Project Notification Form

Submitted Pursuant to Article 80 of the Boston Zoning Code

270 BAKER STREET

WEST ROXBURY, MASSACHUSETTS AUGUST 26, 2016

Submitted to:

BOSTON REDEVELOPMENT AUTHORITY
One City Hall Square
Boston, MA 02201

Submitted by:
270 BAKER, LLC

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MCCLURG TRAFFIC

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1.0 PROJECT SUMMARY

1.1 Project Team

Project Name:	270 Baker Street
Location:	The Project site is located at 270 Baker Street in the West Roxbury Neighborhood of the City of Boston.
Proponent:	270 Baker, LLC 910 Boston Post road East, Suite 310 Marlborough, MA 01752 (508) 229 7827 Mr. Richard Olstein
Architects:	Neshamkin French Architects, Inc. 5 Monument Square Charlestown, MA 02129 (617) 242-7422/lcn@nfarchitects.com Ms. Linda Nashamkin, AIA
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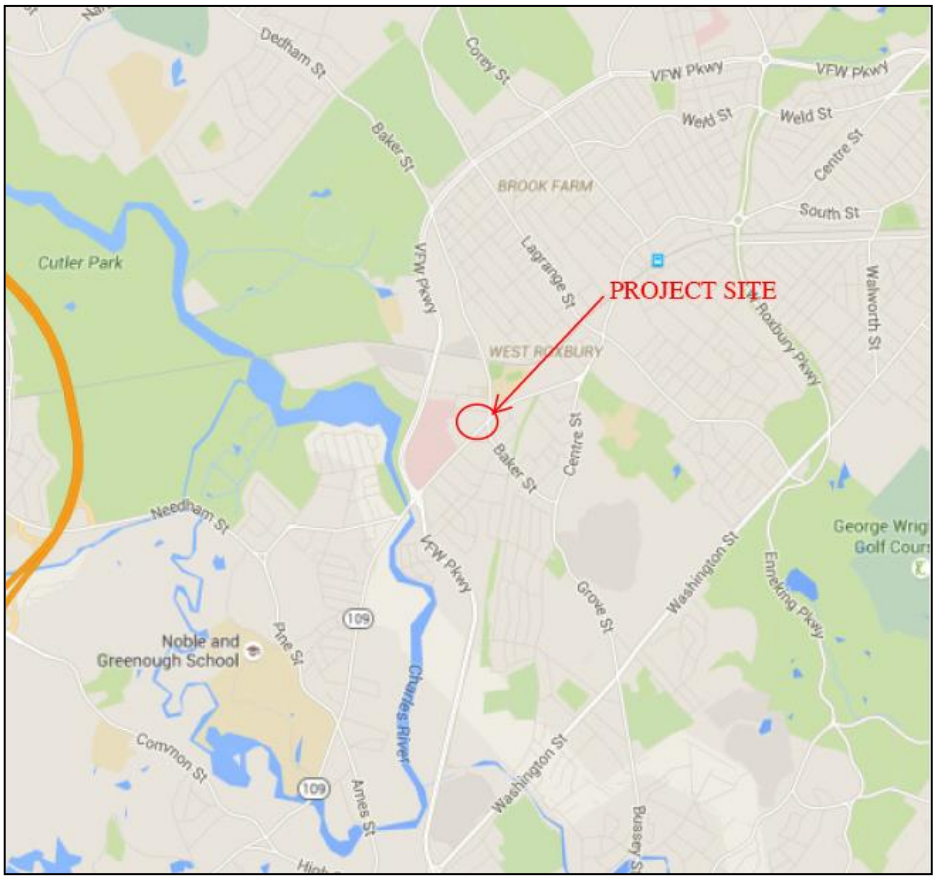
Transportation and Parking Consultants:	McClurg Traffic 81 Oakley Road Belmont, MA 02478 (617) 484-6137 Mr. Andrew McClurg
Mechanical, Plumbing & Fire Protection Engineer:	Zade Engineering 140 Beach Street Boston, MA 02110 (617) 338 4406 Mr. Mohammad Zade
Civil Engineer:	HW Moore Associates, Inc. 112 Shawmut Avenue Boston, MA 02118 (617) 357 8145 Mr. Fred Keylor, P.E.
Geotechnical Engineers:	Geotechnical Services, Inc. 12 Rogers Road Haverhill, MA 01835 (978) 374 7744 Mr. Glen V. Zoladz, P.E
Environmental Engineers:	Doyle Engineering, Inc 14 Spring Street Waltham, MA 02451 (781) 507-5455 Mr. William Doyle, PE, LEED AP

1.2 Project Description

1.2.1 Project Site

270 Baker Street (the "Project") will be located at 270 Baker Street in the West Roxbury neighborhood of Boston. It is currently occupied by a three story commercial office building of approximately 30,000 square feet. The Site area is 124,720 square feet and is bounded to the North by the MBTA Commuter Rail Corridor, to the east by Catholic Memorial High School's Athletic Fields, to the south by the Gardner Street Neighborhood and the west/southwest by retail and commercial office uses. The Proponent has owned the Site for over 15 years.

Figure 1-1 Locus Map



1.2.2 Proposed Development

270 Baker, LLC, a Massachusetts company based in Marlborough (the "Proponent") is the developer of the Project. The Proponent proposes to subdivide the existing site – one site to include the existing commercial office building with sufficient surface parking to meet the zoning requirements (approximately 64 spaces) and a new site to be developed with a series of two and a half story townhouse style and three and a half story multi-family residential buildings. The townhouses will front Baker Street as well as face a newly created driveway providing limited "right in only" access from Baker Street. The multi-family buildings will also front on the new driveway and extend along the western limits of the site fronting on an extension of Simbroco Street. The new residential and the existing commercial structures will share a common courtyard set in the center

of the site. The new development will total approximately 77,738 square feet of residential use over parking.

The residential program will consist of a total of 56 units of which 50 will be market rate and six will be affordable. The majority of the 182 parking spaces will be provided in sublevel parking under the residential buildings (including the townhouses). Additional surface parking will be available for visitor parking, located in the commercial lot located on the northeast corner of the commercial site and parallel spaces on the interior driveway network. Site access currently from the VFW Parkway and Simbroco Street will be expanded in include an access drive from Baker Street. Deliveries and loading for residents moving in will be incorporated into the surface parking areas.

Housing opportunities within the design include traditional one, two and three-bedroom flats, and townhouse style stacked duplexes. Trash compactors will be located inside the building and accessed via the ramp to the parking level. The total development cost is expected to be approximately $13 million.

Figure 1-2 Context Plan

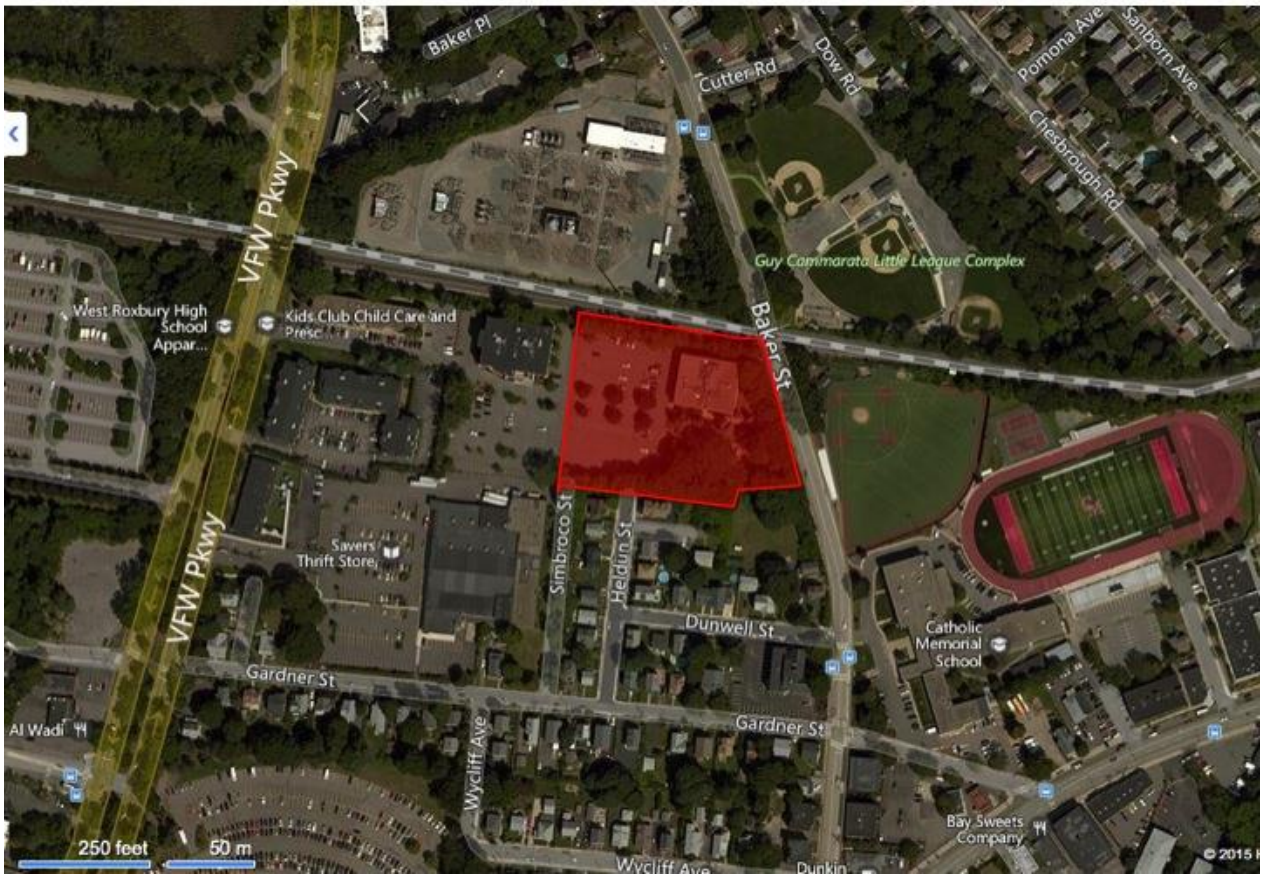


Figure 1-3 Existing Site Survey Plan

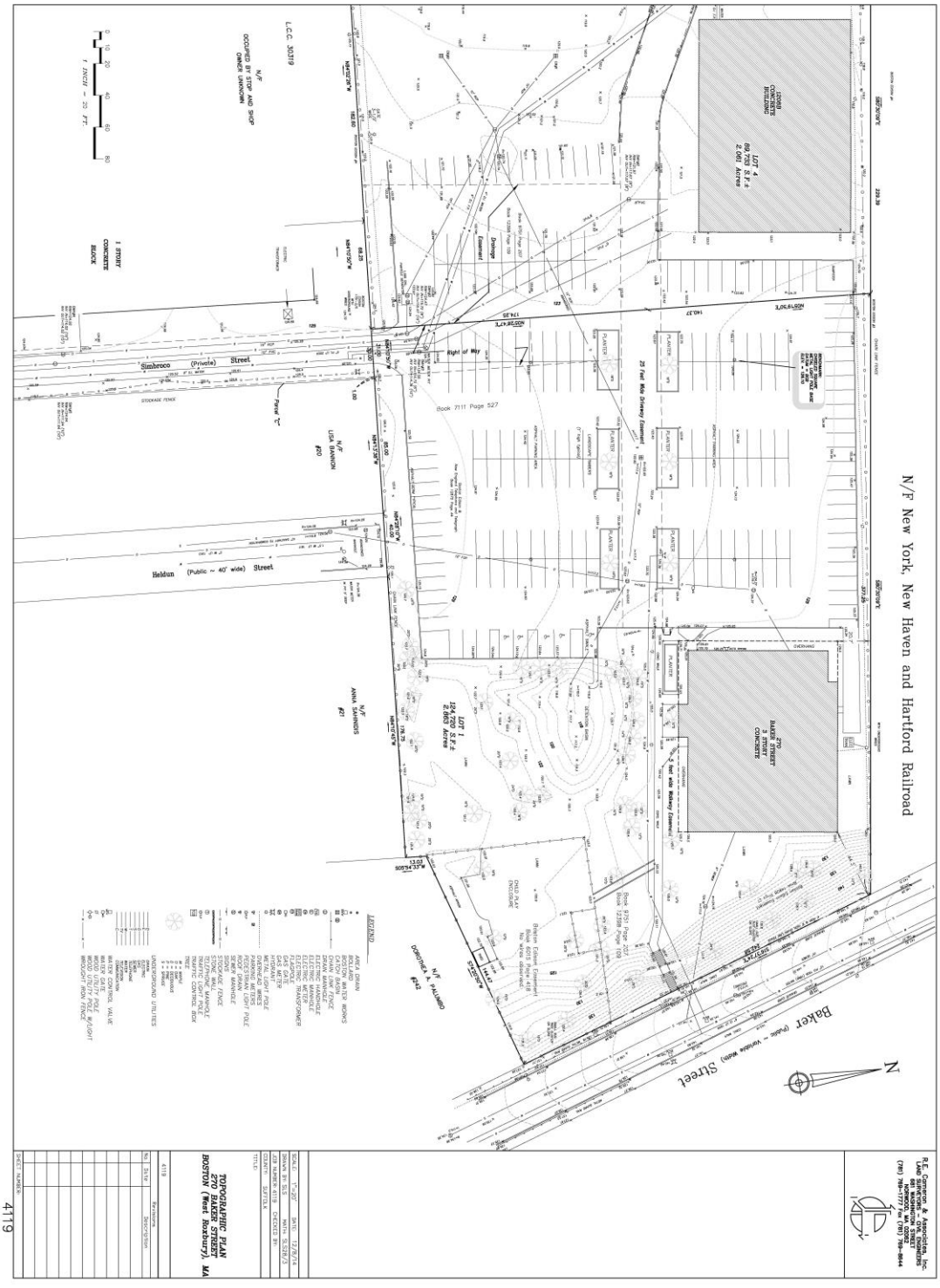


Table 1-1 Approximate Project Dimensions

Project Element	Dimension
Project Site – Residential	71,062 SF
Commercial Space (existing)	Approximately 30,000 SF
Parking (Commercial)	72 Spaces (eight visitor spaces)
Residential Space	56 units/77,738 SF
Parking – below grade (Residential Garage)	93 spaces (including tandem spaces)
Parking – Surface (Visitor)	17 Spaces (for visitors)
Open Space	Approximately 26,000 SF
Building Height	Approximately 36 feet (maximum)

1.2.3 Public Review

Because the Project will exceed 50,000 square feet of gross floor area, it is subject to Large Project Review under Article 80B of the Boston Zoning Code (the "Code"). This Expanded PNF is being as required under that review and the Proponent expects that it will provide adequate impact assessment for the Article 80 process and will facilitate a comprehensive public process including review with the neighborhood groups including the West Roxbury Neighborhood Council.

The Proponent actively engaged both the Abutters and the City over the past year to communicate the intended plans and solicit input. Meetings have included:

- Private meetings with all immediate abutters, including Catholic Memorial High School, to solicit support, consider impacts and develop mitigation plans.
- Hosted three at large community meetings on October 29, 2015, January 7 2016, May 4, 2016
- Met numerous times with the BRA staff, the Mayor's office of Neighborhood services and City Council staff to get refine the development concept prior to submission of this PNF.

The Proposed Development has evolved dramatically since it was first presented to the West Roxbury community on October 24, 2015. The original concept proposed the demolition of the existing commercial building and the development of approximately 150 residential condominiums in three, four and five story multifamily buildings with ground level parking. While the floor area ratio of this project was considerably less than that permitted under the current zoning, the community and the BRA determined the number of units exceeded what could be accommodated on the site and requested the proponent reconsider their redevelopment concept. The concept was revised to create the current proposal that retained the existing commercial use and proposed 56 units in building forms more compatible the existing neighborhood, particularly the condominium structures on adjacent parcels sited along the VFW Parkway.

The Proponent has received a more favorable response to this reduced proposal and remains committed to a full community participation process to address any remaining concerns of the reviewing agencies, the immediate abutters and the West Roxbury Neighborhood at large. To that end, an Impact Advisory Group is being convened and will meet in the coming month. The

Proponent will also continue its dialogue with the BRA and hold community wide public meeting as required under the Article 80 process.

1.2.4 Public Benefits

The Project provides a number of public benefits to the City of Boston. It will provide additional home ownership opportunities to young families and empty nesters relieving some of the pressure on the existing primarily single family housing stock. It will both expand multifamily condominium consistent with the character of the adjacent structures found along the VFW, south on Baker Street and along Spring Street and reinforce the lower scale character of adjacent housing on Gardner Street and north of the rail corridor. It will provide new development along Baker Street enhancing the urban design and architectural character of the streets and neighborhood.

