV use or that of the adjacent Ames Hotel. Similarly parking along Court Square is dedicated for City vehicles. The NECHV also uses the adjacent alley (Franklin Avenue) to store its delivery service vehicles and provide limited parking. There are a number of publicly available off-street parking facilities within walking distance of the Center, but are rarely used by NECHV employees, residents or visitors.

2.2.6 Planned infrastructure Projects

MBTA Government Center Station Reconstruction

As a major transportation hub in the downtown and financial district, Government Center Station will be undergoing a $90 million renovation to modernize the station. The project will entail building a new station headhouse at the existing location at City Hall Plaza, with several improvements such as new electrical systems, installing new elevators and escalators to meet ADA requirements, improving lighting, and expanding fare collection areas. The reconstruction will drastically transform the aesthetics of the existing station while improving accessibility and entrances that tie into City Hall Plaza.

Surrounding the headhouse, on-street improvements will include reconstructing parts of Cambridge Street and parts of City Hall Plaza directly adjacent to the existing station. The western edge of Court Street will be repaved to include three lanes of travel allowing for a dedicated left turn lane onto Tremont Street, a left and right turn lane, as well as a dedicated right hand turn onto Cambridge Street. These lanes will all be marked with sharrows to allow for on-street bicycle facilities. Scheduled construction is planned to take approximately two years, during which trains will be able to bypass the station, however the station will be closed off from the public. To accommodate for this the MBTA will run a shuttle from Haymarket that circulates to State, Government Center, Bowdoin, and back to Haymarket for customers.

These improvements will drastically improve the City Hall Plaza area directly adjacent to the NECHV, providing a more accessible and customer friendly location to access the Green and Blue Lines. The renovation will also provide a more attractive Plaza space.

New England Center for Homeless Veterans Area Public Transportation

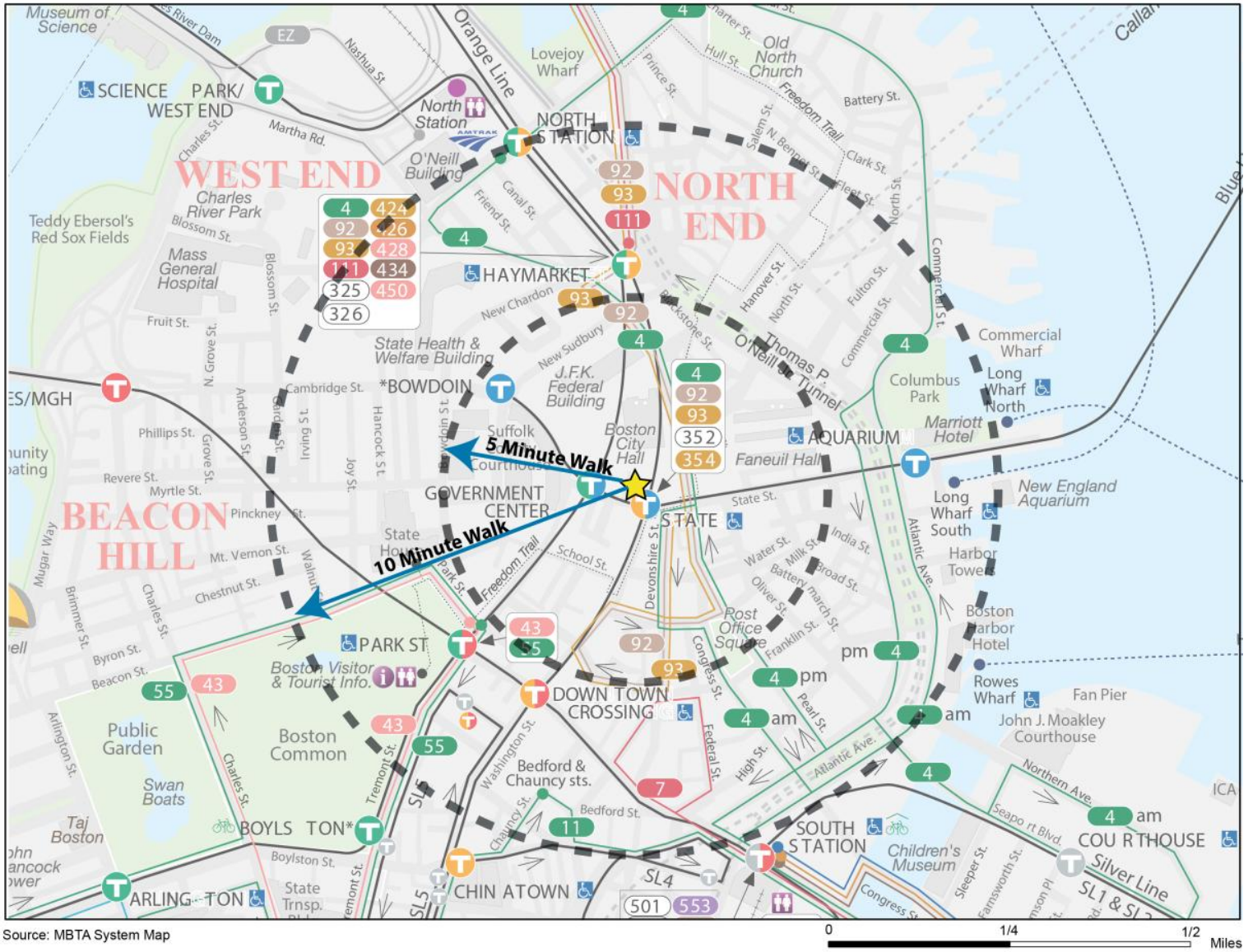


Figure 2-2: 17 Court Street Area Public Transportation

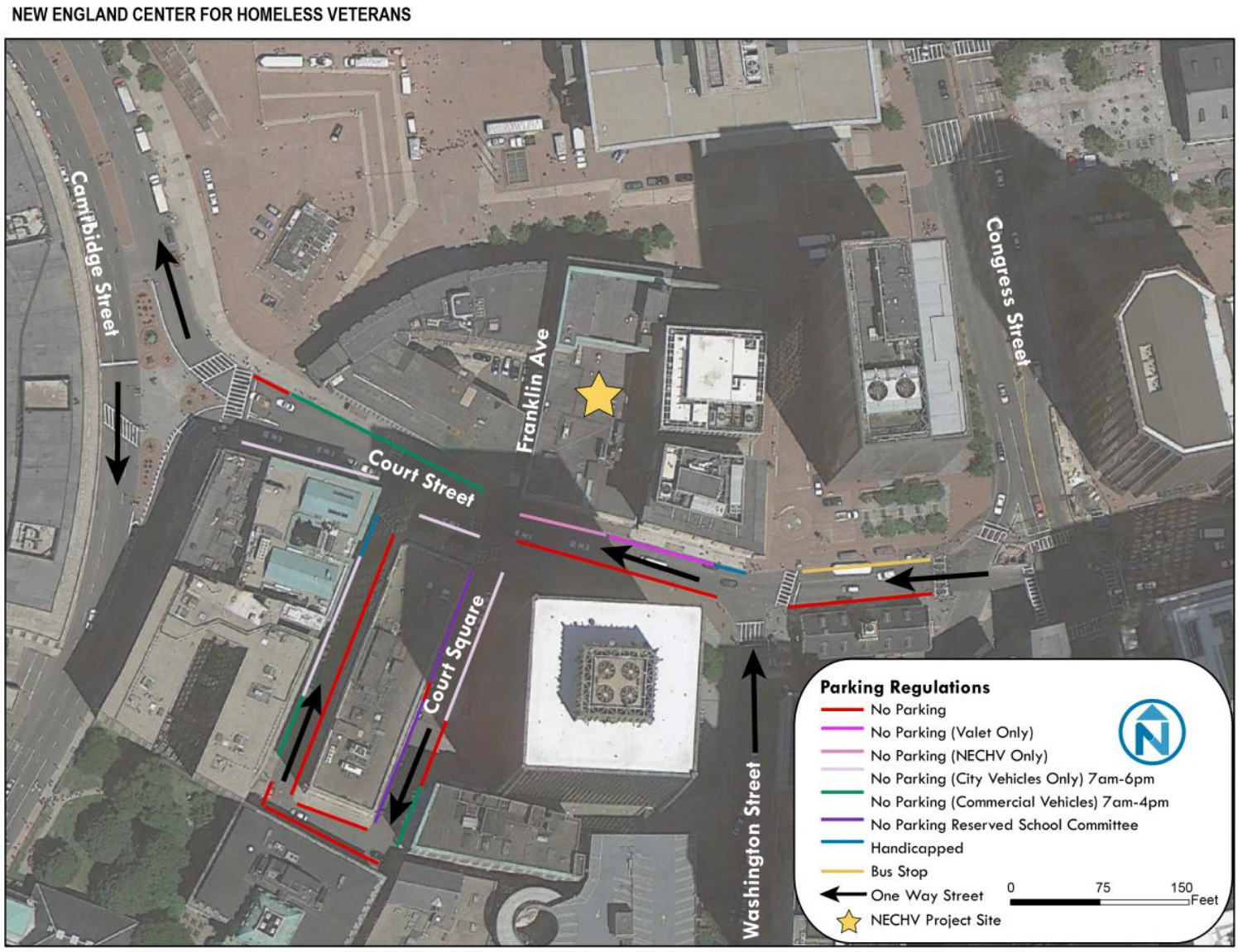


Figure 2-3: Study Area Parking Regulations

2.3 Building Operations and Proposed program

2.3.1 Introduction

The NECHV is an existing use, with an established history, that is well integrated into the surrounding area. As a non-profit institution providing permanent affordable housing, services, training and transitional housing for Veterans, the downtown location helps the NEHCV fulfill its mission by being easy to access for its client Veterans, and proximate to the jobs, services, and transit access offered in downtown Boston. As the primary nature and intensity of the uses, and the clients it serves are not substantively changing as a result of this improvement, the expected transportation impacts will be negligible. This section lays out the current and proposed building uses and operations of the New England Center for Homeless Veterans

2.3.2 Overall Square Footage of Building

Existing: The existing NECHV facility is comprised of two adjoined buildings totaling 130,000 square feet, housing office management spaces, transitional housing, various veterans social services, and 59 permanent single occupancy rooms for Veterans.