In addition, the Project will retain the existing commercial structure that provides daycare facilities utilized by the neighborhood residents and will continue to buffer the residential community from the Needham Commuter Rail Line. The inclusion of approximately two (2) parking spaces per unit will meet the zoning requirement while additional visitor parking will insure existing on-street parking is not taxed further.

Additional public benefits include:

- A range of housing types and sizes will be created including up to seven (7) affordable units.
- An improved public realm along Baker Street providing new sidewalks and curb, street trees, improved street lighting, and a building set back to allow for a landscaped buffer.
- Parking ratio over 2 spaces per unit Understructure parking scheme will minimize physical impact on on-street resources and visual impacts from abutters.
- Appropriate fencing/landscaped buffer will be provided between the Project and the Gardner Street Neighborhood.
- The Project will be certifiable under the U.S. Green Council's Leadership in Energy and Environmental Design (LEED) system.
- The Project will generate approximately $184,000 in annual property taxes.
- The Project will create approximately 100 construction jobs and will comply with the City of Boston standards for Boston resident and minority hiring

1.2.5 Linkage

As the Project's proposed use in not a Development Impact Use as identified in Table A of Section 80B-7, no contributions will be required to the Jobs and Housing Linkage programs.

1.3 Consistency with Zoning

The subject property has a street address of 270 Baker Street (the Property), and is comprised of a land area of approximately 124,720 square feet. The City of Boston Assessor's Office identifies it as Parcel 2009181000.

The property is located within West Roxbury Neighborhood Business Sub District identified as Community Commercial Sub District (CC), per Article 56, West Roxbury Neighborhood District Map, as shown on Boston Zoning Map 11C. The CC subdistricts are established to "provide a diversified commercial environment serving larger markets." Allowed uses include restaurants, general and local retail business, office and many professional and other service uses. Multi-family residential

and two-family semi-attached residential uses are conditional in the CC subdistricts (Refer to Table B, Article 56 West Roxbury Neighborhood District).

The Proponent proposes to subdivide the site creating an existing conforming condition for the existing commercial building and new site of approximately 71,062 SF for the proposed residential use. The residential buildings represent a Multi Family Residential complex that will require use variances from the Boston Zoning Board of Appeal. The proposed development conforms to all dimensional standards for the Community Commercial Subdistrict.

The Proponent will seek approval of the Project through the Article 80 Development Review Process - Large Project Review. If approved, the Project will seek a variance for use as noted above.

Following the submission of this PNF to the BRA, Architectural Plans will be submitted to the Boston Inspectional Services Department to initiate the zoning review process including the filing of an Appeal with the Boston Zoning Board of Appeal seeking variances with respect to the foregoing sections of the Zoning Code. It is anticipated that requested relief would be granted.

Table 1.2 ZONING TABLE AND VARIANCES

	Zoning Requirement	Proposed Commercial Use	Proposed Residential Use
Maximum F.A.R.	2.0	0.56	1.09
Maximum Bldg Height	45 Feet	40'+/-	35'
Minimum Lot Area	None	53,658 SF	71,062 SF
Min. Lot Area per D.U.	N/A	N/A	1,269 SF/Unit
Min, Usable Open	50 SF	N/A	464 SF+/-
Minimum Front Yard	None	N/A	10'-0"
Minimum Side Yard	None	N/A	3' min (varies)
Minimum Rear Yard	40 Feet	40 feet+	40' min (varies)
Off-Street Parking	1.5 Spaces/Unit	64 Spaces (2/1000SF)	110 Spaces (1.9) Spaces/Unit
Off-Street Loading	3 Bays	1 space	2 Loading/delivery spaces
Allowed Use	Community Commercial	Commercial	Multi-family/semi attached Two-family (Conditional)

1.4 Legal Information

- The Proponent knows of no judgments, which are adverse to the proposed project.
- The Proponent knows of no tax arrearages with respect to the property, as the same has been owned either by the Commonwealth of Massachusetts or the City of Boston.
- Keystone Development Corporation is the owner of the site.

1.5 Public Agencies

The following is a list of state and local agencies from which permits or other actions are expected to be required:

Table 1.3 PUBLIC AGENCY REVIEW

Agency Name	Permit / Approval
STATE	
Massachusetts Water Resources Authority	Sewer Use Discharge Permit
Massachusetts Department of Environmental Protection	Environmental Impact Form
LOCAL	
Boston Civic Design Commission	Determination to Review
Boston Redevelopment Authority	Zoning Variance Recommendations Article 80 Compliance Design Review
Boston Water and Sewer Commission	Sewer Use Discharge Permit; Site Plan Approval; Sewer Extension/ Connection Permit; Stormwater Connection
City of Boston Inspectional Services Department	Building and Occupancy Permits
Boston Public Improvement Commission	Street and Sidewalk Occupation Permits; Specific Repair Plan
Boston Board of Appeals	Conditional Use Approval
City of Boston Interagency Green Building Committee	Green Building Report/LEED Narrative & Checklist/Climate Change Checklist/ Accessibility Checklist
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan

1.6 Schedule

Construction is expected to begin in the Spring of 2017 and will be available for occupancy in 14 months (Spring 2018).

1.7 Existing Photographs

Figure 1-4 Existing Condition – Context/Aerial View

Figure 1-5 Existing Condition – View of Existing Site from Baker Street

Figure 1-6 Existing Condition – View from Heldum Street

Figure 1-7 Existing Condition – View from VFW Parkway

Figure 1-8 Aerial View of Proposed Development and context from South

2.0 ASSESSMENT OF DEVELOPMENT REVIEW COMPONENTS

Article 80 of the Code specifies that the BRA may require a Scoping Determination that defines studies to be prepared by the Proponent to determine the direct or indirect impact to the environment reasonably attributable to a proposed project. The development review components include transportation, environmental protection, urban design, historic resources, and infrastructure systems. Where potential for direct or indirect impacts exist, design measures are required to mitigate the impacts, to the extent economically feasible. The following is an assessment of the potential impacts that could be attributed to the Project and proposed mitigation measures.

2.1 PROJECT DESIGN

2.1.1 Design Objectives

The primary objective of the Project is to take advantage of an underutilized site in the West Roxbury Neighborhood to provide needed residential space. At nearly three acres, 270 Baker Street is a rare commodity in West Roxbury – a large underdeveloped site adjacent to existing residential that can bring a more diverse housing to a community known primarily for its single family homes. The site can provide housing opportunities to those left out of the current housing market, including singles and young couples, some with new families.

The Baker Street residences will be an excellent example of Smart Growth Policies advocated by the City and the Commonwealth. The site has an advantageous location with good vehicular access to the regional roadway network and pedestrian access to mass transit. There is also good pedestrian access to neighborhood shopping (the adjacent shopping center and retail uses along Spring Street), open space (Charles River Reservation and neighborhood parks) and institutions.

And the multi-family and townhouse densities reflect a more efficient use of limited developable land without over burdening the site creating a comfortable transition from the development densities found along the VFW to the single family homes of the Heldum/Dunwell/Gardner Street neighborhood.

The Project will be built to a height and mass that is in keeping with the existing building occupying the site and the adjacent institutional and commercial properties found along the VFW and Baker Street. The result will be a residential development that will contribute to the life and vitality of the West Roxbury Neighborhood.

The new site design will create a series of neighborhood-scale streets that will continue the street pattern of the adjacent West Roxbury community and provide the typical street/building relationship found in most of Boston's neighborhood. The buildings are also sited to create a central "green" that will also be accessible from the neighborhood and Baker Street. The townhouse style structures have been incorporated to be more to scale with the Heldum and Dunwell Street residences.

While the proposed development well served by public transportation with MBTA bus routes on Spring Street and the West Roxbury Commuter Rail Station being is less than a mile away, over 200 on-site parking spaces will be provided to address parking needs and meeting the zoning requirements established in Article 56 of the Boston Zoning Code – West Roxbury Neighborhood Zoning of 1.5 spaces per unit. Street improvements will also provide additional on-street parking spaces for visitors. Resident parking for the Development will be accessed from existing private roadways (Simbroco Street and from the VFW Parkway) and a driveway directly off Baker Street.

2.2 URBAN DESIGN

2.2.1 Design Theme

The southern tip of West Roxbury where 270 Baker Street is located accommodates a diverse range and density of uses. The area is dominated by large retail and commercial uses to the south and west, which established the community commercial zoning sub-district that includes this parcel. There are large institutional uses including Catholic Memorial High School across Baker Street to the east and Veterans' Hospital to the south. There are pockets of single and two family homes such as those along Gardner Street that abut the site. And there are multi-family apartment condominiums throughout including older structures to the south on Baker Street and off Spring Street and more recent developments along the VFW including 1212 VFW Parkway.

Considering the shortage of housing facing the City of Boston in general and West Roxbury specifically, 270 Baker provides an excellent opportunity to build on the neighborhood's diversity bringing more multi-family residential use to and underutilized site. The design concept focuses on several urban design/community building objectives:

- Moderately scaled residential buildings similar to the height and density of development along the VFW and the rail corridor.
- Residential use that relates to the abutting single family neighborhood
- A driveway system that follows the residential street pattern but also links to regional network reducing potential impacts on local streets
- Underground and on-street parking that does not create a negative visual impact on the neighborhood and preserves valuable open space for passive use.
- A generous open space shared by the residential and commercial Uses.
- Extends the streetwall along Baker Street reinforcing the neighborhoods building/street relationship, not turning away like a gated community.

2.2.2 Site Plan

The design intent is to build on the existing urban form. The existing commercial building is retained thereby maintaining the diversity of uses and buffering the residential development visually and physically from the rail corridor and the Edison Substation. Units were purposefully sited on Baker to reinforce the housing as being part of the community. Connecting to the neighborhood was also a consideration for providing the new access driveway from Baker Street giving the complex a Baker Street address. The new drive also serves as a neighborhood street providing an additional pedestrian route to the VFW and creating an edge for the adjacent residences. The driveway is proposed to be right turn in only to limit potentially unsafe traffic moves from and to Baker Street.

Access to the site is also provided via the existing access road off the VFW Parkway, which is extended into the site and terminated as a cull-di-sac. Simbroco Street is also maintained and will be repaved and improved with landscaping transforming it from a service alley to a neighborhood street.

The plan takes advantage of the dramatic grade change from the Baker Street embankment by placing the townhouses that front Baker on a parking deck and providing private open space to the interior that terraces the development down into the site. The interior of the site levels off to create a shared courtyard accessible to the townhouses, the multi-family buildings the existing commercial building and the abutting neighborhood. The site plan is completed with two, three story, multi-family buildings that face the new access driveway and frame the courtyard. The

underground parking will minimize any potential impact on existing parking resources as well as reduce its overall height.

2.2.3 Roadway and Open Space Design

Baker Street, the new access drive, Simbroco and the VFW Access Drive will all be improved utilizing the City's Complete Street Guidelines to extend the West Roxbury residential character into the development. This includes the use of sidewalks with street trees and lighting to facilitate pedestrian movement through the site. There will also be on-street parking on the new access drive for visitors and delivery vehicles to ease any potential burdens on other neighborhood streets.

270 Baker will have multiple open space opportunities for the residents. As noted previously, a large courtyard will provide a passive open space to be shared by the residential and commercial occupants as well as being accessible to the abutting neighborhood. Townhouses will have private open spaces directly accessible from the units. A hard-scaped patio will be provided primarily for the residents of the multifamily buildings. A fenced tot lot will be provided for the existing daycare facility located in the existing office building.

Street trees and low planting will line the western and southern edges of the site providing a landscape buffers to the Gardner Street neighborhood and screening the parking areas to the west. These buffers will be broken at the VFW access road and at Heldum Street to provide a visual connection into the development. Heldum Street will be a pedestrian only connection with no direct vehicular access to minimize any potential impacts on abutting residences.

The internal drives and sidewalk network will encourage pedestrian circulation throughout the site - to courtyard, to Baker Street allowing access to the Spring Street retail and restaurants and to the commuter rail and bus service, and to the existing access road and the retail and open space resources along the VFW parkway. The courtyard and visitor parking could be made available to abutting properties and will be discussed during ongoing community review sessions.

2.2.4 Height, Massing and Façade Treatment

In terms of building massing, height, façade treatment and landscape features, the intent of the new design is to create residential buildings that transition from the traditional multi-family housing as found along the VFW Parkway and to the south along Baker near Spring Main Street to the Gardner Street residential community. To fulfill this purpose, the new design is similar in scale, and siting to its immediate abutters

The varying building typologies are used to reflect the height and massing of the neighboring buildings. The townhouses immediately along Baker Street reflect the single family homes along Baker to the north and south. The multifamily buildings which are set back from Baker and internal to the site respond more directly to the existing commercial building both on the site and to the west and the condominiums at 1212 VFW Parkway. In its simplified way the distribution of the massing responds to the fundamental architectural character of adjacent residential neighbors.

Materiality will also reflect the detailed wood façades of traditional residential architecture. Scale giving elements including projecting bays, dormers and gables will be used to break-up the long façades and to be more in scale with the single-family neighborhood. The window and unit proportions for the townhouses will be vertical in orientation and more consistent in size and proportion to the fenestration patterns of the existing residential buildings while the multi-family buildings will be tweaked to give a more modern and simple decorative theme reflecting the "low-

rise condominium developments being constructed in much of West Roxbury and specifically along the VFW.

The sloped site will also dictate the distribution of massing - the concept takes advantage of the grade change on the Baker Street frontage can have parking under while limiting the building height to two and a half stories. The result will be a contexturally-sensitive housing complex that shields the existing neighborhood from the existing commercial uses, outwardly reflects the character of the tradition single family neighborhood, provides sufficient underground parking, a cloistered open space and "neighborhood street" scale of driveways with on street visitor parking.

2.3 DESIGN EXHIBITS

The proponent has retained Neshamkin French Architects (NFA) as Project Architect. NFA has prepared the following graphic materials including context photos and architectural plans, elevations and illustrations to further describe the proposed scope of improvements.

Figure 2.1 Site plan

Figure 2-2 Building 2 & 3 Parking Level Plan

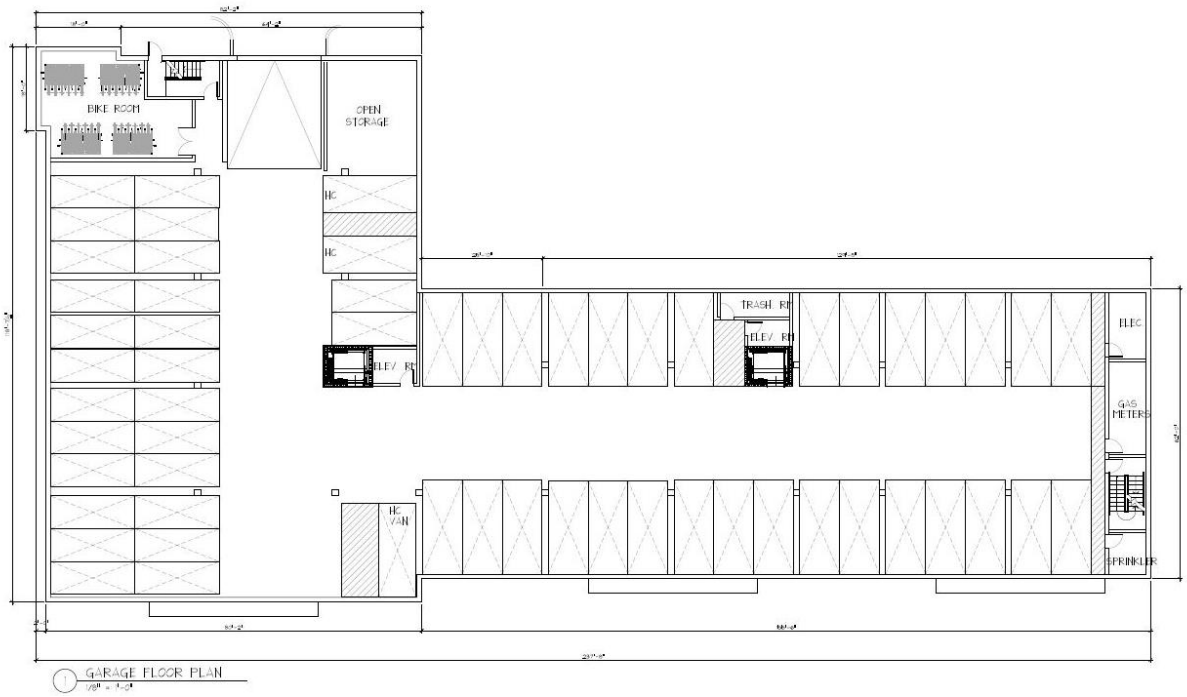


Figure 2-3 Building 2 & 3 - First Floor Plan

Figure 2.4 Building 1 Townhouses – Parking Plan

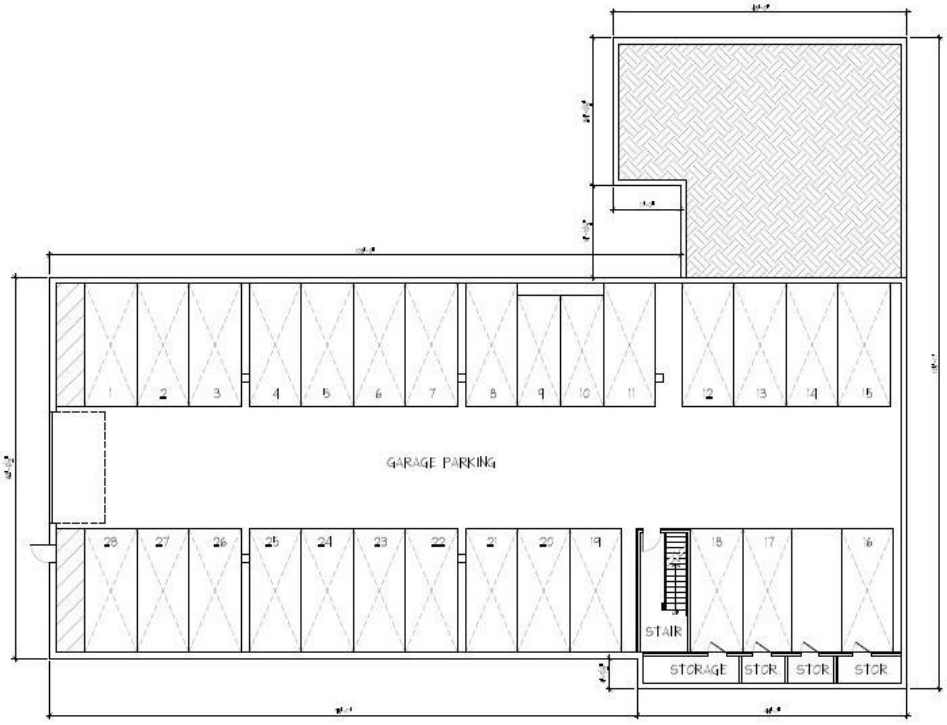


Figure 2.5 Building 1 Townhouses - First Floor Plan

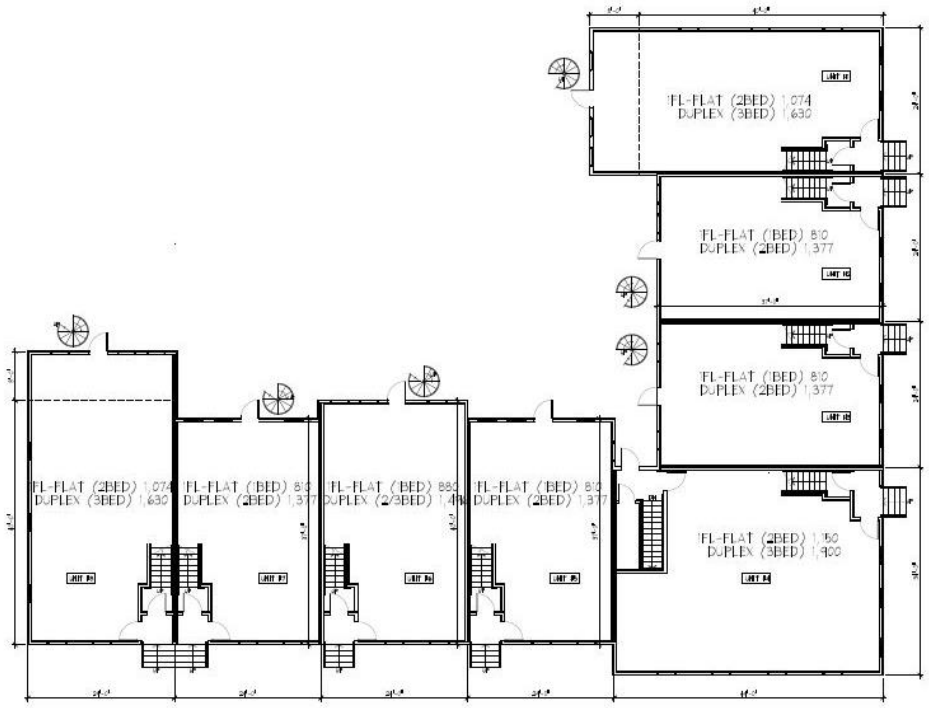


Figure 2.6 Site Section/Elevation along Access Drive from Baker Street

Figure 2.7 Townhouse Elevations

Figure 2.8 Multi-Family Buildings 2 & 3 Elevations

Figure 2.9 Birdseye View from South

Figure 2.10 View From Baker Street

Figure 2.11 View of Townhouses from Access Drive looking North

Figure 2.12 Aerial View From Southwest

Figure 2.13 View of Buildings 2 & 3 from Access Drive

Figure 2.14 View of Courtyard

Figure 2.15 Multi-Family Buildings 2 & 3 Elevations

2.4 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The site is currently improved with a three story commercial office building that includes a preschool, a playground and surface parking for 80 cars. This building was constructed in 1981.

The site's recorded history revolves around the creation of the Town of West Roxbury separate from Roxbury. The Town petitioned for this separation in reaction to the rapid industrialization of Roxbury during the mid-1800's. The petition was granted in 1851 allowing West Roxbury to achieve the then goal of retaining its agricultural focus. During the period from the late 19th to early 20th century Industrialization did come to West Roxbury including the area between Baker Street and the Charles River where 270 Baker Street is situated. This transition from rural estates to industrial use was further augmented by the construction of rail service including the Needham Branch Railroad (ca 1906).

The 1896 Boston Properties Map shows the site was still a part of the William D. Hennessey Estate not yet to industrial use or subdivision into smaller residential parcels. Documentation also shows the introduction of residential uses proximate to the 270 Baker Street site specifically along Gardner Street, which was laid out in 1871. Growth of the Gardner Street community, which was part of the larger settlement node at Spring Street village, prompted construction of a public school (by 1873) and the first St. Theresa's Roman Catholic Church (1869) near the Baker-Gardner intersection. In 1899, a larger school was built at 234 Baker Street to replace the earlier wood frame building.

The 1924 West Roxbury combined map shows the 270 Baker Street site as being developed as the Simbroco Stone Company. The 1924 map also shows the layout for the future VFW Parkway which is on the National Register. 1988 Sanborn Insurance Maps identify the current commercial building as being constructed in 1981 and occupied by the Liberty Mutual Insurance Company. The building is currently occupied by commercial office and a daycare center.

There are no records of the historical significance of the building on or immediately adjacent to the site in either the Environment Department's historic buildings survey files or the Inventory of Historic and Archeological Assets of the Commonwealth.

2.4.1 Historic Resources proximate to the Site

The Proposed Project is located in the West Roxbury Neighborhood of Boston and there are no designated Historic Districts within a half-mile of the site. The only significant historic resource directly impacted by the proposed development is the VFW Parkway, the proposed Project being connected to the boulevard by a private roadway. Designated historic resources are listed in Table 2.1 and the approximate location shown on Figure 2.16. Specific descriptive information is also provided below:

2.4.2 Historic Areas within Mile of the Site

The Proposed Project is located in the West Roxbury Neighborhood of Boston and there are no designated Historic Districts within a mile of the site.

2.4.3 Historic Properties and Structures within a Half-Mile of the Site

VFW Parkway

The Veterans of Foreign Wars (VFW) Parkway, a 2.5-mile-long parkway in Boston and Brookline, Massachusetts, is significant as a relatively unaltered example of a connecting boulevard

designed for the Metropolitan Parks Commission (MPC). The parkway was created to provide a link between the Charles River Reservation and West Roxbury Parkway, which leads to other reservations such as Hammond Pond and Stony Brook. VFW Parkway was constructed in sections, from West Roxbury Parkway to Spring Street, between 1931 and 1938. The parkway was extended from Spring Street to Washington Street in 1941 but is not part of the National Register Nomination. The final portion, constructed in 1942, runs from West Roxbury Parkway east to Centre Street and is still owned by DCR.

VFW Parkway is significant based on its contributions to community development and planning, engineering, landscape architecture, and transportation. The proposed development does not directly front the Parkway and at three stories will not be visible for the roadway therefore it is not anticipated to have an impact.

2.4.4 Historic Properties and Structures within a Mile of the Site

The Westerly Burying Ground,

Located on Centre Street near the intersection with Lagrange Street, "the Old Westerly" was established in 1683 to permit local burial of residents of Jamaica Plain and the western end of Roxbury. When West Roxbury was still part of Roxbury, the town's first burial place was today's Eliot Burying Ground, near the present-day Dudley Square. This was a long distance to travel for the inhabitants of West Roxbury and in 1683 the town selectmen voted to establish a local burying place, now known as Westerly Burying Ground.

Westerly Burying Ground served as this community's burial place well into the 19th century. The oldest graves contain many of the town's earliest and most prominent families. Eight veterans of the American Revolution and fifteen veterans of the American Civil War are also buried here. War veterans interred are detailed in the article *"Westerly" and the Civil War*.

The site is significant for its large collection of three centuries of funerary art. One-third of its extant gravestones date from the 18th century; almost half date from the 19th century and only about twenty bear 20th-century dates. Another distinguishing feature of Westerly Burying Ground is the number of individual mound tombs found here. Mound tombs at other burying grounds are typically larger, built to contain a number of bodies. The oldest gravestone, from 1691, commemorates James and Merriam Draper, members of a prominent West Roxbury family. Headstones provide an historic record of three centuries of West Roxbury residents and also illustrate the skills of local stone carvers.

The cemetery was added to the National register of Historic Places in 1987. This structure is sufficiently removed from the Proposed Project and will not be impacted by it.

Theodore Parker Unitarian Church

This National Register Property is located at Centre and Corey Streets and features seven stained glass windows made by the Tiffany Studios between 1894 and 1927. The original church, designed in 1890 by Alexander Wadsworth Longfellow, Jr., is now a parish hall. Henry Seaver designed the current church in 1900. Theodore Parker (1810–1860), an advocate of progressive religious ideas, abolitionism and women's suffrage, was minister of this Unitarian congregation from 1837 to 1846. The Church was designated a Boston Landmark in 1985.

This structure is sufficiently removed from the Project and will not be impacted by the Proposed Project.

Brook Farm

Brook Farm is a National Historic Landmark and City of Boston Landmark located in the southwest corner of Boston, in West Roxbury, on the Charles River. It is connected to more than 1,000 acres of open space along the river, including other DCR parks and the City of Boston's Millennium Park. The original Brook Farm was a short-lived (1840-1849) but influential Transcendentalist utopian agrarian community, founded by George Ripley, a former Unitarian minister. Many luminaries of the Transcendentalist movement were a part of the Brook Farm experiment or came as visitors, sharing ideas and striving to put those ideas into practice.

The farm was used by the Second Massachusetts Regiment as a training facility (Camp Andrew) during the American Civil War, as a summer boarding house in the 1860s, as an orphanage operated by the Evangelical Lutheran Church for Works of Mercy from 1872 to 1943 and as a treatment center and school until its closing in 1977. Part of the farm was separated in 1873 for use as the Gardens of Gethsemene Cemetery, a use that continues today.

The farm was declared an US National Historic Landmark in 1965. The Commonwealth purchased 148 acres of original land in 1988 and now operates the state owned portion as a historic site.

This district is sufficiently removed from the Project and will not be impacted by the Proposed Project.

Bellevue Standpipe

The Bellevue Standpipe is a historic water storage tank on Bellevue Hill at Washington Street and West Roxbury Parkway. The masonry structure was built by the Metropolitan Water and Sewerage Board (now the MWRA) in 1914 to contain a 2,500,000 gallon steel water storage tank as part of the Southern Extra high Service Area. It was one of three vertical reservoirs built by as part of the MWSB distribution system and in response to demands for increasing amounts of water as suburban populations expanded. It is out of service today. A second water storage tank was added at this location in 1955-56. The Standpipe was added to the National Register of Historic Places in 1990.

The Standpipe is sufficiently removed from the Project and will not be impacted by the Proposed Project.

Gethsemane Cemetery Administration Building

The church was built in 1922 by Blackam, Clapp and Whittemore and added to the National Historic Registry in 1997. The church survives as an early twentieth-century landmark with the tower and steeple rising approximately 70 feet above the roof and serving as a focus of Brighton Center. It is a two-story, gable-roofed side aisle church, with an entry steeple and Greek Revival portico and was constructed on the foundation of a previous Gothis Revival church that burned in 1921. The wood framed structure is covered with red brick walls of Flemish Bond and an asphalt shingle roof which replaced the slate in 1994.

The cemetery complex is sufficiently removed from the Project and will not be impacted by the Proposed Project.

Metropolitan Park System of Greater Boston

The Metropolitan Park System in the greater Boston area of Massachusetts refers to the regional park system established by the Metropolitan Park Commission in 1893. The system is significant for its internationally recognized contribution to the American park movement of the nineteenth and early twentieth century. It is considered the first regional park and parkway system in the country

and a work of visionary regional planning.

Park components within the mile impact area of the Project include the Stony Brook Reservation and Parkways, the VFW Parkway and the Charles River (including components of the Brook Farm).

The Proposed development does not directly abut components of the Metropolitan Park System. While traffic from the project will be routed to the local parkway, impacts on current volumes will be minor in nature. Also, the components are too far removed from the project for there to be any shadow or visual impacts.

Stony Brook Reservation Parkway – National Register Property

The Stony Brook Reservation Parkways are approximately 4.5 miles of parkways that provide vehicular access to the Stony Brook Reservation, one of the earliest parks in the Boston regional park system administered by the former Metropolitan District Commission (MDC). Composed of six interconnected internal and border parkways (West Boundary Road, Enneking Parkway, Dedham Parkway, Turtle Pond Parkway, Smith Field Road, and a portion of Reservation Road), the Stony

Figure 2-16 Designated Historic Resources

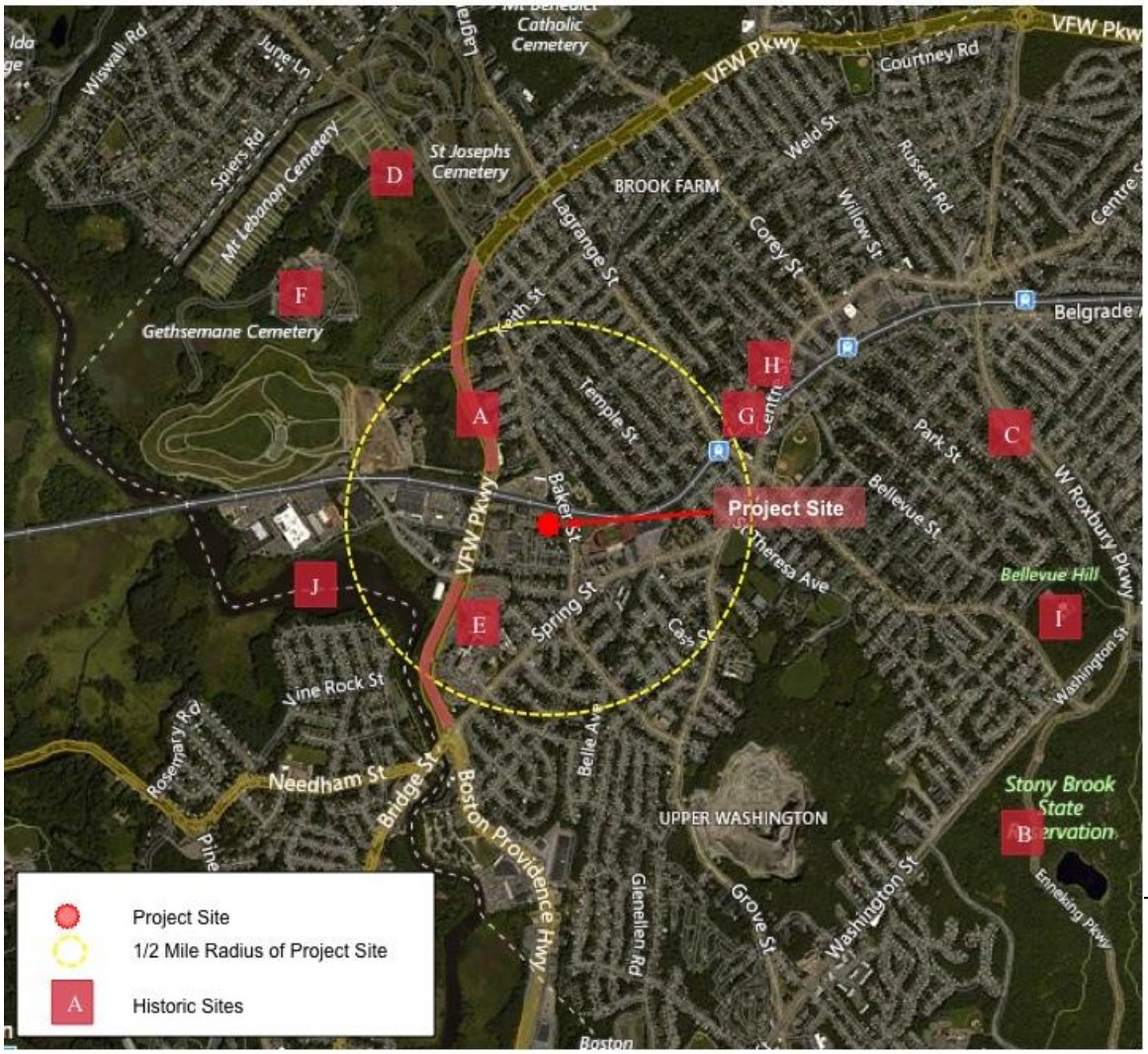


Table 2-1 Designated Historic Resources

Key	Name	Listing
A	VFW Parkway	Nat'l Register District/MPS
B	Stony Brook Reservation	Nat'l Register District/MPS
C	West Roxbury Parkway	Nat'l Register District/MPS
D	Brook Farm	Local Landmark/Natl Historic Landmark/ Natl Register/Individual Property
E	Veterans Administration Medical Center	Nat'l Register DOE
F	Gethsemane Cemetery Admin Bldg	Local Landmark/Natl Historic Landmark/ Natl Register/Individual Property
G	Westerly Burial Ground	Nat'l Register Individual Property
H	Theodore Parker Unitarian Church	Local Landmark
I	Bellevue Standpipe	Nat'l Register Individual Property
J	Metro Park System of Greater Boston	Nat'l Register MPS