Proposed: The conceptual plan for the building will consolidate programs, services, and offices to the lower levels of the building including an expanded mezzanine level. Those moves will create space on the existing third, fourth, and ninth floors to accommodate more permanent housing. Overall there will be a higher degree of efficiency and accessibility throughout the building as a result of this space reconfiguration. The mezzanine level will be expanded approximately 4,800 square feet.

2.3.3 Permanent Residents

Existing: Currently, the NECHV facility provides permanent single occupancy apartments for 59 Veterans. These single room occupancy type apartments are currently located on the fifth through eight floors of the building. Residents are able to enter and exit from the building at their leisure and are provided direct pedestrian access to the building from the 30 Cornhill Street entrance. Currently, the elevators adjacent to the Cornhill Street entrance are the only working elevator in the building, so residents share access with all other NECHV activities. These units are permanently subsidized through federal funding which is attached to the units, not the residents, thus ensuring they will be continually affordable and serve the mission of providing permanent supportive housing for formerly homeless and at-risk Veterans. According to NECHV staff, no residents own vehicles at the Site and either walk or use transit to access jobs, visit family and conduct their daily lives.

Proposed: One of the main goals of the NECHV improvements is to expand its mission by providing additional permanent housing for Veterans. The proposed facility will provide a total of 94 permanent housing units for Veterans. This is an additional 35 units (or an almost 60% growth in housing units) that will provide permanent housing for Veterans. These apartments will be efficiency units with self-contained kitchen and bathroom that support a mixed gender population

of Veteran residents. A dedicated floor specifically for female Veterans will further add to the service and living options at the NECHV.

The entrance building will be upgraded and renovated to meet current building codes, and also to add accessibility measures to some of the units. By reconfiguring building space, three new floors of permanent housing will be created. The third and fourth floor will be reconfigured to comprise efficiency apartments for both male and female Veterans, while the ninth floor, although similarly configured will be reserved specifically as a separate area dedicated to permanent supportive housing for female Veterans. Similar to existing conditions, permanent residents are advised to utilize the 30 Cornhill Street entrance for both entering and exiting the building. The buildings elevators will be upgraded as well, and the 30 Cornhill Street entrance, lobby and elevators will become almost exclusively for use of the NECHV's permanent residents. Resident units will be subsidized in the same manner as current units, and building residents are expected to continue to either walk or use transit to access jobs, visit family and conduct their daily lives.

2.3.4 Offices

Existing: The building also serves as the headquarters and operations center for the NECHV organization. Administrative offices are currently concentrated on the ninth floor of the building. This includes offices for the Center's departments such as Finance, Development, Human Resources, Grants, and the Executive Directors office. Other offices such as Public Relations, Operations Offices, Board of Directors room, and security and intake offices reside on both the first floor and the mezzanine of the building.

Proposed: The proposed redevelopment of the building would consolidate the administrative offices and functions to the Mezzanine alongside the existing office spaces. These changes will greatly improve functionality and reduce internal inefficiencies, while actually slightly decreasing the overall square footage of office space.

2.3.4 Transitional Housing

Existing: The NECHV provides transitional service, including housing for Veterans who are facing the condition of homelessness, or are at-risk. Veterans accessing transitional services at the NECHV, live at the 17 Court Street facility for up to 48 months in accordance with federally resourced transitional service programs. The Center has the physical capacity to support over 300 transitional beds with 16 beds dedicated for women in a self-contained and secure separate space. While the Center's transitional housing census has some seasonal variance, the Center has increased its average monthly population by approximately 30 percent in the previous 12 months, as part of the dedicated national, State and City of Boston initiative to reach out to all Veterans facing homelessness, and connect them to services. On average the NECHV currently provides transitional accommodations and services for about 250 male Veterans and 15 female Veterans per night; while also supporting ten to 15 Veterans with emergency (shelter) housing. Existing transitional housing for male Veterans is located on the second and third floor within the building. The transitional housing for female Veterans is located on the Mezzanine floor.

Proposed: The proposed floor plan for the building will refine, consolidate and shift transitional housing for male Veterans from the current second and third floor to separately accessed areas of the third and fourth floor. Similarly, women's transitional housing will shift from the Mezzanine to a distinct and separately accessed area on the second floor. The proposed project will reduce the total amount of building square footage dedicated to transitional housing, which aligns with the national, Statewide and City goal of shifting service models from limited and self-perpetuating emergency (shelter) and prolonged transitional housing, to the higher value, permanent supportive housing that will end homelessness. The Center's resultant capacity for emergency and transitional housing will be sized to accommodate any dislocation or population surge in the City's challenged Veterans and to continue to fulfill its role as part of Boston's emergency shelter and severe weather safety network. Reallocation of internal building space and reconfiguration of flow paths will enhance the effectiveness and efficiency of the Center in all its current and envisioned future roles.

2.3.5 Services

In addition to permanent and transitional housing, the New England Center for Homeless Veterans provides an array of supportive service to Veterans facing challenges. Clinical services, vocational and life-skills training, meals, counseling, employment services, housing search and medical are just a few of the broad offerings for Veterans at NECHV. The NECHV annually provides assistance to over 1,000 veterans as described further below.

Dining Facility

Existing: The NECHV houses a full service kitchen and dining facility that provides daily meal services for Veterans in the Center's transitional and emergency housing programs. Permanent residents, visitors and Veterans at the facility for day services can also avail themselves of meals for a nominal fee. The Center serves approximately 130,000 meals in a year, and provides meal service seven days per week. On an average day, the Center serves approximately 135 breakfast meals, 110 lunches, and 170 dinners. The Center's kitchen and dining facility are located on the first floor, while a significant portion of the food storage (dry, chill and frozen) is located a floor below, in the basement. The Center receives food and other supply deliveries at the 17 Court Street building, unloading is via the front door; -however- , the bulk of the Center's food supplies are picked up at the source (Greater Boston Food Bank and other suppliers) using the NECHV truck.

Proposed: The proposed project would upgrade and improve the existing kitchen to a larger facility enabling more diverse food preparation and storage, food separation (for allergies and dietary needs) and more individualized service to Veterans. While the kitchen and dining service will be improved; the program and its volume of service will not change significantly.

Classes

Existing: To prepare and help Veterans acquire skill sets needed for job opportunities, the NECHV provides various life skills and training courses and job placement programs that help to build the foundation for employment opportunities. Currently the NECHV provides Veterans with job training in several disciplines including food service, security, computers, and commercial driver's licenses. Training programs and classes are open to eligible Veterans, who comprise transitional service recipients and permanent residents. An Information Resource Center is also available for resume assistance, computer access and other needs.

Proposed: All classroom and job training programs will be upgraded and consolidated to the more street accessible second floor of the building; however there will be no substantial change in square footage or use.

Clinics

Existing: The Center currently houses a full-service medical clinic that is staffed and supervised by an adjunct health care provider (Boston Healthcare for the Homeless). The clinic provides on-site, five day per week medical care access to all residents and serves as an important augment to the U.S. Department of Veterans Affairs (VA) health services. The health center offers support to Veterans who are ineligible for traditional Veterans Administration (VA) benefits and medical care.

Proposed: Proposed development plans will consolidate the health care clinic on the second floor of the building, and by optimizing the design, will substantially reduce the total area of the facility by about half, from 2,600 square feet to 1,200 square feet, while increasing effectiveness and improving service levels.

Counseling

Existing: A key component of the care and support provided to Veterans at the Center are its clinical counseling offerings. The NECHV staff clinicians provide substance abuse counseling, case management support, and additional services for Veterans. These services address a variety of issues such as substance abuse, mental health, combat and non-combat related post-traumatic stress disorder, financial assistance, and family reconciliation.

Proposed: The new building layout will provide for these and expanded offerings of counseling services for Veterans. The project will reconfigure the dedicated service and program space to create a more comfortable, conducive and insulated environment for Veterans and family members who come to the Center for services. This will include expanding the existing substance abuse facility and intake space from 1,300 sq ft to 2,600 sq ft, creating a more welcoming and private environment for Veteran services.