Brook Parkways travel through and around the 475-acre wooded parkland that is the Stony Brook Reservation. The reservation consists of hills, granite outcrops, ponds, and wetlands and reaches into three metropolitan Boston communities: West Roxbury and Hyde Park (both in Boston) and the town of Dedham.

The Reservation is sufficiently removed from the Project and will not be impacted by the Proposed Project.

2.4.5 Archaeological Resources

The Site consists of a previously developed industrial and more recently commercial parcel. Due to previous development activities and disturbances, it is expected that the Site does not contain significant archaeological resources.

2.4.6 Impacts to Historic Resources

The Proposed Project is located in an area of the City that has a rich historic and architectural history most importantly being located adjacent to the VFW Parkway, a National Register Individual Listing. The Proposed Project will replace a commercial office building and associated parking lot with residential use consistent with the predominant use in the West Roxbury community. Multi-family development is becoming the predominant use along this section of the Parkway and is creating an improved edge condition for this historic resource. Since proposed use and form are consistent with the Parkway's existing urban scale, the VFW Parkway will not be impacted by the Proposed Project. All other historic resources are sufficiently removed from the Proposed Project that no impacts are anticipated. The Boston Landmarks Commission will be notified of the proposed development as required by State statute and will receive a presentation as may be required further insuring any potential impacts on historic resources of West Roxbury specifically or the City are addressed.

2.5 SUSTAINABLE DESIGN

2.5.1 Green Building

The 270 Baker Street Project is located in West Roxbury between Gardner Street and the Needham Line Railway on a 71,106 square foot site. Our team for the Project will be seeking to exceed sustainable design and energy conservation standards for the project, including the requirements

of Article 37 of the Boston Zoning Code relative to the City's Green Building policies and procedures.

Our team is committed to incorporating environmentally sensitive, sustainable design elements into the proposed development. These elements will improve the quality of life for the residents of this project as well as the neighborhood, while helping to protect the global environment. Ultimately they will also reduce operating costs while increasing value for the project, and improving its business viability.

We are committed to identifying opportunities for sustainable solutions by setting proactive goals and ensuring the undertaking that is LEED Silver certifiable at a minimum and satisfies the requirements of the City of Boston Environment Department. Neshamkin French Architects, Inc.'s own LEED accredited personnel is working in concert with innovative LEED accredited engineers (mechanical, electrical and plumbing engineers.) In turn, the team will actively involve the selected contractor in turning this commitment into reality.

The following sections outline the team's approach to individual LEED Credits:

2.5.2 City of Boston Article 37

The City is actively promoting measures to encourage buildings to decrease energy and water usage, improve the efficiency and useful life of building systems, and reduce the burdens imposed by buildings on city services, the environment, and public health.

The Owner and Project Team are seeking to comply with the requirements of Article 37 of the Boston Zoning Code and Article 80 Development Review and Approval. The Project will include the following Prerequisite Boston Green Building Credits:

Boston Public Health Development Prerequisite Credits:

Prerequisite Diesel Retrofit of Construction Vehicles

Retrofit of all diesel construction vehicles from the United States Environmental Protection Agency approved retrofit technologies, or a contribution of a comparable amount to the Air Pollution Control Commission Abatement Fund.

Prerequisite Outdoor Construction Management Plan

An outdoor construction management plan including provisions for wheel washing, site vacuuming, truck covers and anti-idling signage.

Prerequisite Integrated Pest Management Plan

The Project will include Item No. 3 and 4 listed below, of the Boston Credits.

Boston Green Building Credits:

A. Modern Grid Credit; Not applicable for this Project.

B. Historic Preservation Credit; Not applicable for this Project.

C. Groundwater Recharge Credit; Yes

1. The Project will capture rainwater including landscape irrigation.

D. Modern Mobility Credit Yes

1. The Project will be pursuing this Credit by meeting the following Prerequisites and TDM Options

Prerequisites:

1. Designate an on-site transportation coordinator in the management office.
2. Post information about public transportation and car-sharing options.
3. Provide transit, bike and pedestrian access information on building website.
4. Provide on-site, external bicycle racks for visitors and covered secure bicycle storage for the building occupants. 15% residential and 5% other uses.
5. Comply with Boston Transportation Department district parking ratios.
6. Join a Transportation Management Association (for mixed-use projects).

For Residential Projects:

1. Provide preferred parking spaces for a car-sharing service capable of serving 1% of building occupants.
2. Residential parking spaces required by zoning may only be purchased and used by building tenants/unit owners.
3. On-site electric charging plug-in stations for plug-ins capable of serving 1% of the building occupants.

2.5.3 LEED Narrative

The Project as currently conceived will meet or exceed the U.S. Green Council's Leadership in Energy and Environmental Design (LEED) system to achieve a Silver standard. A summary of how the project addresses each checklist category is included below with an expanded version to be prepared in accordance with the Article 37 regulations. A Climate Change Preparedness Questionnaire and Accessibility Checklist will also be prepared and submitted to the Interagency Green Building Committee as required.

At this early stage of the design process, specific building system specifications have not yet been determined. System design solutions will be developed in an effort to achieve the targeted LEED credits. The final design and construction of the Project will create a sustainable building that promotes a healthy environment for the residents, enhances the surrounding neighborhood locally, and reduces environmental impacts globally.

2.5.3.1 Sustainable Sites

1. Construction Activity | Prerequisite
   A management plan will enforce measures to protect adjacent areas from pollution.

2. Site Selection | Credit 1 (1 Point)
   The Project Site has previously been graded and developed and is located in an urban area. This development does not violate any of the established criteria.

3. Community Connectivity | Credit 2 (2 Points)

Project is located within close proximity to at least 10 basic services, such as a:

- Restaurant (Al Wadi Restaurant)
- Restaurant (Bay Sweets Restaurant)
- Fitness Center (International Fencing Club)
- Fitness Center (Jim Roche Community Arena)
- Fitness Center (FMC Ice Sports)
- School (Catholic Memorial School)
- School (West Roxbury Academy)
- School (The Roxbury Latin School)
- Park (Rivermoor Park)
- Park (Millennium Park)

4. Alternative Transportation | Credits 4.1, 4.2, 4.3, 4.4 (9 points total)
Public transportation access is provided. The project within close proximity to the 52 Bus line stop on Baker Street and the 36 Bus line stop on Spring Street. Secure bicycle storage facilities serving a minimum of 30% of the occupants will be provided. Preferred parking spaces for car sharing services and alternatively fueled vehicles will be provided for 1% of the parking capacity. A minimum of 2 charging stations will be available for alternately fueled vehicles. The planned parking will not exceed local zoning requirements.

5. Stormwater Design Credits | 6.1, 6.2 (2 Points total)
The Project proposes to pursue a stormwater treatment program for removal of total suspended solids per the credit requirements.

6. Heat Island Effect | Credits 7.1, 7.2 (2 Points total)
More than fifty percent of parking is located underground. A reflective surface roof system will be provided for all roofs covering parking areas.

2.5.3.2 Water Efficiency

Water Efficient Landscaping | Credit 1 (2 Points)
Utilization of high-efficiency irrigation and native plantings will be pursued to reduce potable water consumption by 50% over conventional means.

Water Use Reduction | Credit 3 (2 Points)
Appropriate low-flow and low consumption plumbing fixtures will be investigated to achieve a reduction in water usage of 20 – 30% over the baseline.

2.5.3.3 Energy and Atmosphere

Energy efficiency is a key part of the overall design strategy. With rapidly increasing energy costs, attention to energy use will provide economic as well as environmental benefits to the project. The team will use an integrated design approach with life cycle costing of various system options, in order to ensure that this project meets the goals of LEED in this category in a cost effective manner.

Specific strategies to be incorporated include:

- Systems will be fully commissioned by a third party commissioning agent, meeting all requirements of both the LEED prerequisite for commissioning.
- Various HVAC systems will be explored in the design phase of the project, including gas absorption chillers.
- All equipment will be CFC free.

- The Developer will pursue third party funding of energy efficiency and renewable energy strategies through local utilities and the Massachusetts Renewable Energy Trust Fund.
- Measurement and verification of energy usage will be provided by the utilization of individual utility metering at each unit.

2.5.3.4 Materials and Resources

1. Storage and Collection of Recyclables | Prerequisite

Trash disposal facilities are expected to be provided at each residential floor level for collection of recyclable materials.

2. Construction Waste Management | Credits 2 (2 Points)

The Construction Manager will implement a waste management plan that will seek to divert at least 50% of the Project's construction and demolition waste material removed from landfills through recycling and salvaging.

3. Recycled Content | Credits 4 (1 Point)

Project Specifications will include, track and encourage provision of materials with recycled content where practical.

4. Regional Materials | Credit 5 (2 Points)

Project Specifications will place preference on the selection of materials and products that are extracted and manufactured locally.

2.5.3.5 Indoor Environmental Quality

1. Minimum IAQ Performance | Prerequisite 1

Project will be designed using an HVAC systems that perform above the minimum ASHRAE Standards for Air Quality.

2. Environmental Tobacco Smoke Control | Prerequisite 2

The Proponent intends to designate the entire building as a non-smoking facility. In addition, positively pressurized corridors are being investigated to minimize environmental smoke from migrating between private and common areas.

3. Outdoor Air Delivery (CO2) Monitoring | Credit 1 (1 Point)

A permanent carbon dioxide monitoring system will be investigated for use in common areas to provide feedback on ventilation system operation. This will ensure that the systems maintain design minimum requirements. In addition, each residential unit shall be equipped with carbon monoxide monitoring.

4. Construction IAQ Management Plan | Credits 3.1, 3.2) (2 Points total)

Air quality precautions during and after construction are expected to be maintained for the safety of workers and future residents. Management plans are expected to be implemented per the requirements of these credits.

5. Low-Emitting Materials | Credits 4.1, 4.2, 4.3, 4.4 (4 Points total)

Adhesives, sealants, paint, and carpet are expected to be specified with low VOC content limits as prescribed by the respective applicable standards. Composite wood products will be investigated further during design.

6. Indoor Chemical and Pollutant Source Control | Credit 5 (1 Point)

A permanent entryway system is expected to be installed at the building entrance to prevent air contaminants from entering the building. Housekeeping and laundry areas are expected to be separated and exhausted to outside to comply with the requirements of this credit. Air handling units are expected to be provided with appropriate filtration to meet the credit.

7. Controllability of Systems | Credits 6.1, 6.2 (2 Potential Points)

Individual lighting and temperature controls will be designed to enable adjustments to suit the needs of the inhabitants based on task and personal preference.

8. Thermal Comfort | Credit 7.1 (1 Point)

Project will be designed using an HVAC system that performs above the minimum ASHRAE Standard of Thermal Comfort Conditions for Human Occupancy.

9. Daylight and Views | Credits 8.1, 8.2 (2 Potential Points)

Daylight exposure will be designed to ensure compliance with the requirements of the credit. Exterior views are expected to be maximized. Shading devices will be utilized to reduce glare.

2.5.3.6 Innovation and Design Process

1. High Efficiency Traction Elevator | Credit 1.1 (1 Point)

The proponent intends to provide a high efficiency elevator, Otis Gen Set or similar.

2. Green Housekeeping | Credit 1.2 (1 Point)

The Proponent intends to engage in a green housekeeping policy wherein all cleaners used in common areas shall comply with the Green Seal standard GS-37.

3. Tenant Education and Guidelines | Credit 1.3 (1 Point)

The Proponent intends to develop Green tenant guidelines, educational programs, and resources for residents within the building.

4. Chemical-free Water Treatment | Credit 1.4 (1 Point)

The use of chemical-free water treatment for cooling towers and boilers shall be evaluated as design progresses.

5. Energy Star Appliances | Credit 1.5 (1 Point)

The Project will seek to reduce overall non-regulated energy use by utilizing Energy Star appliances.

6. LEED Accredited Professional | Credit 2 (1 Point)

A LEED accredited professional, Jillian Wiedenmayer, will prepare, review, and document the Project's compliance with LEED Rating Systems.

2.6 TRANSPORTATION COMPONENT

McClurg Traffic has conducted an evaluation of the transportation impacts of the proposed residential development to be located at 270 Baker Street in the West Roxbury Neighborhood of Boston. This transportation study adheres to the Boston Transportation Department (BTD) Transportation Access Plan Guidelines and the Boston Redevelopment Authority's (BRA) Article 80 development review process. This study includes an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, loading operations, transit services, and pedestrian activity.

2.6.1 PROJECT DESCRIPTION & SITE ACCESS

270 Baker St. is a proposed residential project situated in West Roxbury, on a site bounded by the Needham Line railroad tracks and Baker St, across the street from the Catholic Memorial School baseball field. The site is within a larger parcel owned by the developers and known as 1280 VFW Pkwy, lying opposite the Home Depot and just north of the VA Hospital. Other land uses at 1280 VFW Pkwy are two mixed-tenant office buildings. Within the site, an existing 3-story commercial building will remain, along with 72 surface parking spaces dedicated to that building's use.

Primary vehicular access to the site is currently on and off VFW Pkwy. northbound (toward downtown), via the driveway of 1280 VFW Pkwy. The site can also be reached via Gardner St. and Simbroco St, a private street which is owned by the developer. Since Gardner St. is one-way westbound, vehicles enter via the Gardner St./Baker St. intersection, and depart toward the Gardner St./VFW Pkwy. intersection.

The developer proposes to construct a driveway off Baker St, approximately 270 feet from the Baker St. Bridge over the Needham Line railroad tracks. Hedlund St, directly south of the project site, is a dead-end street. Hedlund and Dunwell Sts. do not, and are not proposed to, connect to the site.