Donations Processing - Store

Existing: The Center accepts and processes in-kind donations that can be delivered to the Center by donors, or picked up directly by the NECHV. These donations are used to support service operations and are also made available to client Veterans. The NECHV operates a retail operation

or “store” that provides clothing, accessories, and toiletries to Veterans at no cost. Currently, donations are received at the front door entrance and brought to the basement to be processed and stored for stocking the store. Veterans are able to visit the store to pick up any essentials that they may need during the store’s operating hours.

Proposed: There are no proposed service complexion changes anticipated to the donation processing and store. Significantly improved process efficiencies are anticipated however, that will include delivery, storage, sorting, product display and Veteran customer access. Deliveries will be received through the revamped loading facility in the alley (Franklin Avenue) and separate elevators will be used for internal circulation.

Services Summary - Transportation

Existing: Outside of the permanent and transitional residents, the NECHV estimates that 30 to 40 Veterans utilize the building on an average day for the services listed above. Almost without exception, these clients either walk or use some form of public transportation to access the NECHV. While most come from Boston and the immediately surrounding municipalities, the NECHV also provides service to Veterans who arrive from farther towns, for whom Boston’s centralized access and proximity to other government services is a continual benefit.

Proposed: The NECHV is committed to continuing to support its client Veterans as needed, and the renovated facilities will allow for enhanced service provision. While difficult to predict, it is anticipated that these enhanced services may spark a small increase in daily use of services by non-residents.

Hours of Operation

Existing: The NECHV is in continuous operation as its services include permanent residences and transitional housing. The building is continuously staffed to provide for its permanent and transitional residents and respond to emergent needs of Veterans in the community, however the bulk of dedicated service offerings are in operation during traditional business and service provision hours.

Proposed: As the NECHV is renovated, the hours of operation are not expected to change as a result.

Employees

Existing: To support the full range of operations and services at the NECHV, a staff consisting of more than 100 full and part-time employees is maintained. The largest portion of the staff work during traditional business and service hours. Reception, maintenance, security and emergent support personnel are available around the clock.. Through staff interviews and surveys, the NECHV has determined that most of its employees currently use public transit as a means of travel to and from work on any given day. This helps to reduce the number of vehicular trips to and from the site as well as the demand for parking around the site. According to the NECHV, few

employees drive, and parking is generally not provided for employees, except for the limited use in the Alleyway (Franklin Avenue)

Proposed: As the NECHV grows and provides enhanced services to its clients, a slight increase in the number of employees is forecast over the next couple of years. It is important to note that any employment growth is related to the changing demand for services rather than necessitated by building expansion and renovation.

Loading/Service

Existing: Delivery service and loading activity are somewhat consistent, but can vary depending on NECHV needs and opportunities. Within the present building, there is a loading door at the alleyway (Franklin Avenue), however, the integral elevator has been out-of-service for a decade and precludes any use. As a result, all deliveries and people flow in and out of the building must share the single front entrance on Court Street.

While delivery vehicles can use the dedicated curbside space on Court Street for parking and staging, loading and unloading through the front door creates friction with other building uses, impedes traffic on the sidewalk and interrupts overall flow on Court Street and around the facility. Trash and other material being disposed of from the Center must also use the front, Court Street entrance for exit and staging, further impacting the congestion and flow on the sidewalk and vicinity. Restoration of the Franklin Ave. loading door will improve the safety and efficiency of trash storage, staging and removal.

The NECHV currently owns a box truck (SU-30) which it uses for its operations. This vehicle picks up donations from throughout the region, is in regular service (1-2 times/week) to the Greater Boston Food Bank to supply the kitchen, and is available to meet the Center's needs as they arise. SYSCO also provides food delivery on a weekly basis to the NECHV. Other deliveries are typical office deliveries (UPS, etc.) and generally use the Court Street entry. Trash is stored within the building and picked up on a daily basis at the Court Street curb by a private hauler under contract to NECHV.

Proposed: The proposed project will renovate the internal configuration of the NECHV to improve delivery handling space and bring the delivery elevator back online. The doorway and access located in the alleyway (Franklin Avenue) will also be improved and all subsequent loading and deli very servicces will be moved to this location. This will remove service vehicles from Court Street, create a more efficient and accessible means to circulate deliveries throughout the proposed project site, and greatly enhance overall efficiency. Most deliveries will be directed to use the loading facility in the alleyway and will be managed by the building's operations coordinator. Enhanced storage space for trash holding will also be available inside the building as shown in the floor level plans.

2.4 Transportation Summary

2.4.1 Introduction

As described above, the NECHV is an existing use, with an established history, that is well integrated into the surrounding area. As a non-profit providing housing, services, training and transitional housing for veterans, the downtown location helps the NEHCV fulfill its mission by being easy to access for its clients, and proximate to the jobs, services, and transit access offered in downtown Boston. As the primary nature and intensity of the uses, and the clients it serves are not substantively changing as a result of this improvement, the expected transportation impacts will be negligible. Upgrading the operations and facilities of the building will allow for the more efficient provision of services, and maintaining the downtown location itself provides the greatest benefits to its Veteran clients and reduces the potential transportation impacts of the NECHV. In short, the proposed NECHV renovation will:

- Expand the NECHV's overall ability to provide and manage services without impacting the surrounding transportation network.
- Allow for an almost 60% expansion of on-site permanent housing for formerly homeless Veterans.
- Continue to provide services for New England veterans in an easily accessible, centrally located facility, surrounded by public transportation and with a well-integrated pedestrian network.
- Increase internal efficiency and operations of all NECHV functions reducing on-street impacts without expanding the buildings footprint or square footage.
- Provide for and require loading and service to use the alleyway (Franklin Avenue)
- Add a roof deck allowing outside building access and reducing the outside congregation of building users.
- Work with the MBTA, City of Boston and other stakeholders on the proposed reconstruction of the adjacent MBTA Government Center station and associated City Hall Plaza improvements.
- Improve and formalizes transportation demand management measures for the employees, residents and clients of the NECHV.

2.4.2 Proposed Travel Demand Management Plan

Travel Demand Management (TDM) comprises a variety of strategies designed to reduce single-occupancy vehicle (SOV) travel and encourage "alternate modes" of transportation (public transit, walking, bicycling). As a facility with a defined mission of serving the region's most challenged Veterans, NECHV client Veterans typically do not have automobile access, and rely on the facility's centralized location for ease of access. Likewise, NECHV employees almost exclusively utilize non-auto modes to get to work.

Nevertheless, the NECHV will formalize the implementation of TDM programs to ensure that residents, visitors and customers can meet their mobility needs using the variety of transportation options available in this location. The Project intends to adopt the following measures and programs to benefit their residents, employees and clients.

Programmatic

- Provide information on travel alternatives onsite in a visible and easily accessible location within the building's common areas;
- Designate an on-site transportation coordinator;
- Encourage the use of non-auto modes for residents, employees and visitors;
- Work with area developments on transportation issues including investigating joining the Transportation Management Association (TMA); and
- Post signs and enforce idling laws at loading facility and in alley.

Public Transportation

- Work with the MBTA to enroll building residents and employees in monthly pass programs;
- Investigate the ability to provide for on-site transit pass sales;
- Work with the MBTA on the planned reconstruction of the adjacent Government Station Center

Pedestrian/Bicycle

- Provide free on-site bicycle parking for residents, employees and visitors in a secure area of the basement;
- Provide information on membership in Hubway, the City's bicycle sharing network.

CHAPTER 3.0

ENVIRONMENTAL PROTECTION

3.0 Environmental Protection

3.1 Wind

This project does not change the existing condition therefore it has no impact on wind.

3.2 Shadow

This project does not change the existing condition therefore it has no impact on shadow.

3.3 Daylight

This project does not change the existing condition therefore it has no impact on daylight.

3.4 Solar Glare

This project does not change the existing condition therefore it has no impact on solar glare.

3.5 Air Quality

This project does not change the existing condition therefore it has no impact on air quality.

3.6 Water Quality

This project does not change the existing condition therefore it has no impact on water quality.

3.7 Flood Hazard District/ Wetlands

This project does not change the existing condition therefore it has no impact on flood hazard district/wetlands.

3.8 Groundwater

This project does not change the existing condition therefore it has no impact on groundwater.

3.9 Geotechnical Impact

This project does not change the existing condition therefore it has no geotechnical impact.

3.10 Solid & Hazardous Waste

This project does not change the existing condition therefore it has no solid and hazardous waste.

3.11 Noise

This project does not change the existing condition therefore it has no impact on noise.

3.12 Wildlife Habitat

This project does not change the existing condition therefore it has no impact on wildlife habitat.

3.13 Construction Impacts

The proximity of city streets and abutting commercial properties to the site will require careful scheduling of material removal and delivery. Throughout Project construction or when necessary, a secure perimeter will be maintained to protect the public from construction activities. Planning with the City and neighborhood will be essential to the successful development of the Project. Planning will be coordinated with the adjacent Government Center Station renovation project and the City Hall Plaza renovation project.

A Construction Management Plan will be submitted to the BTD for review and approval prior to issuance of a building permit. The CMP will define truck routes which will help in minimizing the impact of trucks on local streets. During the construction phase of the Project, the Proponent will provide the name, telephone number and address of a contact person to communicate with on issues related to the construction.

3.13.1 Construction Methodology/Public Safety

Construction methodologies that ensure public safety and protect nearby tenants will be employed. Techniques such as barricades, walkways, painted lines, and signage will be used as necessary. Construction management and scheduling—including plans for construction worker commuting and parking, routing plans and scheduling for trucking and deliveries, protection of existing utilities, maintenance of fire access, and control of noise and dust will minimize impacts on the surrounding environment.