Figure 2.18 Site Locus and Proposed Access

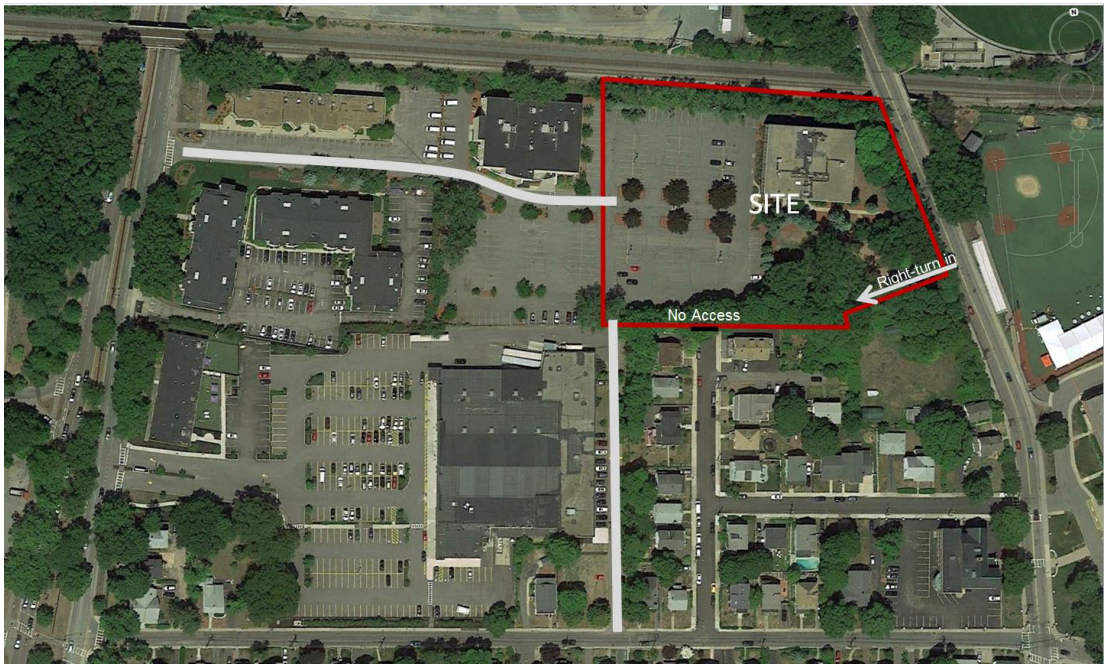
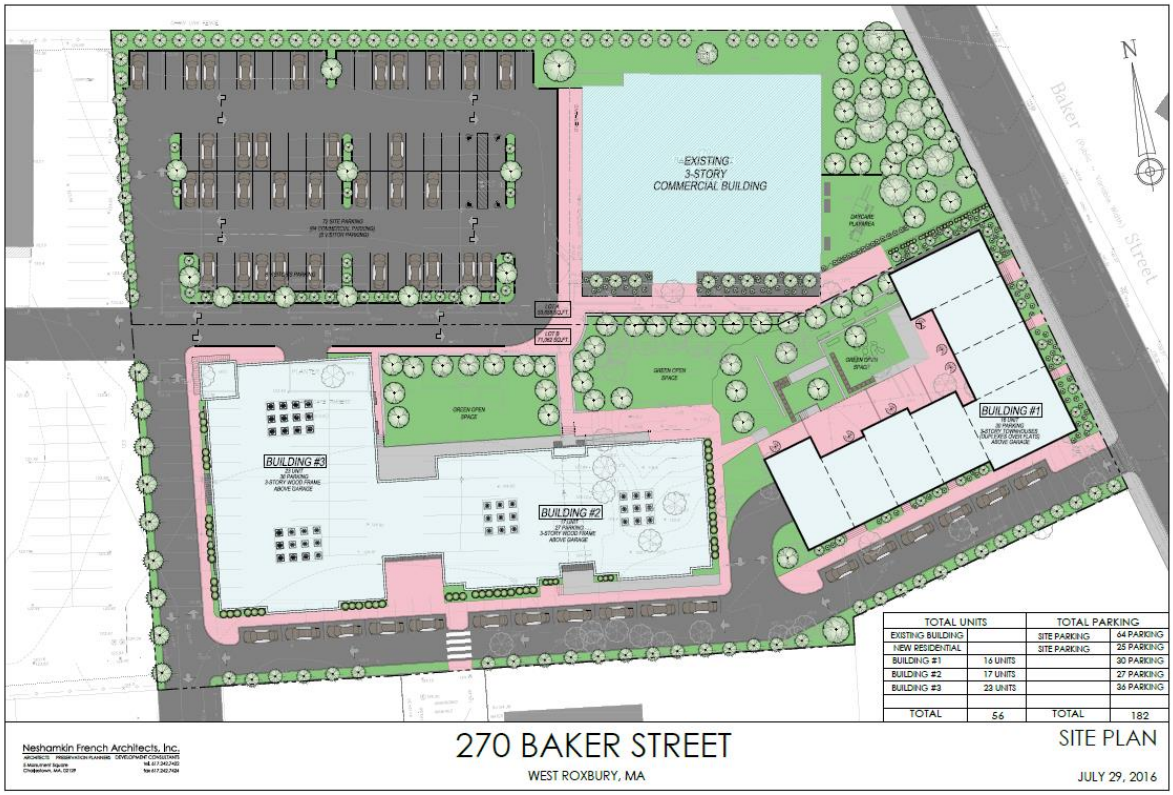


Figure 2.19. Project Site



2.6.2 PROJECT PROGRAM

The project consists of 56 dwelling units. The breakdown of unit sizes is as follows.

		1 bed.	2 bed.	3 bed.	Parking
Apartment Building:	40	5	32	3	63
Townhouses:	16	5	8	3	30
Total:	56	10	40	6	93

In addition to the 93 parking spaces within the three buildings, 25 surface spaces will be dedicated to the residential development, for a total of 118 spaces, yielding a per-unit ratio of 2.1 spaces.

2.6.3 TRANSPORTATION SYSTEM

2.6.3.1 Study Area

The study intersections, shown in Figure 3, are as follows.1

1 Per Bill Conroy, Boston Transportation Department, 4/22/2015

1. VFW Parkway / Baker Street
2. VFW Parkway / Gardner Street
3. Baker Street / Gardner Street
4. Spring Street / Gardner Street (Brother Joseph A. Heeran Way)
5. Baker Street / Spring Street

Figure 2.20 Study Intersections

2.6.3.2 Intersections.

1. VFW Parkway/Baker St. The intersection is signalized. VFW Pkwy. has two thru lanes, bike lanes and an exclusive left-turn lane in each direction. It has a 40-foot-wide treed median. Baker St. is one lane in each direction; it has a bicycle lane west of the intersection but not east. The intersection is wide and clear enough for left-turning Baker St. vehicles to shelter without blocking the thru lane. This may make the intersection perform somewhat better than HCM Analysis indicates.

2. VFW Pkwy./Gardner St. Gardner St. is one-way westbound between Baker St. and VFW Pkwy, and has one lane. It does not cross VFW Pkwy, though it continues on the other side. There is a signal at this point, but it does not control the intersection. It protects the intersection crosswalk, and is pedestrian-actuated. The Gardner St. approach is controlled by Stop sign.

3. Baker St./Gardner St. South of the proposed project driveway, past Dunwell St. and CM's Donahue Hall, Baker St. intersects with Gardner St. The intersection is signalized, and has three one-lane approaches: Baker St. northbound and southbound, and Gardner St. westbound (Brother Jos. A. Herran Way).

4. Gardner St./Spring St. is an unsignalized three-way intersection. The Spring St. approaches have two lanes; Gardner St. has one. There are very few movements between Gardner St. and Spring St. to the west, since the Spring St./Baker St. intersection provides more direct access.

5. Spring St./Baker St. is signalized. In this section Spring St. curves gently to the southwest, and Baker St. approaches Spring St. at an angle of approximately forty-degrees. Spring St. has two lanes on each approach and Baker St. remains

Surrounding Conditions. Catholic Memorial High School is across the street from the project site, on the east side of Baker St. CM's Donahue Hall is on the northwest corner of Baker St. and Gardner St. A mid-block crosswalk connects Donahue Hall to the main campus. There are also crosswalks across Baker St. at Gardner and Dunwell Sts. See Figure 4.

Figure 2.21. Catholic Memorial crosswalks: Dunwell St, Donahue Hall and Gardner St.

2.6.3.3 On-street Parking

Except for its Baker St. frontage, the site does not abut public streets. On Baker St. there is no signage prohibiting parking, although no-parking signs exist at Donahue Hall between Dunwell and Gardner Sts, and at the MBTA bus stop at the northwest corner of the Dunwell/Baker intersection, and the street is a tow zone during snow emergencies. At a width of 30', with a center stripe dividing it into 15' travel lanes, it is not generally appropriate for on-street parking. However, parking does take place during events at Catholic Memorial.

There is no parking on VFW Pkwy. On Gardner St, parking is prohibited on the north side. There is not a resident parking program in effect on the south side.

2.6.3.4 Sidewalks

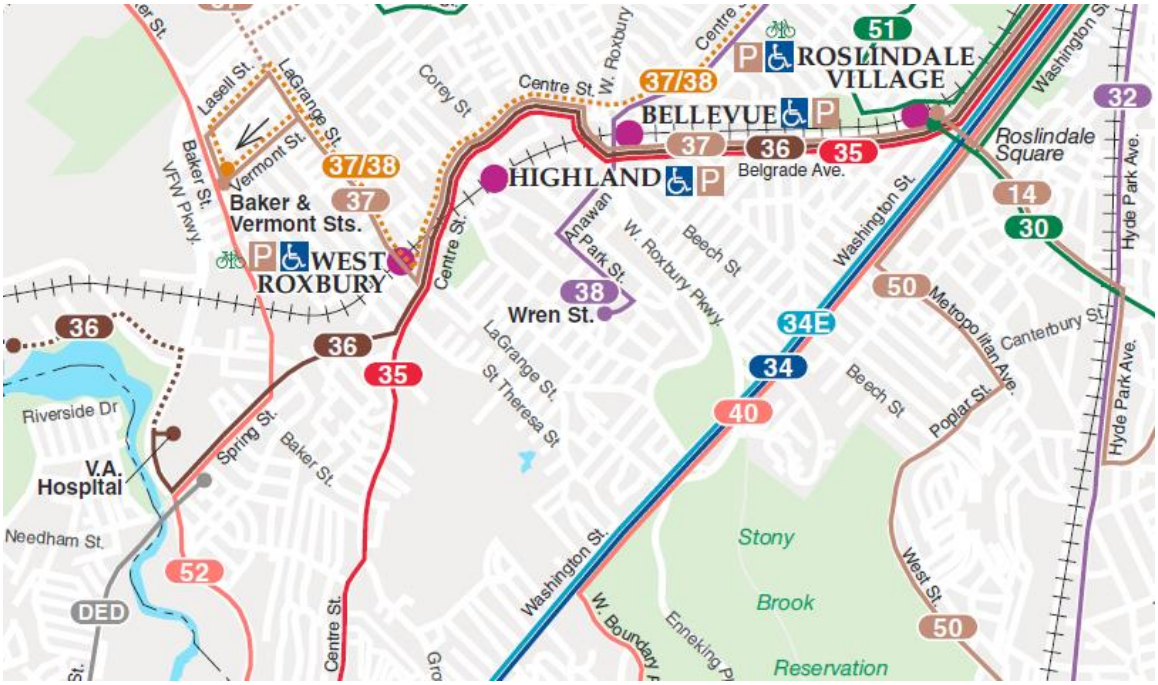
Baker St. is the site's only edge that abuts a public sidewalk. Baker St.'s sidewalk is eight feet wide. Most pedestrian traffic to and from the site will be using Baker St., as it gives quickest access to the bus stop at the corner Baker and Dunwell Sts. and the Spring St. commercial area. The Baker St. sidewalk is generally unobstructed, except by telephone poles that are situated about 110 feet apart past the project site and narrow the walkway by as much as 2.5 feet. Traffic on the sidewalk is light, except during athletic and other events at Catholic Memorial.

Within the project site, walkways alongside buildings 1, 2, 3 and the existing commercial building will provide complete and generous pedestrian access. All walkways will be accessible in accordance with the Americans with Disabilities Act.

2.6.3.5 Transit

The site is immediately served by the MBTA's 52 bus route, which runs between Watertown Square and the Dedham Mall. The closest stops of the 35 and 36 routes are approximately a half-mile walk from the site. The 37 and 38 routes, as well as the West Roxbury stop on the Needham Commuter Rail line, are approximately three-quarters of a mile from the site on Lagrange St.

Figure 2.22 MBTA System Map Detail



2.6.3.6 Bicycle Conditions and Facilities

There is a bike lane on VFW Parkway in both directions. To access the project site from the southbound bike lane, a bicyclist would cross at the Gardner St. pedestrian signal and return to the 1208 VFW Parkway driveway using the northbound bike lane. Bicycle access via Baker St. and Simbroco St. is also possible.

Car Sharing

Car sharing refers to vehicles rented on an hourly or daily basis, either from a car-share company or on a peer-to-peer basis. Currently the nearest car sharing pickup site is at the West Roxbury Commuter Rail station on Lagrange St.

2.6.4 TRAFFIC ANALYSIS

To accurately assess the transportation and parking impacts of the proposed project, the following aspects were analyzed.

- Vehicular traffic operations
- Pedestrian conditions (above)
- Project parking program
- Transit service availability and projected usage
- Bicycle usage

On the basis of this analysis, appropriate measures are proposed to ensure that the project has minimal or positive impacts on the transportation system and the local public realm.

2.6.4.1 Methodology

This Access Plan follows a standard method to assess the transportation impacts of the proposed project. Existing conditions are compared to two alternative future scenarios: a No-Build scenario, which takes into account traffic that will be generated by planned but not yet operational land development, and a Build scenario, in which the proposed project is also considered.

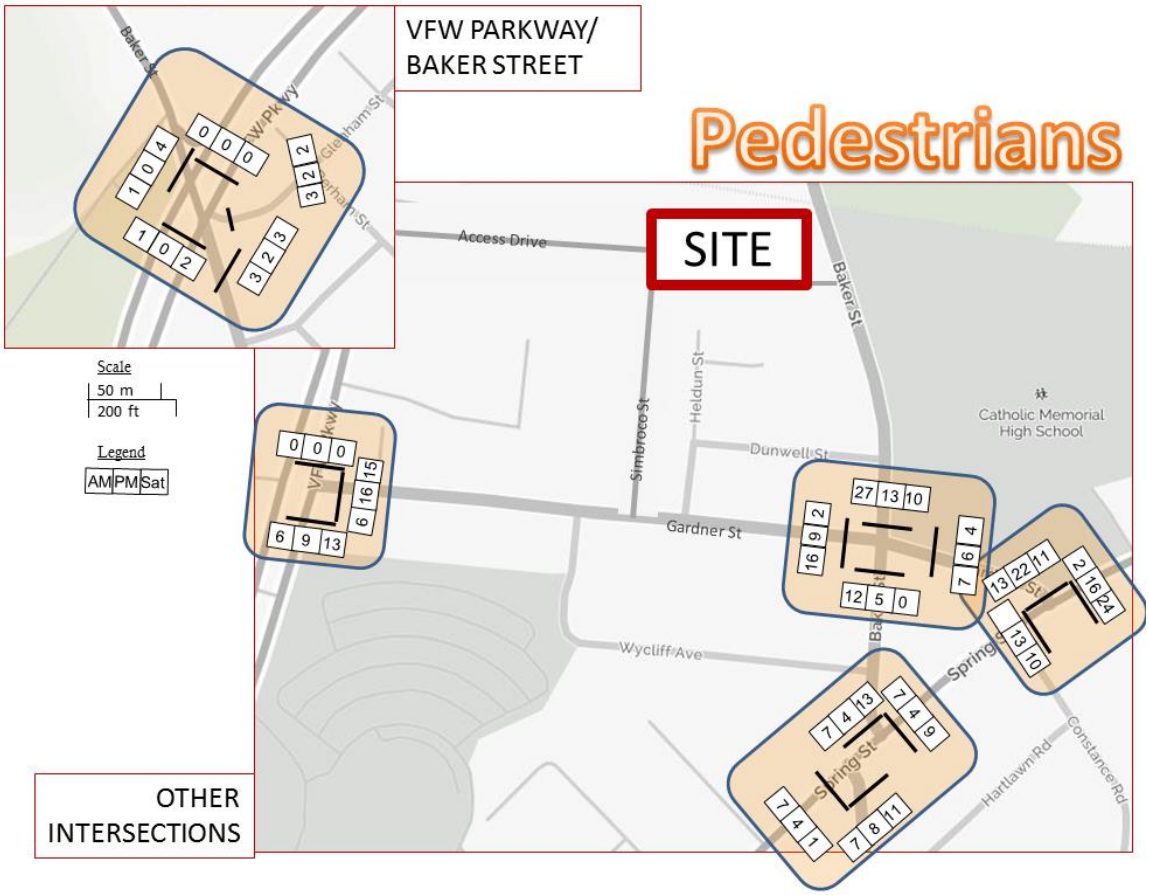
The impacts of the project, detailed in the Build Scenario, are projected through a four-step process:

- Trip Generation
- Mode Split
- Trip Distribution
- Route Assignment

2.6.4.2 Existing Conditions

Pedestrian Traffic. Figure 2.23 shows pedestrian crossing volumes at each of the study intersections during the AM, PM and Saturday peak hours.