It may be necessary to occasionally occupy pedestrian walkways and portions of the surrounding streets. As the design of the Project progresses, the Proponent will meet with BTD to discuss the specific location of barricades, the need for lane closures, pedestrian walkways, and truck queuing areas. Secure fencing, signage, and covered walkways may be employed to ensure the safety and efficiency of all pedestrian and vehicular traffic flows. In addition, sidewalk areas and walkways near construction activities will be well marked and lighted to protect pedestrians and ensure their safety. Public safety for pedestrians on abutting sidewalks will also include covered pedestrian walkways when appropriate. If required by BTD and the Boston Police Department, police details will be provided to facilitate traffic flow. These measures will be incorporated into the CMP which will be submitted to BTD for approval prior to the commencement of construction work.

3.13.2 Construction Schedule

It is anticipated that construction will take approximately 16 months beginning in the Fall of 2014 and finishing in late 2015.

Typical construction hours will be from 7:00 a.m. to 6:00 p.m., Monday through Friday. Certain finish work done inside the building may be conducted on Saturdays. No substantial sound-generating activity will occur before 7:00 a.m. If longer hours, additional shifts, or Saturday work is required, the construction manager will place a work permit request to the Boston Air Pollution Control Commission and BTD in advance. It is noted that some activities such as finishing activities could run beyond 6:00 p.m. to ensure the integrity of the finished product.

3.13.3 Construction Staging/Access

Access to the site and construction staging areas will be as provided in the CMP. Although specific construction and staging details have not been finalized, the Proponent and its construction management consultant will work to ensure that staging areas will be located to minimize impacts to pedestrian and vehicular flow. Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic adjacent to the site. Construction procedures will be designed to meet all Occupational Safety and Health Administration (OSHA) safety standards for specific site construction activities.

3.13.4 Construction Mitigation

The Proponent will follow City and MassDEP guidelines which will direct the evaluation and mitigation of construction impacts. As part of this process, the Proponent and construction team will evaluate the Commonwealth's Clean Air Construction Initiative.

The CMP will include detailed information on specific construction mitigation measures and construction methodologies to minimize impacts to abutters and the local community. The CMP will also define truck routes which will help in minimizing the impact of trucks on City and neighborhood streets.

"Don't Dump - Drains to Boston Harbor" plaques will be installed if storm drains are replaced or installed as part of the Project (not anticipated).

3.13.5 Construction Employment and Worker Transportation

The number of workers required during the construction period will vary. It is anticipated that approximately 90 construction jobs will be created over the length of construction. The Proponent will make reasonable good-faith efforts to have at least 50% of the total employee work hours be for Boston residents, at least 25% of total employee work hours be for minorities and at least 10% of the total employee work hours be for women.

To reduce vehicle trips to and from the construction site, minimal construction worker parking will be available at the site and all workers will be strongly encouraged to use public transportation and ridesharing options. The general contractor will work aggressively to ensure that construction

workers are well informed of the public transportation options serving the area. Space on-site will be made available for workers' supplies and tools so they do not have to be brought to the site each day.

3.13.6 Construction Truck Routes and Deliveries

Truck traffic will vary throughout the construction period, depending on the activity. The construction team will manage deliveries to the site during morning and afternoon peak hours in a manner that minimizes disruption to traffic flow on adjacent streets. Construction truck routes to and from the site for contractor personnel, supplies and materials required for the development will be coordinated with BTD. Traffic logistics and routing will be planned to minimize community impacts. Truck access during construction will be determined by the BTD as part of the CMP. These routes will be mandated as a part of all subcontractors' contracts for the development. The construction team will provide subcontractors and vendors with Construction Vehicle & Delivery Truck Route Brochures in advance of construction activity.

"No Idling" signs will be included at the loading, delivery, pick-up and drop-off areas.

3.13.7 Construction Air Quality

Short-term air quality impacts from fugitive dust may be expected during demolition and the early phases of construction but are expected to be minimal given that most construction will take place inside the existing building's structure. Plans for controlling fugitive dust include mechanical street sweeping and careful removal of debris by covered trucks if necessary. The construction contract will provide for a number of strictly enforced measures to be used by contractors to reduce potential emissions and minimize impacts. These measures are expected to include:
Using covered trucks;
Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
Minimizing storage of debris on the site; and
Periodic Street and sidewalk cleaning with water to minimize dust accumulations.

3.13.8 Construction Noise

The Proponent is committed to mitigating noise impacts from the construction of the Project (significant noise impacts are not anticipated as most work will be done inside the building.). Increased community sound levels, however, are an inherent consequence of construction activities. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities.

- Mitigation measures are expected to include:

- Instituting a proactive program to ensure compliance with the City of Boston noise limitation policy;
- Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment, such as air compressors and welding generators.
- Replacing specific construction operations and techniques by less noisy ones where feasible;
- Selecting the quietest of alternative items of equipment where feasible;
- Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment; and
- Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

3.13.9 Construction Waste Management

The Proponent will reuse or recycle demolition and construction materials to the greatest extent practicable. Construction procedures will allow for the segregation, reuse, and recycling of materials. Materials that cannot be reused or recycled will be transported in covered trucks by a contract hauler to a licensed facility.

3.13.10 Construction Waste

The Proponent will take an active role with regard to the reprocessing and recycling of construction waste. The disposal contract will include specific requirements that will ensure that construction procedures allow for the necessary segregation, reprocessing, reuse and recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per MassDEP Regulations for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the disposal contract. Construction will be conducted so that materials that may be recycled are segregated from those materials not recyclable to enable disposal at an approved solid waste facility.

3.13.11 Protection of Utilities

Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way, if any, will be in accordance with the MWRA, BWSC, Boston Public Works, Dig Safe, and the governing utility company requirements, as applicable. All necessary permits will be obtained before the commencement of the specific utility installation. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer and drain facilities will be reviewed by BWSC as part of its site plan review process.

3.14 Rodent Control

3.13.1 Construction Phase Controls

The City enforces the requirements established under the Massachusetts State Sanitary Code, Chapter II, 105 CMR 410.550 and the State Building code, Section 108.6. Policy Number 87-4 established that extermination of rodents shall be required for issuance of permits of demolition, excavation, foundation and basement rehabilitation.

A Rodent Control Plan will be implemented to both eliminate the rodent population on and around the project site prior to the start of construction and to monitor and maintain the rodent free environment throughout the construction period to avoid any negative impact on adjacent areas. This plan will be developed and suited for approval and will comply with all regulatory agencies having jurisdiction.

3.14.2 Permanent Controls

The Center has an existing contract with a professional pest management firm that provides an aggressive maintenance service, including bi-weekly inspections of all components of their urban pest management program throughout the facility. The Center will contract with the same firm to progressively re-establish & update the pest management program as the phased renovation work proceeds.

3.15 Sustainable Design

The Owner is committed to developing an environmentally friendly building. The building at 17 Court Street will be renovated to achieve the equivalency of a Silver Rating per the U.S. Green Building Council's Leadership in **New Construction and Major Renovations (LEED 2009),** although the project will not apply for certification. Prerequisites are given requirements and are not addressed in the narrative below. The elective preliminary credits targeted for this project are indicated below and follow the checklist for this rating system. The assessment of achievable credits shall be ongoing as the design progresses. The credits that are under consideration for inclusion with this project are italicized.

LEED 2009 for New Construction and Major Renovations: Proposed Points

Sustainable Sites (SS)

SS Credit 1: Site Selection

The building and site are existing and will have no impact on sensitive restrictive or environmental land conditions.

SS Credit 4.1: Alternative Transportation: Public Transportation Access

The building/facility is within easy walking distance to all four subway lines and ferries that serve Boston and environs.

SS Credit 4.2: Alternative Transportation: Bicycle Storage and Changing Rooms
Accessible bicycle Storage facilities will be incorporated into the final design.

SS Credit 4.4: Alternative Transportation: Parking Capacity
The project does not include parking and is not required by code to do so.

SS Credit 6.1: Stormwater Design – Quantity Control (Tom O'Neil)
Case 1. Option 1. The post development discharge rate and quantity shall not exceed the predevelopment rate and quantity.

SS Credit 6.2: Stormwater Design – Quality Control
Implement a stormwater management plan that uses acceptable best management practices to treats the runoff and complies to state and local standards and specifications.

SS Credit 7.2: Heat Island Effect - Roof
Project will incorporate roofing materials with a solar reflectance index (SRI) equal to or greater than 78.

SS Credit 8: Light Pollution Reduction
Project will incorporate occupant sensing devices to reduce light pollution during night-time hours especially at those fixtures with immediate line of sight to exterior openings.

Water Efficiency (WE)
WE Credit 1: Water Efficient Landscaping
Landscaping will not require irrigation or will use captured rainwater.

WE Credit 3: Water Use Reduction
Project will reduce water usage by at least 30%.
Project will consider further reductions during design phase.

Energy and Atmosphere (EA)
EA Credit 1: Optimize Energy Performance
Project will improve energy performance by at least 20% over baseline criteria.
Project Team will attempt to achieve 30% performance.