Figure 2.23. Pedestrian Traffic Volumes during Peak Hours



2.6.4.4 Bicycle Traffic. Table 2.2 shows the total numbers of bicycles passing through the study intersections in each of the peak hours.

Table 2.2 Bicycle Volumes

		AM	PM	Sat.
1.	VFW Parkway/Baker St.	9	16	12
2.	VFW Pkwy./Gardner St.	6	3	0
3.	Baker St./Gardner St.	2	1	1
4.	Gardner St./Spring St.	7	5	5
5.	Spring St./Baker St.	5	3	5

2.6.4.5 Vehicular Traffic. Turning movement traffic counts were taken at the study intersections on Tuesday, May 5, 2015 between 7:00-9:00 AM and 4:00-6:00 PM; and Saturday, May 9, 2015 between 11:00 AM and 2:00 PM. Within those periods, the peak hours were:

- AM – 7:00–8:00 or 7:15–8:15
- PM – 4:45–5:45 or 5:00–6:00
- Saturday – 11:00–12:00 or 1:00–2:00

For purposes of this analysis, peak hour volumes at each individual intersection were used, regardless of exact time.

In order to account for seasonal variation in traffic volumes throughout the year, data provided by MassDOT were reviewed. The most recent (2011) Weekday Seasonal Factors were used to determine whether traffic counts taken in May should be adjusted to portray average conditions. The seasonal adjustment factor for May on roadways similar to the study area (Group 6) is 0.91, which means that average-month traffic volumes are approximately ten percent less than the traffic volumes that were collected. As a conservative assumption, the traffic counts were not adjusted downward.

Figures 2.24, 2.25 and 2.26 show vehicular traffic volumes in the AM, PM and Saturday peak hours, respectively.

Figure 2.24 Existing AM Peak-hour Vehicular Traffic Volumes

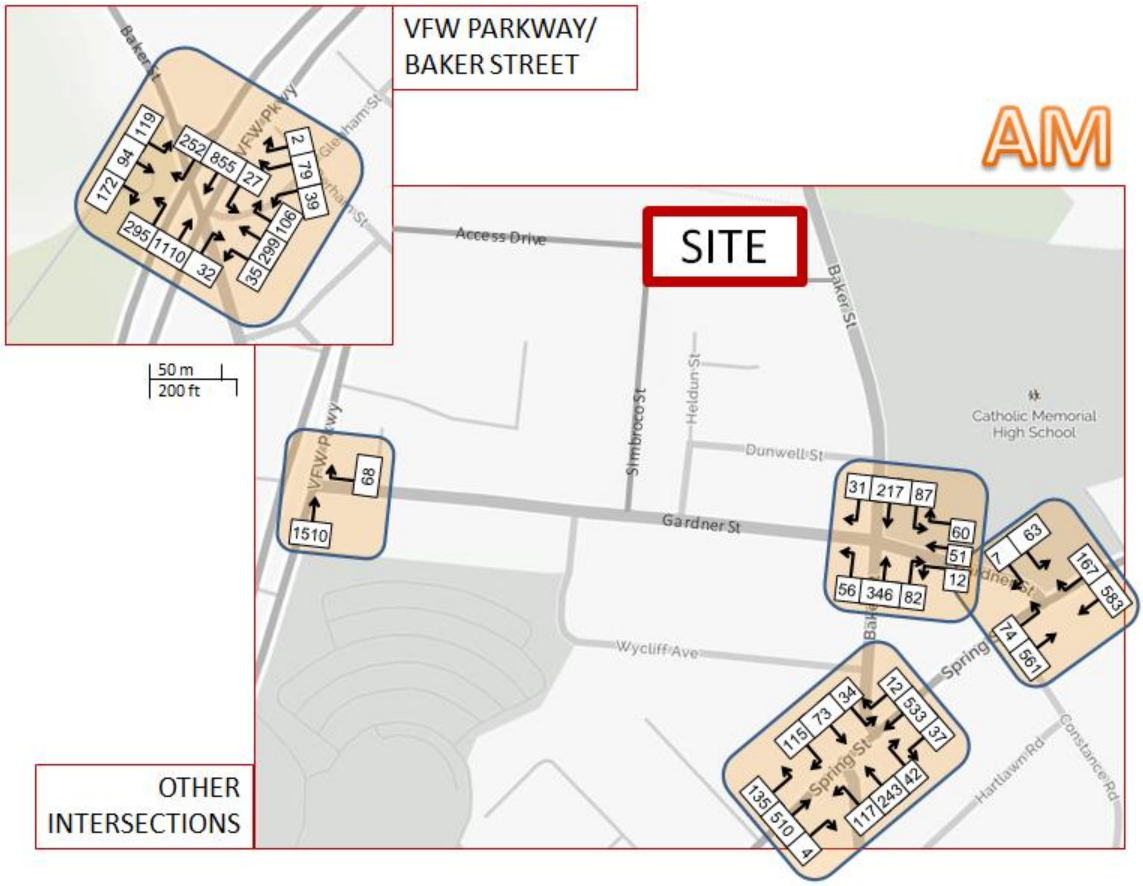


Figure 2.25. Existing PM Peak-hour Vehicular Traffic Volumes

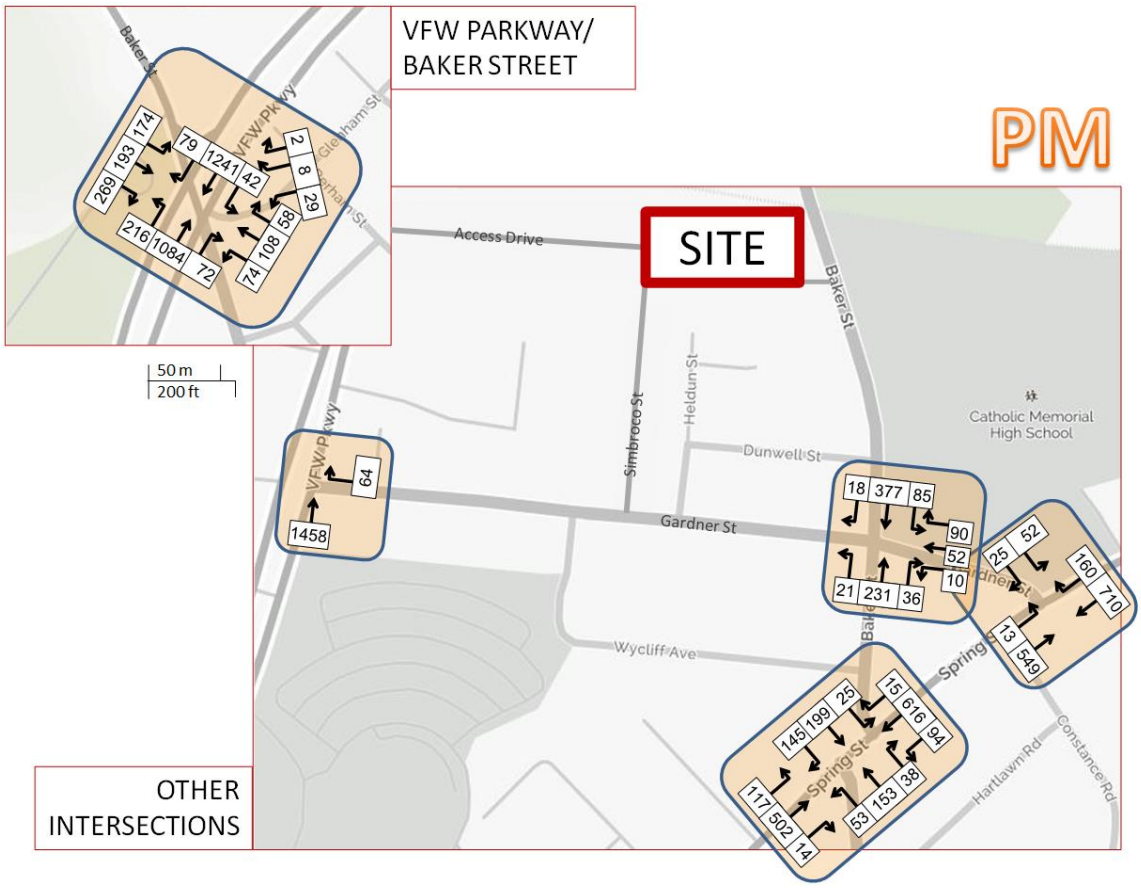
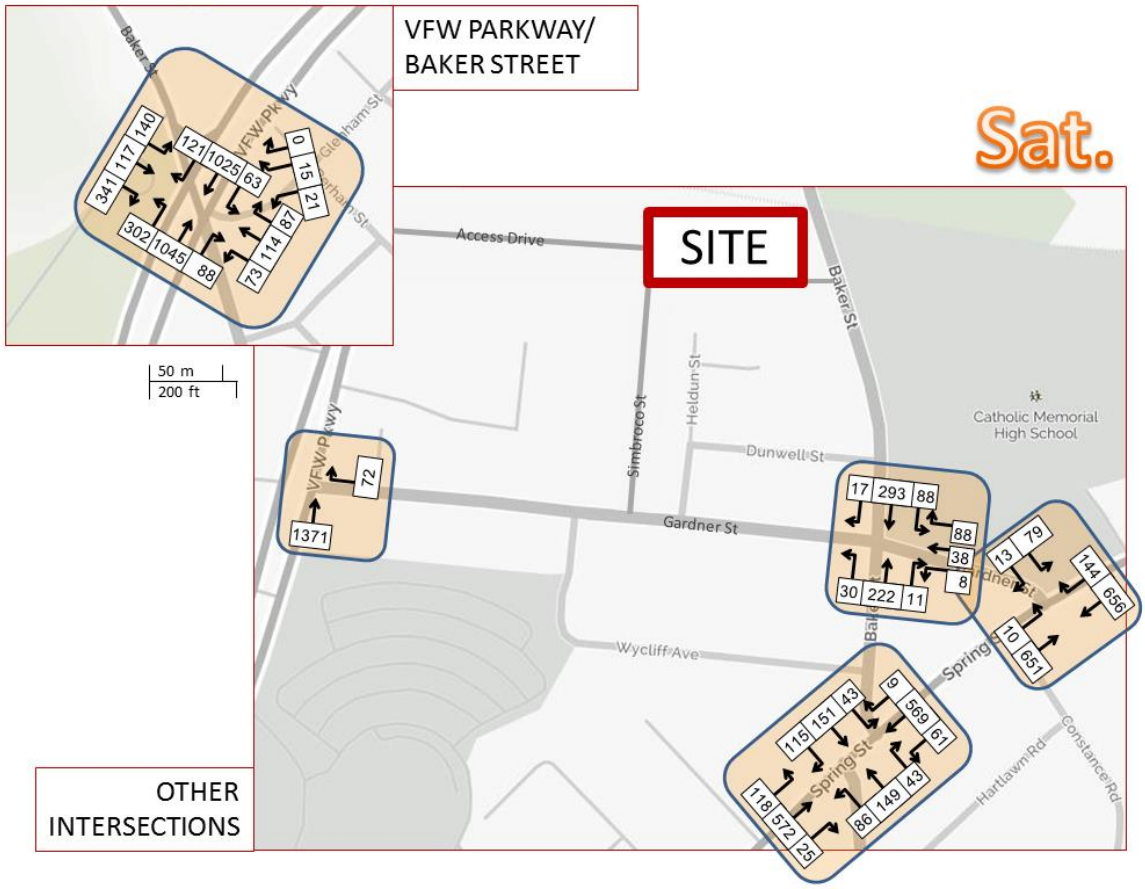


Figure 2.26. Existing Saturday Peak-hour Vehicular Traffic Volumes



2.6.4.6 Capacity Analysis

The criterion for evaluating traffic operations is level of service (LOS), which is determined by assessing average delay experienced by vehicles at intersections and along intersection approaches. Trafficware's Synchro (version 8) software package was used to calculate average delay and associated LOS at the study area intersections. This software is based on the traffic operational analysis methodology of the Transportation Research Board's 2000 Highway Capacity Manual (HCM). Intersection geometry – numbers of turning lanes, lane lengths, and widths – is incorporated into the operations analysis.

Level of service (LOS) is measured in terms of letter grades from A to F, representing average delays as shown in Table 2.3. LOS A indicates minimum traffic delay, while LOS F represents the worst (unacceptable) condition, with significant traffic delay. LOS D or better is generally considered acceptable in an urban area. However, LOS E or F is not unusual for a stop controlled minor street that intersects a major roadway.

Table 2.3 Level of Service Criteria, Delay in Seconds per Vehicle

LOS	Signalized Intersection	Unsignalized Intersection
A	<10	<10
B	>10 and <20	>10 and <15
C	>20 and <35	>15 and <25
D	>35 and <55	>25 and <35
E	>55 and <80	>35 and <50
F	>80	>50
Source: 2000 Highway Capacity Manual, Transportation Research Board.		

Table 2.4 shows the results of capacity analysis at the study intersections under existing conditions.

Table 2.4. Existing AM, PM and Saturday Peak-hour Delay and Level of Service

		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Sig.	**VFW Pkwy./Baker St.**	60.1	E	91.5	F	103.8	F
	Baker St. Northbound	82.5	F	126.7	F	117.3	F
	Baker St. Southbound	52.9	D	46.1	D	31.6	C
	Glenham St.	22.4	C	5.7	A	108.5	F
	VFW Pkwy. Eastbound	32.2	C	52.6	D	72.2	E
	VFW Pkwy. Westbound	93.3	F	148.2	F	173.9	F
Unsig.	**VFW Pwky./Gardner St.**						
	Gardner St. Westbound	20	C	19.3	C	18.5	B
Sig.	**Baker St./Gardner St.**	15.8	B	15.0	B	12.0	B
	Baker St. Northbound	18.8	B	8.5	A	9.2	A
	Baker St. Southbound	14.9	B	22.1	C	16.3	B
	Gardner St. Westbound	6.4	A	5.2	A	4.7	A
Unsig.	**Gardner St./Spring St.**						
	SpringSt. Northbound	1.7	A	0.3	A	0.2	A
	Gardner St. Eastbound	46.4	E	32.9	D	42.1	E
Sig.	**Baker St./Spring St.**	13.4	B	13.8	B	13.4	B
	Baker St. Northbound	14.4	B	10.0	A	11.2	B
	Baker St. Southbound	8.8	A	12.8	B	11.7	B
	Spring St. Eastbound	14.8	B	15.4	B	16.4	B
	Spring St. Westbound	10.7	B	14.1	B	11.9	B

Detailed Highway Capacity Analysis worksheets are provided in the Appendix.

2.6.5 No-Build Scenario

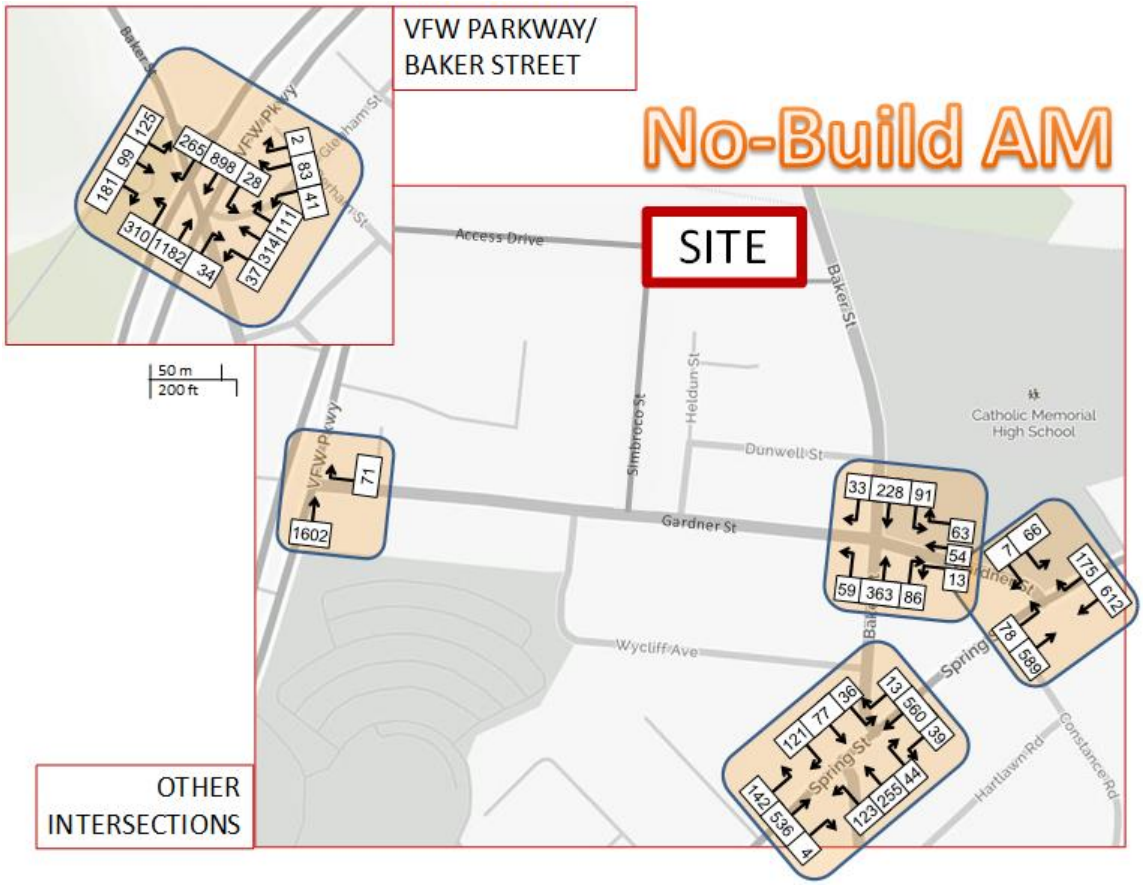
Background Development. According to the Boston Redevelopment Authority2, the only pending significant project in the area is the residential development at 1235 VFW Parkway. The Transportation Component of

2 http://www.bostonredevelopmentauthority.org/projects/development-projects?neighborhoodid=19&sortby=name&sortdirection=ASC&type=dev.

the Project Notification Form3 predicts that the project will generate 16 trips northbound onto the Parkway in the AM peak hour and 9 in the PM.