EA Credit 2: On-Site Renewable Energy
The Project Team is reviewing options for renewable energy.

EA Credit 3: Enhanced Commissioning

The proponent will contract with an independent qualified firm to perform commissioning. Reports and recommendations will be submitted directly to the Owner.

EA Credit 4: Enhanced Refrigerant Management

The Project will select refrigerants for HVAC and refrigeration equipment that minimize the emission of compounds that contribute to ozone depletion and climate change. Fire suppression system will not use HCFCs or halons.

EA Credit 5: Measurement and Verification

The Owner will implement a measurement and verification (M&V) plan consistent with Option D for a minimum of one year of post –renovation occupancy.

Materials and Resources (MR)

MR Credit 1.1: Building re-Use: Maintain Existing Walls, Floors, and Roof

The Project is a substantial renovation of an existing building in which 95% of the existing structural building systems are to remain in place during and following the renovation.

MR Credit 1.2: Building Re-Use: Maintain 50% of the Interior Non-Structural Elements

The Design team is reviewing options for maintaining existing interior partitions and minimizing waste

MR Credit 2: Construction Waste Management

The Project intends to recycle or salvage a minimum of 50% of the non-hazardous and demolition debris. *The Project Team is considering expanding this quantity to 75%.*

MR Credit 3: Materials Re-Use

The Project will incorporate salvaged, refurbished, or re-used materials into the final design and achieve a minimum of 5%, based on cost, of the total value of materials on this project. *The Project Team is considering expanding this quantity to 10%.*

MR Credit 4: Recycled Content

The Architect will specify materials with a minimum of 10% recycled content, based on cost.
The Project team is considering methods for expanding this quantity to 20%.

MR Credit 5: Regional Materials

Depending on the development of the design, the Architect will specify a minimum that 10% of building materials are extracted, harvested, manufactured, or recovered within a 500-mile radius of Boston. *The Project team is considering methods for expanding this quantity to 20%.*

MR Credit 6: Rapidly Renewable Materials

The Architect will specify a range of materials that are rapidly renewable and comprise a minimum 2.5% of the total value of all building materials.

MR Credit 7: Certified Wood

Where wood products are used, the Architect will specify that a minimum of 50% of these materials are certified in accordance with the Forest Stewardship Council (FSC) principles and criteria.

Indoor Environmental Quality (IAQ)

IAQ Credit 1: Outdoor Air Delivery Monitoring

The Project Team is considering monitoring the CO2 concentrations in mechanically ventilated spaces.

IAQ Credit 2: Increased Ventilation

The Project Team is considering increasing fresh air provision and exhaust of mechanically ventilated spaces.

IAQ Credit 3.1: Construction IAQ Best Management Plan – During Construction

The Design Team and the Owner is committed to protecting existing systems during construction activities and control pollutant sources.

IAQ Credit 3.2: Construction IAQ Best Management Plan – Before Occupancy

Prior to occupancy the contractor shall install new filter media and perform a building flush-out and/or test the air for contaminants.

IAQ Credit 4.1: Low-Emitting Materials – Adhesives and Sealants

The Architect will specify adhesives and sealants that meet the South Coast Air Quality Management District Rule 1168 and guidelines for low-VOC materials.

IAQ Credit 4.2: Low-Emitting Materials – Paints and Coatings

The Architect will specify paints and coatings that meet the South Coast Air Quality Management District Rule 1113 and guidelines for low-VOC materials in paints and coatings.

IAQ Credit 4.3: Low-Emitting Materials – Flooring Systems

The Architect will specify flooring systems that are low-VOC in content and meet the requirements of the Green Label Plus program

IAQ Credit 4.4: Low-Emitting Materials – Composite Wood and Agrifiber Products

The Architect will specify cabinets systems and millwork that are low-VOC in content and do not contain urea-formaldehyde resins. The Architect will review MSDS sheets prior to specifying and confirm that installed materials meet the letter of the specification.

IAQ Credit 5: Indoor Chemical and Pollutant Source Control
The Project Team is considering providing isolated mechanical ventilation in areas of the building that use materials that are considered chemical pollutants.

IAQ Credit 6.1: Controllability of Systems – Lighting
The Project Team is considering methods for maximizing lighting control by building occupants, users, and residents.

IAQ Credit 6.2: Controllability of Systems – Thermal Comfort
The Project Team is considering methods for maximizing thermal controls by building occupants, users, and residents, and balancing this with maximizing energy performance of the building.

IAQ Credit 7.1: Thermal Comfort – Design
The Design Engineers will utilize ASHRAE 55-2004 that support that desired quality and occupant satisfaction while maximizing building performance.

IAQ Credit 7.2: Thermal Comfort - Verification
The Design Engineers will utilize ASHRAE 55-2004 to verify the building performance and thermal comfort criteria.

IAQ Credit 8.1: Daylight and Views – Daylight
The Architect and Owner are analyzing the potential for maximizing natural daylight into the building; due to the depth of the building and existing window patterns, achieving daylight access for 75% of all regularly occupied areas of the building may not be possible.

IAQ Credit 8.2: Daylight and Views – Views
The Architect and Owner are analyzing the potential for maximizing views to the exterior of the building; due to the depth of the building and existing window patterns, achieving “views” for 90% of all occupied areas may not be possible.

Innovation in Design (ID)
ID Credit 1.1: Innovation in Design: Green Cleaning
During the design process the Project Team and the Owner will devise a new strategy for promoting, selecting, and using a “green maintenance” strategy for use post-renovation. The strategy will include research into comparable materials and systems, cost analysis for purchasing, and a format training for training maintenance personnel.

ID Credit 1.2: Innovation in Design: Integrated Pest Management

During the design process the Project Team and the Owner will contract with a consultant to construct an integrated pest management strategy for addressing ongoing issues at the facility including bed-bug control and eradication, rodent management, etc. The strategy will include verification methods for assessing progress after implementation.

ID Credit 1.3: Innovation in Design: Education Program

During the design process the Project Team and the Owner will develop a manual that will educate present and future residents about particular sustainable aspects of the building including but not limited to: bicycle access, proximity to public transportation, maintenance protocols, efforts to control light pollutions, water and energy saving features, recycling, etc. The development of the manual will include verification methods for assessing progress after implementation.

ID Credit 1.4: Innovation in Design: Additional Water Savings

The Project Team will focus on additional water saving methods.

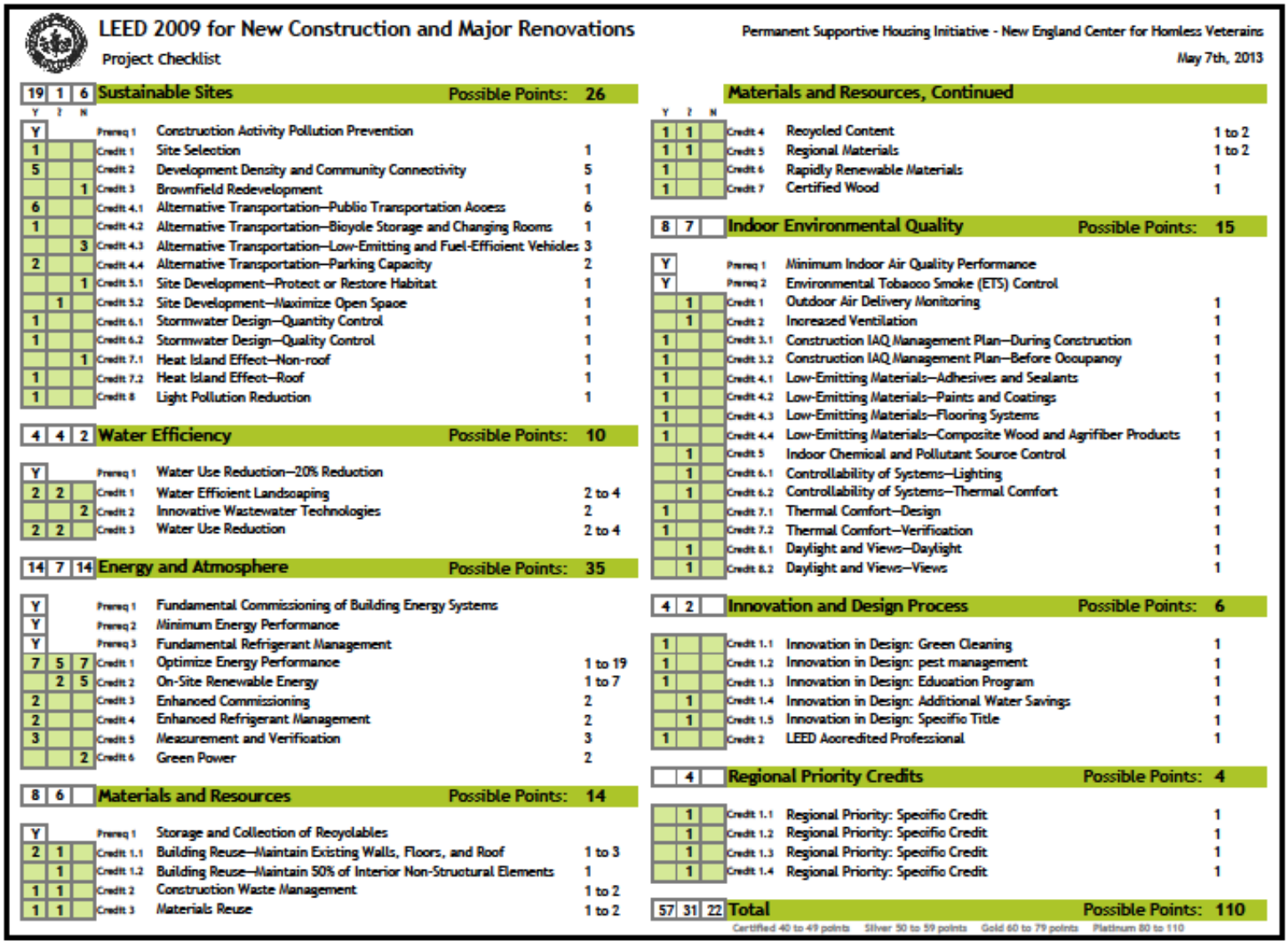
ID Credit 2: LEED Accredited Professional

The Project teams includes at least one(1) LEED accredited professional to guide and assess the strategies for setting goals and verifying progress towards achieving established goals.

Regional Priority Credits (RPC)

RPC Credit 1.1: Regional Priority: Specific Credit

The Project Team is verifying whether the project qualifies for a Regional Priority credit.



LEED 2009 for New Construction and Major Renovations

Project Checklist

Permanent Supportive Housing Initiative - New England Center for Homless Veterains

May 7th, 2013

Sustainable Sites — Possible Points: 26

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
		3	Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
		1	Credit 5.1	Site Development—Protect or Restore Habitat	1
	1		Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
1			Credit 6.2	Stormwater Design—Quality Control	1
		1	Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
1			Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 10

Y	?	N			
Y			Prereq 1	Water Use Reduction—20% Reduction	
2	2		Credit 1	Water Efficient Landscaping	2 to 4
		2	Credit 2	Innovative Wastewater Technologies	2
2	2		Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 35

Y	?	N			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
7	5	7	Credit 1	Optimize Energy Performance	1 to 19
	2	5	Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
3			Credit 5	Measurement and Verification	3
		2	Credit 6	Green Power	2

Materials and Resources — Possible Points: 14

Y	?	N			
Y			Prereq 1	Storage and Collection of Recyclables	
2	1		Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
	1		Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
1	1		Credit 2	Construction Waste Management	1 to 2
1	1		Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
1	1		Credit 4	Recycled Content	1 to 2
1	1		Credit 5	Regional Materials	1 to 2
1			Credit 6	Rapidly Renewable Materials	1
1			Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

Y	?	N			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
	1		Credit 1	Outdoor Air Delivery Monitoring	1
	1		Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
1			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
	1		Credit 5	Indoor Chemical and Pollutant Source Control	1
	1		Credit 6.1	Controllability of Systems—Lighting	1
	1		Credit 6.2	Controllability of Systems—Thermal Comfort	1
1			Credit 7.1	Thermal Comfort—Design	1
1			Credit 7.2	Thermal Comfort—Verification	1
	1		Credit 8.1	Daylight and Views—Daylight	1
	1		Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

Y	?	N			
1			Credit 1.1	Innovation in Design: Green Cleaning	1
1			Credit 1.2	Innovation in Design: pest management	1
1			Credit 1.3	Innovation in Design: Education Program	1
	1		Credit 1.4	Innovation in Design: Additional Water Savings	1
	1		Credit 1.5	Innovation in Design: Specific Title	1
1			Credit 2	LEED Accredited Professional	1

Regional Priority Credits — Possible Points: 4

Y	?	N			
	1		Credit 1.1	Regional Priority: Specific Credit	1
	1		Credit 1.2	Regional Priority: Specific Credit	1
	1		Credit 1.3	Regional Priority: Specific Credit	1
	1		Credit 1.4	Regional Priority: Specific Credit	1

Total — Possible Points: 110

Y	?	N			
57	31	22		Total	

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

Figure 3-1: LEED Score Card

CHAPTER 4.0

URBAN DESIGN

4.0 Urban Design

4.1 Existing Building

This Project will preserve for another generation a building that is a key element in the pedestrian's experience along Court Street, and across City Hall Plaza. The original Court Street building and the Addition were designed by the same architectural firm responsible for the adjacent Ames Building (Ames-Morgan Hotel). 17 Court Street picks up the older buildings cornice lines and opening patterns creating a continuous, rhythmic façade as pedestrians move along the north side of Court St. The strong classical façade of 17 Court Street paired with the similar façade across the street at the base of 26 Court, mark a turn in the street and a shift from old narrow streets to the open landscape of City Hall Plaza. The Addition plays a key role in establishing a coherent southern edge to City Hall Plaza. The ten story early 20the century building makes an effective scale and stylistic transition from the older, lower Sears Crescent to One Washington Mall, a fifteen story mid century high rise.

4.2 Project Improvements

Project improvements that will enhance the pedestrian experience include restoration of window glazing, historic façade details and canopy upgrades on the Court Street façade. The renovated first floor will include a generous reception & waiting area off the main entrance. The project also includes a new roof deck on top of the ten story Addition creating a private outdoor space. The Center will encourage its' residents and visitors to use the deck for all outdoor activity and discourage congregating on the street near the building entrances. Project design will be subject to BRA review as part of the Article 80 process.

4.3 Coordination with Adjacent Projects

Members of the NECHV Project Team have already met with representatives from two important adjacent projects that are currently underway. In an initial conversation regarding the City Hall Plaza reconstruction project, the Team agreed to review the 17 Court Street renovation design with Mr. David Grassino Senior Architect at the BRA as part of our Article 80 process. We also exchanged information with Mr. Dan Beaulieu, the MBTA project manager responsible for the Government Center Station reconstruction project. Both parties provided rough construction schedules and initial ideas on construction logistics. We agreed to document a draft construction logistics plan and to meet with Dan Beaulieu and other MBTA staff for an early coordination meeting. The NECHV team will continue to work with the MBTA, City of Boston and other stakeholders on the proposed reconstruction of the adjacent MBTA Government Center station and associated City Hall Plaza improvements

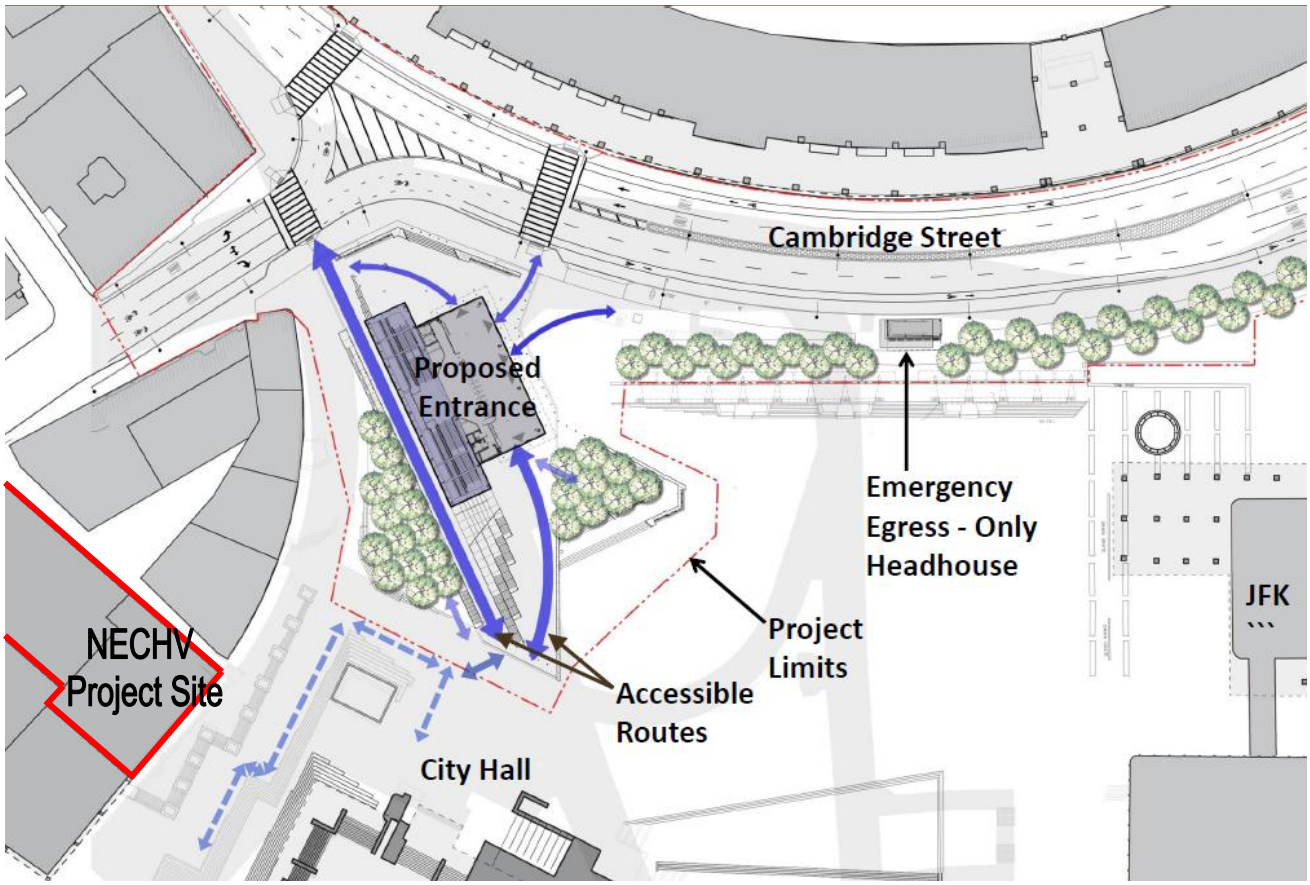


Figure 4-1: Proposed Site Plan: New Government Center Station

CHAPTER 5.0

HISTORIC RESOURCES

5.0 Historic Resources

5.1 Historic Resources within the Project Site

The building at 17 Court Street is comprised of two joined structures built a different times; the original four-story portion of the building on Court Street was designed by Shepley, Rutan and Coolidge, constructed in 1908, and consists of steel frame, stone(granite) and brick veneer, and housed the Old Colony Trust Company main office. Remnants of the original construction are still visible in various places throughout the building in metal work, railings, exterior and interior details, column capitals, and flooring. In 1925, the same architect designed and constructed the ten-story addition that fronts on the current City Hall plaza, though originally this location had a Cornhill Street address and was adjacent to Scollay Square.