To arrive at the No-Build scenario, the background development volumes were added to the general traffic growth of 1% per year, over a period of five years, as shown in Fig. 2.27, 2.28 and 2.29 for the AM, PM and Saturday peak hours, respectively.

Figure 2.27. AM Peak-hour Vehicular Traffic Volumes, No-Build Scenario (2020)



3 Submitted by SOVAD LLC, Oct. 26 2015

Figure 2.28. PM Peak-hour Vehicular Traffic Volumes, No-Build Scenario (2020)

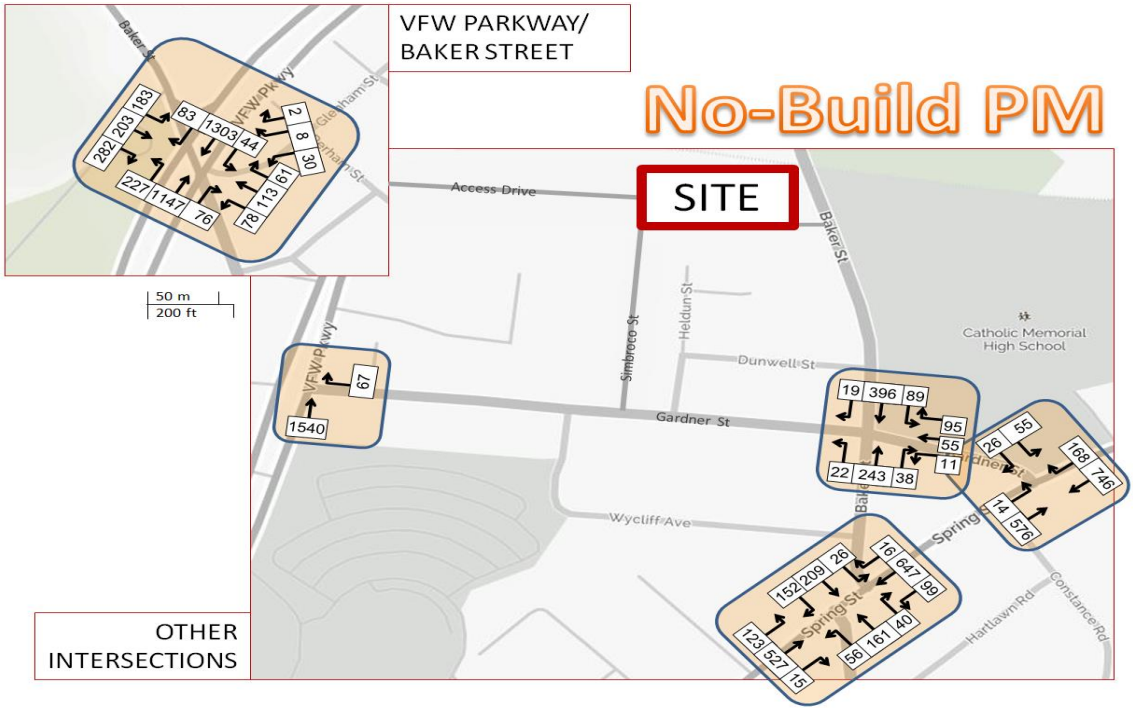


Figure 2.29 Saturday Peak-hour Vehicular Traffic Volumes, No-Build Scenario (2020)

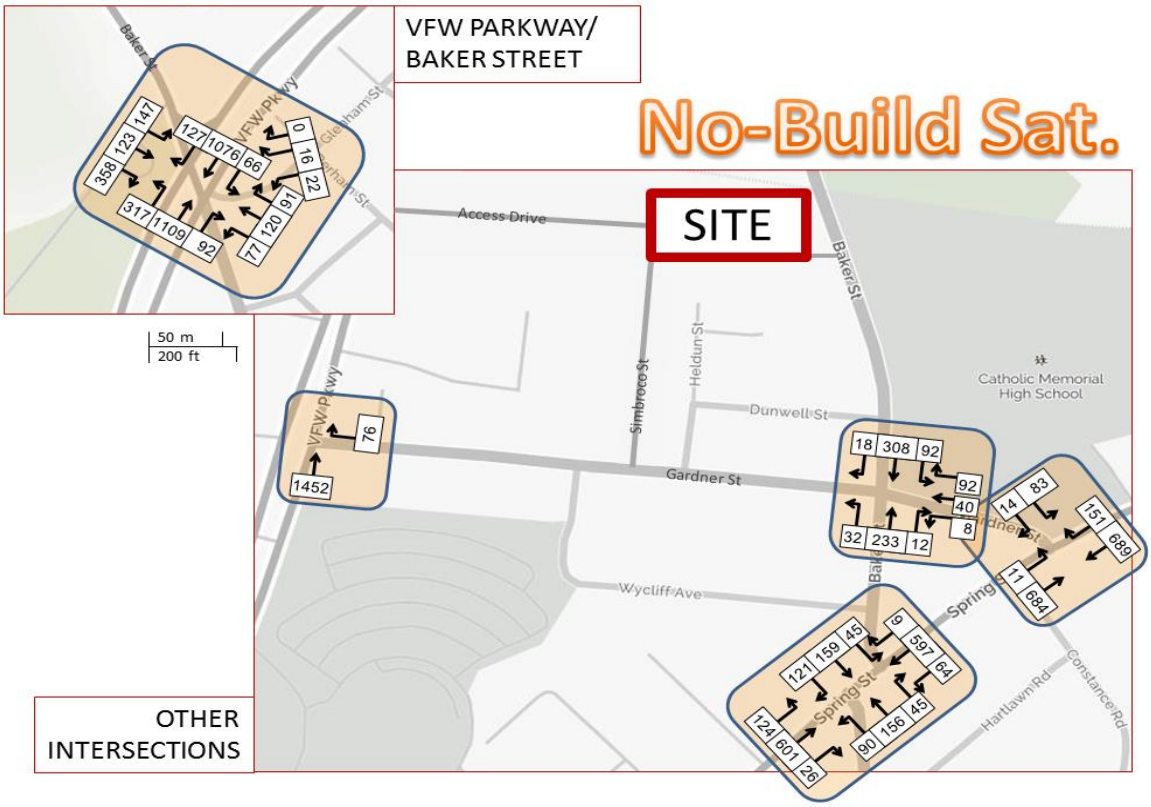


Table 2.5 shows the results of capacity analysis at the study intersections under the No-Build scenario.

Table 2.5. No-Build-Scenario AM, PM and Saturday Peak-hour Delay and Level of Service

		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Sig.	**VFW Pkwy./Baker St.**	**73.6**	**E**	**120.6**	**F**	**126.0**	**F**
	Baker St. Northbound	115.3	F	170.8	F	198.3	F
	Baker St. Southbound	66.1	E	36.3	D	33.7	C
	Glenham St.	25.4	C	2.3	A	114.1	F
	VFW Pkwy. Eastbound	35.1	D	33.0	C	87.7	F
	VFW Pkwy. Westbound	114.4	F	246.3	F	201.6	F
Unsig.	**VFW Pwky./Gardner St.**						
	GardnerSt. Westbound	21.0	C	20.9	C	20.0	C
Sig.	**Baker St./Gardner St.**	**17.6**	**B**	**16.6**	**B**	**12.9**	**B**
	Baker St. Northbound	21.0	C	8.8	A	9.6	A
	Baker St. Southbound	16.9	B	24.9	C	17.8	B
	Gardner St. Westbound	6.4	A	5.2	A	4.7	A
Unsig.	**Gardner St./Spring St.**						
	Spring St. Northbound	1.8	A	0.4	A	0.2	A
	Gardner St. Eastbound	57.8	F	38.1	E	46.3	E
Sig.	**Baker St./Spring St.**	**14.8**	**B**	**15.7**	**B**	**15.0**	**B**
	Baker St. Northbound	19.1	B	10.3	B	11.8	B
	Baker St. Southbound	9.1	A	13.2	B	12.2	B
	Spring St. Eastbound	17.4	B	18.3	B	19.8	B
	Spring St. Westbound	11.0	B	16.6	B	12.5	B

2.6.6 Build Scenario

Trip Generation and Mode Split. The volume of vehicular trips that a land use will generate is projected using rates provided in the Institute of Transportation Engineers' Trip Generation manual4. The appropriate Land Use Code for the project is #230, Residential Condominium/Townhouse. Since the manual does not provide peak-hour trip generation rates for this land use for Saturday, the relationship between AM, PM and Saturday peak hours for Land Use Code 232, High-Rise Residential Condominium/ Townhouse was used as a guide for the Saturday scenario, based on the ratios between AM, PM and Saturday rates for that land use.

Table 2.6. Trip Generation Rates by Dwelling Unit, ITE Land Use Code 230, Condo/Townhouse (Saturday rates estimated from LUC 232)

	Weekday	AM	AM In	AM Out	PM	PM In	PM Out	Sat.	Sat. In	Sat. Out
Unadjusted	5.81	0.44	17%	83%	0.52	67%	33%	0.47	43%	57%
Adjusted for Mode Split	4.36	0.33			0.39			0.38		

The ITE's trip generation rates are based on observations of land uses all over the United States, where transit is largely unavailable and the vast majority of trips are made by private automobile. In contrast, Boston is a walkable and transit-rich city with a significantly lower level of auto-dependence. To account for the effect of transit use on the vehicular trip generation characteristics of the 270 Baker St. project, non-auto mode shares were deducted from the trip generation rates given in the Trip Generation manual. According

4 Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

to the BTD's Development Review Guidelines5, the auto mode share for all destinations and purposes in West Roxbury is 75%.

Table 2.7. West Roxbury Mode Shares

	Auto	Transit	Walk
All destinations and purposes	75%	13%	12%
City Average	51%	19%	30%

Accordingly, the trip generation rates for the 270 Baker St. project have been reduced by 25%. The results are shown in Table 2.8, which shows the vehicle-trip volume projections for the 270 Baker St. project.

Table 2.8. Vehicle-trips Generated by 270 Baker St.

	Vehicle-Trips Generated		
Day	244	**IN**	**OUT**
AM peak hour	18	3	15
PM peak hour	22	15	7
Sat peak hour	20	8	11

Trip Distribution. The primary factors determining the distribution of vehicular trips made by residents of 270 Baker is their orientation to work and shopping. These factors are summarized below. The corridors of approach and departure within the study area are underlined.

Table 2.9. Factors Affecting Trip Distribution

Residential orientation to work and shopping	• I-95 / Rte.128: via VFW Pkwy South, or Bridge St. (Rte.109) or Needham St. in Dedham; Baker St. South and Spring St. West • Downtown Boston, Cambridge, Somerville, Longwood, Brookline: VFW Pkwy. North and Baker St. North • Quincy, Milton, Codman Sq, Columbia Point, Jamaica Plain: via Cummins Hwy, American Legion Hwy, Washington St.; Spring St. East

Route Assignment. While the trip distribution diagram above shows the percentages of site-generated trips that will be oriented in each direction, the actual routing of vehicles as they approach and depart from the site will be complicated by the restrictions on site access.

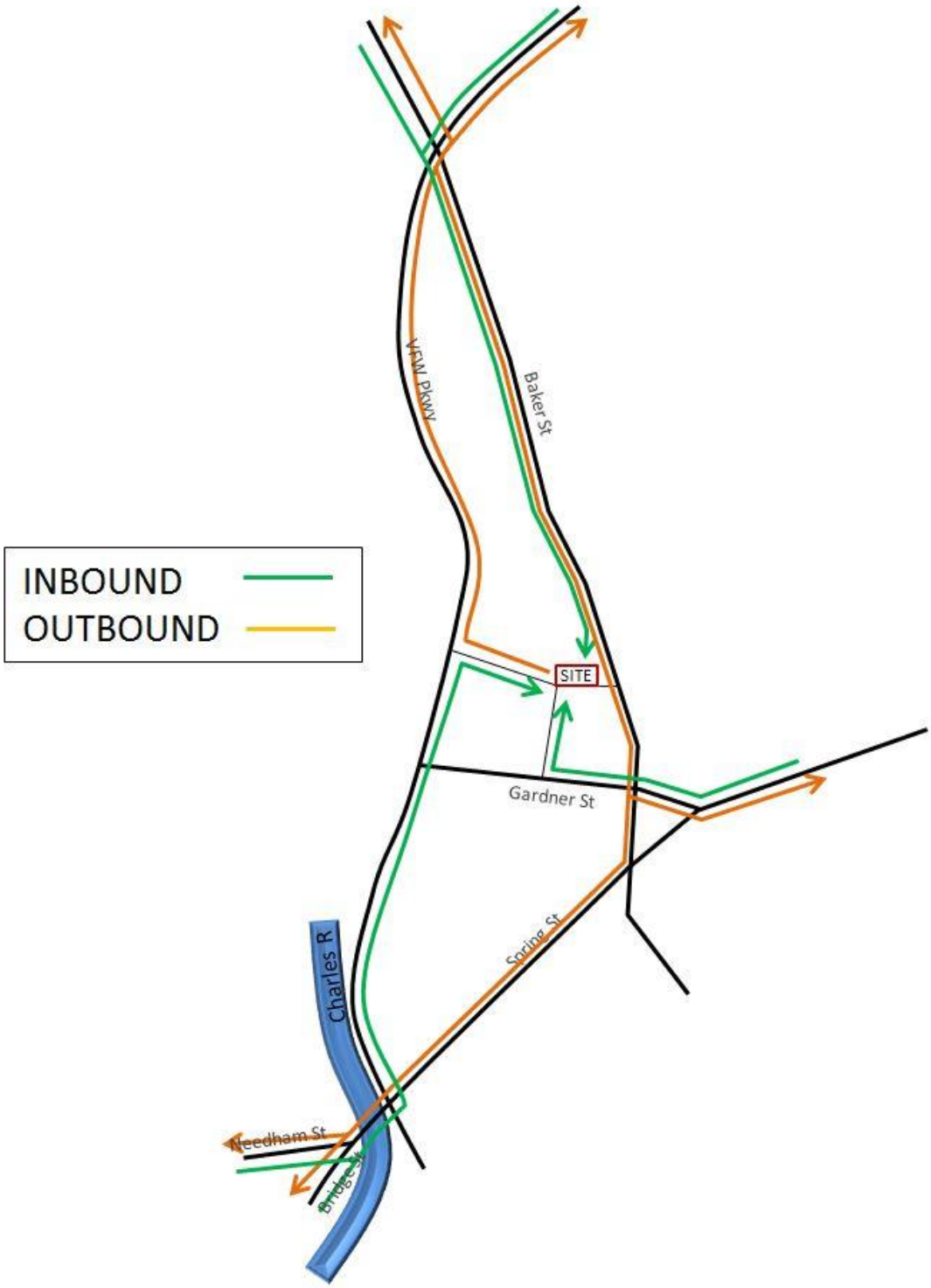
- It is assumed that the proposed Baker St. driveway will be limited to right-in only access; that is, a) the driveway will be one-way inbound from Baker St., and b) left turns into the driveway will not be permitted. See discussion below.