The building exterior shell has mostly survived except the removal of a large skylight over the banking hall of the original building, removal of historic entry doors, and the covering of the historic canopy with a metal pan system. Only small vestiges of the original interior remain after many renovations.

5.2 Historic Resources in the Vicinity of the Project Site

17 Court Street is situated in an historic neighborhood with several buildings that are listed on the National Register of Historic Places. Commercial buildings on the Register include the Sears Crescent and Sears Block built in 1816 which also originally fronted on Cornhill Street near Scolly square, the Ames Building built in 1893 designed by Shepley, Rutan and Coolidge, the same firm that designed 17 Court Street, and the Second Brazer Building on State Street a Case Gilbert design completed in 1896. Nearby public buildings on the Register include. the Old State House built in 1713 the Old City Hall by G J F Bryant and Arthur Gilman and built in 1865 and the John Adams Courthouse built in 1893.

5.3 Proposed Development Historic Resource Notes

The project team will file for historical designation with the Interior Department, apply for historic tax credits, and improve the interior and exterior historic elements of the building to the extent possible. The greatest and most visible exterior improvements will occur on Court Street: including cleaning and repairs of existing granite masonry, windows, lanterns and entry system. The Project also includes improvements to the existing canopy structure and exterior lighting.

CHAPTER 6.0

INFRASTRUCTURE SYSTEMS

6.0 Infrastructure Systems

6.1 Introduction

This chapter of the PNF outlines the existing utilities surrounding the Proposed Project site, the proposed connections required to provide service to the new structure, and any impacts on the existing utility systems that may result from the construction of the Proposed Project. The following utility systems are discussed herein:

- Sewer
- Domestic water
- Fire protection
- Drainage

The Proposed Project includes the renovation of the existing New England Center for Homeless Veterans (NECHV) with new utility services.

6.2 Sewer Infrastructure

6.2.1 General

There are existing Boston Water and Sewer Commission (BWSC) sanitary sewer mains located in City Hall Plaza and in an alley adjacent to the project site. There are two combined sewer mains located in Court Street:

- A 12-inch BWSC sanitary sewer main in City Hall Plaza which connects to a 12-inch sanitary sewer main flowing in the northerly direction in Congress Street.
- A 12-inch x 15-inch sanitary sewer main in the alley adjacent to the project site flowing in the northerly direction into the 12-inch sanitary sewer in City Hall Plaza.
- A 12-inch combined sewer located on the North side of Court Street, flowing in the easterly direction into a 15-inch combined sewer in State Street.
- A 15-inch combined sewer located on the South side of Court Street, flowing in the easterly direction into a 15-inch combined sewer in Washington Street.

The existing sewer system is illustrated in **Figure S-1**.

6.2.2 Wastewater Generation

The Proposed Project's sewage generation rates were estimated using the Massachusetts Division of Water Pollution Control Sewer System Extension and Connection Permit Program at 314 CMR 07.00. 314 CMR 07.00 lists typical generation values for the sources listed in **Table 6-1** for Proposed Project. Typical generation values are generally conservative values for estimating the sewage flows from new construction. 314 CMR 07.00 sewage generation values are used to evaluate new sewage flows or the increase in flows to existing connections. **Table 6-1** describes

sewage generation due to the Proposed Project. **Table 6-2** describes the sewage generation due to the existing site.

Table 6-1: Proposed Project Wastewater Generation

Room Use	Size		314 CMR Value (gpd/unit)		Total Flow (gpd)
Residential	339	people	65	/person	22,035
Permanent	94	people			
Transitional	195	people			
Day/Walk-in	50	people			
Food Service	339	seats	35	/seat	11,865
Laundry Services	19	machines	400	/machine	7,600
Nurse's Office	1	nurse	250	/nurse	250
Office	20,945	sf	75	/1,000 sf	1,571
Proposed Sewer Flows (gpd):					43,321

Table 6-2: Existing Wastewater Generation

Room Use	Size		314 CMR Value (gpd/unit)		Total Flow (gpd)
Residential	345	people	65	/person	22,425
Permanent	59	people			
Transitional	251	people			
Day/Walk-in	35	people			
Food Service	170	seats	35	/seat	5,950
Laundry Services	17	machines	400	/machine	6,800
Nurse's Office	1	nurse	250	/nurse	250
Office	16,865	sf	75	/1,000 sf	1,265
Existing Sewer Flows (gpd):					36,690

6.2.3 Sewage Capacity & Impacts

The Proposed Project's impact to the existing BWSC systems in Court Street and City Hall Plaza was analyzed. The existing sewer system capacity calculations are presented in **Table 6-2**.

Table 6-3: Sewer Hydraulic Capacity Analysis

Manhole (BWSC Number)	Distance (feet)	Invert Elevation (up)	Invert Elevation (down)	Slope (%)	Diameter (inches)	Manning's Number	Flow Capacity (cfs)	Flow Capacity (MGD)
177 to 178	250	24.9	24.65		12	0.013	1.13	0.73
296 to 295	120	14.57	14.45		12	0.013	1.13	0.73
to 296	130	14.7	14.57		12	0.013	1.13	0.73
159 to 158	70	17.20	17.13		15	0.013	2.04	1.32

Note:
1. Manhole numbers taken from BWSC Sewer System Map
2. Flow Calculations based on Manning Equation
3. All pipes assumed to be vitrified clay, to be conservative
4. A conservative slope of 0.1% was assumed for all Manhole calculations.

6.2.4 Proposed Conditions

The Proponent will coordinate with the BWSC on the design and capacity of the proposed connections to the sewer system. The Proposed Project is expected to generate wastewater flows of approximately 43,321 gallons per day which is an increase of 6,631 gpd from the existing site.
The sewer services for the building will tie into the 12-inch combined sewer in Court Street.
All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's site plan review process for the Proposed Project. This process includes a comprehensive design review of any proposed service connections, an assessment of project demands and system capacity, and the establishment of new service accounts.

6.2.5 Proposed Impacts

The adjacent roadway sewer system in Court Street and City Hall Plaza and potential building service connection to the sewer system was analyzed.
Results shown in **Table 6-3** indicate the hydraulic capacity of the 12-inch BWSC sanitary sewer in City Hall Plaza, the 12-inch x 15-inch sanitary sewer in the alley near the site, the 12-inch combined sewer in Court Street, and the 15-inch combined sewer in Court Street. The minimum hydraulic capacity is 0.73 million gallons per day (MGD) or 1.13 cfs for the 12-inch combined sewer in Court Street. Based on the increase in average daily flow estimate for the Proposed Project of 6,631 gpd or 0.007 MGD; and with a safety factor of 10 (total estimate=.007MGD x 10 = 0.07 MGD), no capacity problems are expected within the Court Street sewer system.

6.3 Water Infrastructure

6.3.1 General

Water for the Proposed Project site will be provided by the BWSC. There are five different water systems within the city, and these provide service to portions of the city based on ground surface elevation. The five systems are southern low (commonly known as low service), southern high (commonly known as high service), southern extra high, northern low, and northern high. There is a 16-inch BWSC Southern High main in Court Street, an 8-inch BWSC Southern High main in an alley near the site, a 16-inch Southern High main in Washington Mall, and a 24-inch Southern Low main in Washington Street and Washington Mall.
The existing water system is illustrated in **Figure W-1.**

6.3.2 Water Consumption

The Proposed Project's water demand estimate for domestic services is based on the Proposed Project's estimated sewage generation, described above. A conservative factor of 1.1 (10%) is applied to the estimated average daily wastewater flows calculated with 314 CMR 07.00 values to account for consumption, system losses and other usages to estimate an average daily water demand. The Proposed Project, which includes the renovation of the existing building, will require approximately 47,653 gpd of domestic water. The water for the Proposed Project will be supplied by the BWSC system.

All efforts to reduce water consumption will be made. Aeration fixtures and appliances will be chosen for water conservation qualities.

All new water services will be installed in accordance with the latest Local, State, and Federal codes and standards. Backflow preventers will be installed at both domestic and fire protection service connections. New meters will be installed with Meter Transmitter Units (MTU's) as part of the Boston Water and Sewer Commission's Automatic Meter Reading (AMR) system.

6.3.3 Proposed Project

The domestic services for the building do or will connect to the 24-inch Southern Low main in Washington Mall. The fire services for the building will connect to the 16-inch Southern High main in Court Street.

The domestic and fire protection water service connections required by the Proposed Project will meet the applicable City and State codes and standards, including cross-connection backflow prevention. Compliance with the standards for the domestic water system service connection will be reviewed as part of BWSC's Site Plan Review Process. This review includes, but is not limited to, sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and Siamese connections that conform to BWSC and Boston Fire Department requirements.

6.3.4 Proposed Impacts

No water capacity problems are anticipated within this system as a result of the Proposed Project's construction.

6.4 Stormwater

6.4.1 General Notes

There are BWSC two combined sewers in Court Street as described in the Sewer Infrastructure section above.

There is a 12-inch BWSC combined sewer beneath the north side of Court Street which flows in the easterly direction into a 15-inch combined sewer in State Street. There is also a 15-inch BWSC combined sewer beneath the south side of Court Street which flows in the easterly direction.

The existing BWSC storm drain system is illustrated in **Figure SD-1.**

6.4.2 Proposed Project

The Proposed Project will not increase the amount of impervious area at the site compared to the existing condition. The project will maintain the existing peak rates and volumes of runoff. No significant stormwater rate or volume mitigation is anticipated. BWSC will require recharging the first inch of runoff over the site imperious area. Complying with this requirement will be very difficult for this project. The NECHV team will work with city agencies to agree on a reasonable accommodation.

All improvements and connections to BWSC infrastructure will be reviewed as part of the Commission's site plan review process. This process includes a comprehensive design review of the proposed service connections, assessment of project demands and system capacity, and establishment of service accounts.

6.4.3 Water Quality Impact

The Proposed Project will not affect the water quality of nearby water bodies. Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and BWSC storm drain systems. These controls will be inspected and maintained throughout the construction phase until all areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

All necessary dewatering will be conducted in accordance with applicable MWRA and BWSC discharge permits. Once construction is complete, the Proposed Project will each be in compliance with all local and state stormwater management policies. See below for additional information.

6.4.4 DEP Stormwater Management Policy Standards

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

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

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

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

Standard #2: Stormwater management systems must be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.

Compliance: The proposed design will comply with this Standard. The existing discharge rate will be met or decreased as a result of the improvements associated with the Proposed Project.

Standard #3: Loss of annual recharge to groundwater should be minimized through the use of infiltration measures to the maximum extent practicable. The annual recharge from the post development site should approximate the annual recharge from the pre-development or existing

site conditions, based on soil types. Meeting this standard will be very difficult for this project. The Project Team will review this standard with city agencies.
Compliance: The Proposed Project will comply with this standard to the maximum extent practicable.

Standard #4: For new development, stormwater management systems must be designed to remove 80% of the average annual load (post-development conditions) of Total Suspended Solids (TSS). It is presumed that this standard is met when: Suitable nonstructural practices for source control and pollution prevention are implemented; Stormwater management best management practices (BMPs) are sized to capture the prescribed runoff volume; and Stormwater management BMPs are maintained as designed.
Compliance: The proposed design will comply with this standard. Within the Proposed Project's limit of work, there will be mostly roof and pedestrian areas on Court Street only. Any newly paved areas that would contribute unwanted sediments or pollutants to the existing storm drain system will be collected by deep sump, hooded catch basins and conveyed through water quality units before discharging into the BWSC system.

Standard #5: For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If, through source control and/or pollution prevention, all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L.c. 21, §§ 26-53 and the regulations promulgated there under at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.
Compliance: The proposed design will comply with this standard. The Proposed Project is not associated with Higher Potential Pollutant Loads (per the Policy, Volume I, page 1-6). The project complies with this standard.

Standard #6: Stormwater discharge to critical areas must utilize certain stormwater management BMPs approved for critical areas. Critical areas are Outstanding Resource Waters (ORWs), shellfish beds, swimming beaches, cold-water fisheries and recharge areas for public water supplies.
Compliance: The proposed design will comply with this Standard. The Proposed Project will not discharge untreated stormwater to a sensitive area or any other area.

Standard #7: A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural stormwater best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.
Compliance: The proposed design will comply with this Standard. The Proposed Project complies with the Stormwater Management Standards as applicable to the development.

Standard #8: Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.
Compliance: The Proposed Project will comply with this standard. Sedimentation and erosion controls will be incorporated as part of the design of these projects and employed during construction.

Standard #9: A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.
Compliance: The Proposed Project will comply with this standard. An O&M Plan including long-term BMP operation requirements will be prepared for the Proposed Project and will assure proper maintenance and functioning of the stormwater management system.

Standard #10: All illicit discharges to the stormwater management system are prohibited.
Compliance: The Proposed Project will comply with this standard. There will be no illicit connections associated with the Proposed Project.

6.5 Utility Protection during Construction

6.5.1 General

Existing public and private infrastructure located within nearby public rights-of-way will be protected during construction of each component of the Proposed Project. The installation of proposed utility connections within public ways will be undertaken in accordance with BWSC, Boston Public Works Department, the Dig-Safe Program, and applicable utility company requirements. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer, and drain facilities will be reviewed by the BWSC as part of its Site Plan Review process. All necessary permits will be obtained before the commencement of work.
The Proponent will continue to work and coordinate with the BWSC and the utility companies to ensure safe and coordinated utility operations in connection with the Proposed Project.

Appendix

FIRST AMERICAN TITLE INSURANCE COMPANY

LOAN FORM - SCHEDULE B-1

Loan Policy No. 50587371

This policy does not insure against loss or damage by reason of the following:

1. Real estate taxes assessed January 1, 1996 for the fiscal year July 1, 1996 through June 30, 1997 not yet due and payable.

This policy insures that said taxes have been paid through June 30, 1997.

2. Easement to Boston Edison Company, dated December 17, 1959, recorded with said Deeds, Book 7450, Page 58.

3. Title to and rights of the public and others in so much of the premises as lies within the bounds of Court Street, Franklin Avenue and Cornhill Street.

NOTE: This policy affirmatively insures that the matters set forth in Item 3 do not adversely affect the use of the premises as presently enjoyed and improved.

4. Fire Escape Agreement set forth in an Indenture, dated June 30, 1909, recorded with said Deeds, Book 3379, Page 509.

5. Provisions of a boundary line agreement by and between Old Colony Trust Company and John J. Martin, recorded with said Deeds, Book 5051, Page 311.

6. Provisions of an Indenture, dated October 15, 1889, recorded with said Deeds, Book 2757, Page 497.

7. Agreement by and between The Iver Johnson Sporting Goods Company and Old Colony Trust Company, dated July 2, 1924, recorded with said Deeds, Book 6070, Page 593, as affected by a Revocation of License, dated January 28, 1970, recorded with said Deeds, Book 8341, Page 335.

8. Covenants and Restrictions set forth in a Quitclaim Deed by and between the United States of America and the Vietnam Veterans Workshop, Inc., dated March 5, 1996, recorded with said Deeds, Book 20412, Page 38 and in an Agreement dated March 5, 1996, recorded with said Deeds at Book 20543, Page 161 by and among Massachusetts Housing Partnership Fund Board, Fleet Bank of Massachusetts, N.A., the City of Boston, Acting by and through its Public Facilities Commission, the Commonwealth of Massachusetts acting by and through the Executive Office of Communities and Development, the United States of America acting through the Secretary of Health and Human Services and the Vietnam Veterans Workshop, Inc.

FIRST AMERICAN TITLE INSURANCE COMPANY

LOAN FORM - SCHEDULE B-1, Continued

Loan Policy No. 50587371

9. Survey entitled "ALTA/ACSM Land Title Survey in Boston, MA (Boston Proper District) (Suffolk County)", Owner: The United States of America, dated April 20, 1995, Revised through April 16, 1997, Prepared by American Survey Company of Boston, Inc., discloses the following:

a. The basement encroaches into Court Street;

b. The building overhang encroaches into Court Street, Franklin Avenue and Cornhill Street;

c. The flagpole and marquee encroaches into Court Street;

d. The light, fire escapes, loading dock and temporary construction trash chute encroach into Franklin Avenue;

e. The camera encroaches into Cornhill Street;

f. Overhangs encroach over land now or formerly of Mitsui with licenses in Deed Book 6070, Page 593 and Book 5051, Page 311;

g. The fire escape and chimney encroach onto locus per agreement in Deed Book 3379, Page 509;

h. One story and roof extension encroach onto locus serving the "Ames Building".

Note: This policy affirmatively insures that the matters set forth in Item 9 do not adversely affect the use of the premises as presently enjoyed and improved.

10. Notice of Contract by A.J. Martini, Inc., dated February 13, 1997, recorded with said Deeds, Book 21203, Page 290, as affected by a Partial Waiver and Subordination of Lien, dated June 3, 1997, recorded with said Deeds, Book 21465, Page 283; however, this policy affirmatively insures the priority of the insured mortgage against said Notice of Contract with the exception of $20,0000.00 noted as a "disputed claim" in the Partial Wavier and Subordination of Lien.

FACSIMILE SIGNATURE(S) FOR TITLE POLICIES ONLY

Authorized Signature