5 p. A-6,Trips Beginning in Zone 19 [West Roxbury].

- There is no direct access to VFW Pkwy. southbound: it can only be reached via Baker St. and Spring St.
- Gardner St. is one-way westbound; it cannot be used to reach Baker St, and drivers headed to VFW Pkwy. northbound will use the access drive
- The proposed driveway onto Baker St. will be restricted to right-in only operation; therefore all drivers will exit onto VFW Parkway northbound. Southbound drivers will turn right at the Baker St. intersection.

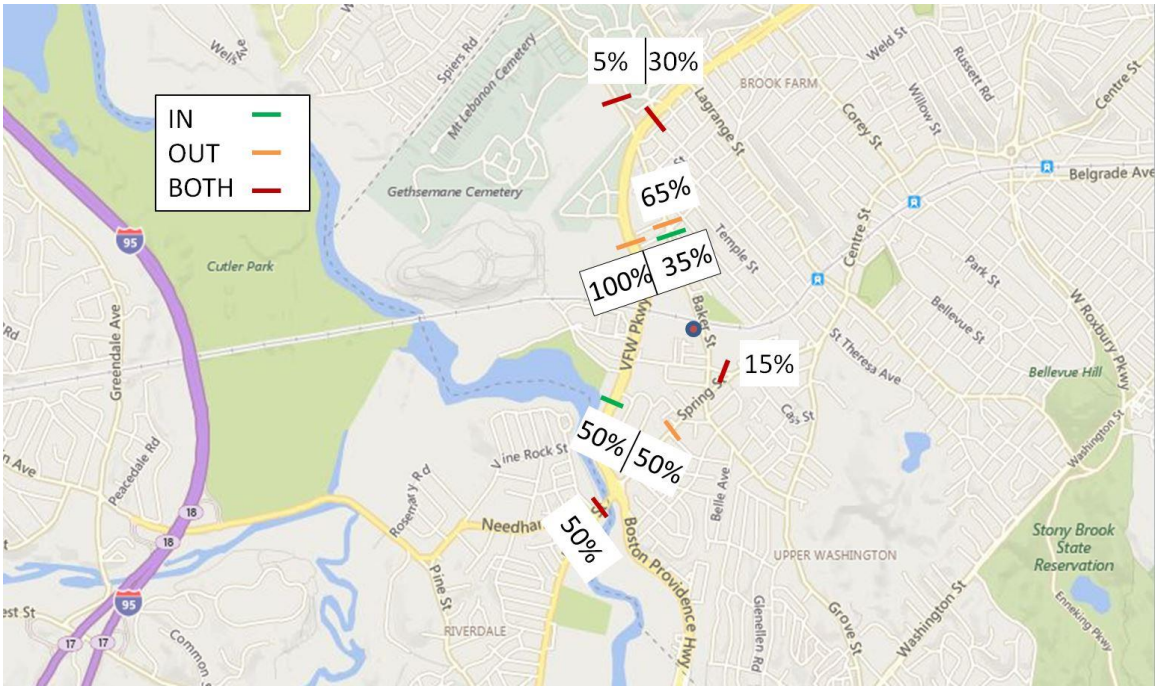
As a result of these restrictions, the patterns of site access will be as shown in Figure 2.30.

Figure 2.30 Site Access Patterns



On the basis of the above considerations, trip distribution and route assignment assumptions for the 270 Baker St. project are as shown in Figure 2.31.

Figure 2.31 Local Trip Distribution and Route Assignment



Figures 2.32, 2.33, and 2.34 show the projected trips generated by 270 Baker St. in the AM, PM and Saturday peak hours, respectively, based on the trip generation, mode split, trip distribution and trip assignment analysis above.

Figure 2.32. Peak-hour Trips Generated by the 270 Baker St. Project, AM Peak Hour (2020)

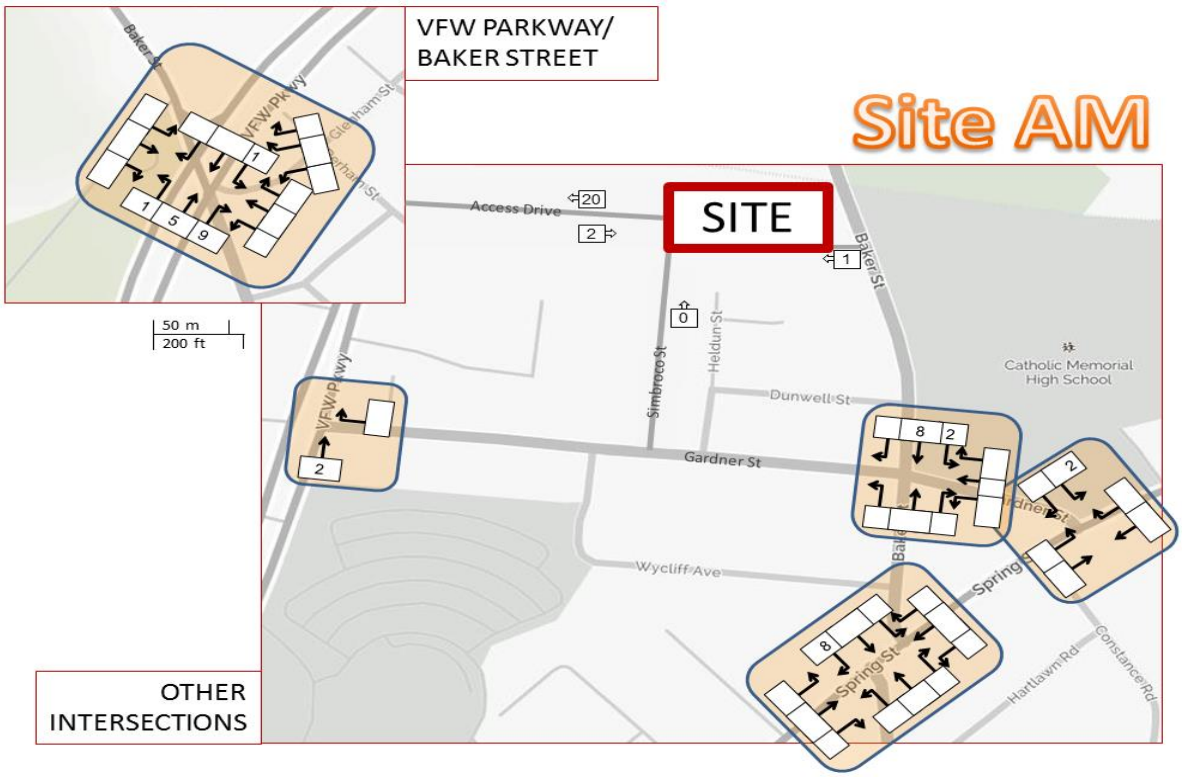


Figure 2.33. Peak-hour Trips Generated by the 270 Baker St. Project, PM Peak Hour (2020)

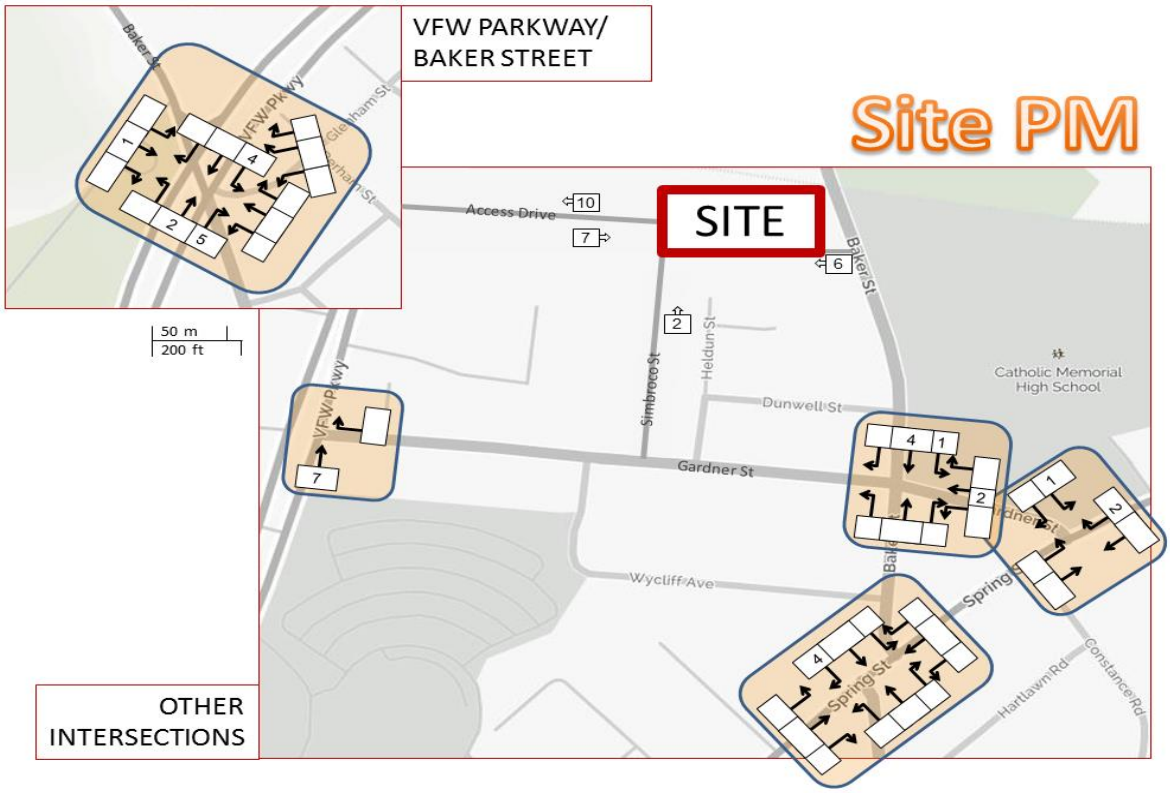
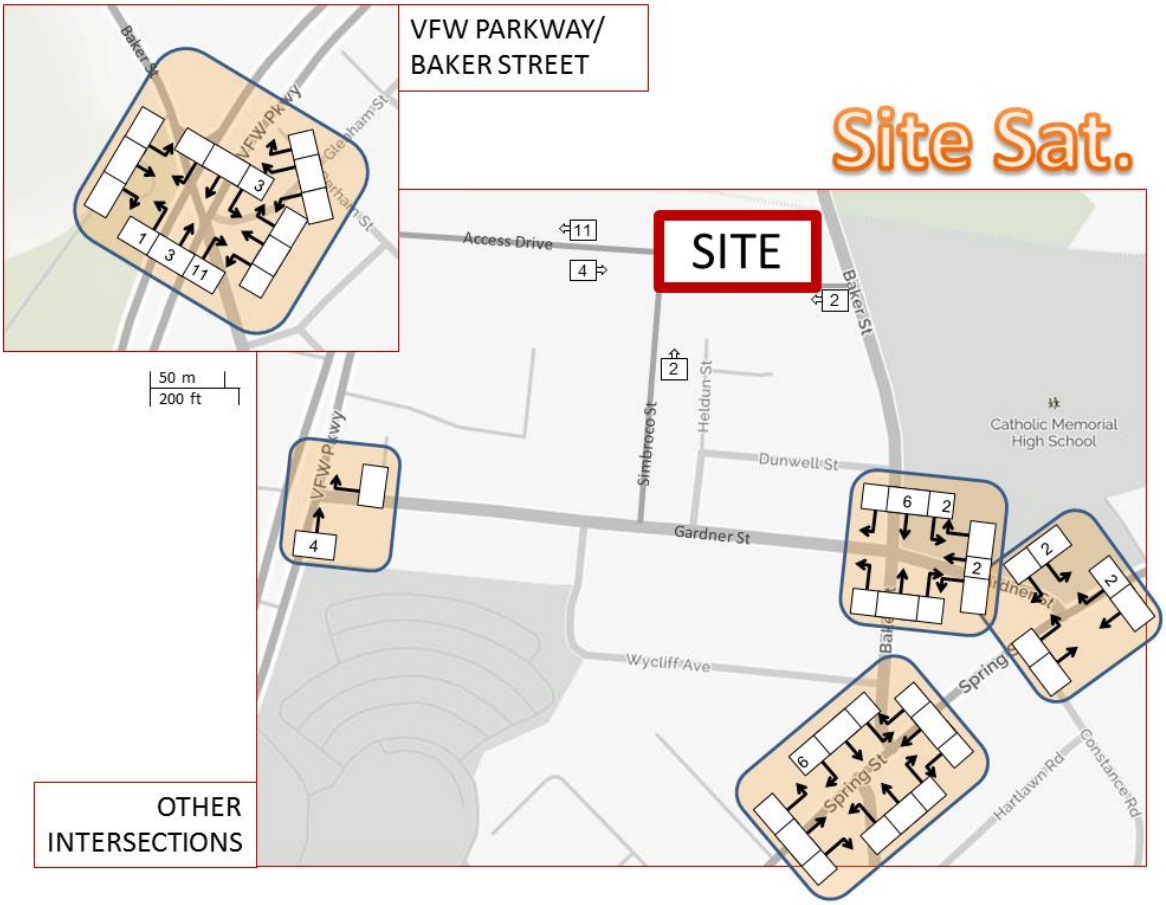
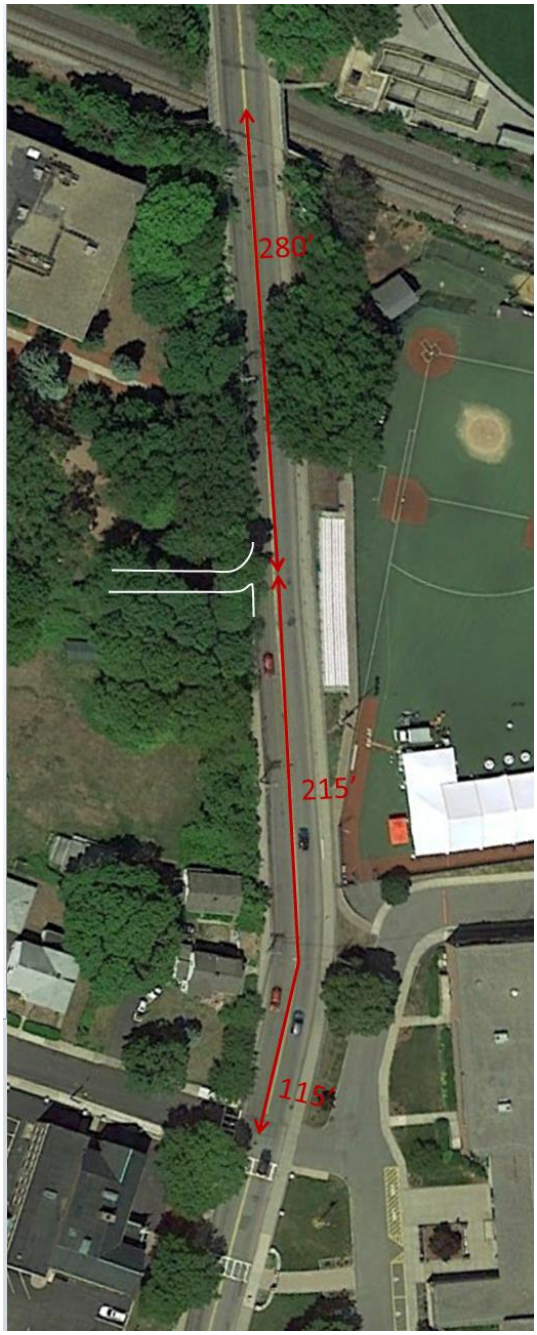


Figure 2.34 Peak-Hour Trips Generated by the 270 Baker Street Project, Saturday Peak Hour (2020)



Proposed Baker St. Driveway. The center line of the proposed driveway will be located 280' from the crest of the Baker St. bridge over the Needham Line, and 330' from the center of the Dunwell St. intersection. See Figure 2.35.

Figure 2.35. Distances from Proposed Driveway



The determining factor in approving the curb cut for the driveway is whether it would be visible from a distance that ensures adequate reaction and stopping times at prevailing traffic speeds. In this case, the sight distance from the crest of the bridge is 280'.6 There is no posted speed limit on this section of Baker St., which means that the City's. default speed limit of 30 MPH applies7. However, prevailing actual speeds, as measured on April 14, 2015, are higher. See Table 2.10.

6 As measured by Fred Keylor, H.W.Moore Associates, April 2, 2015.

7 The Boston City Council on April 27, 2016 reduced the city speed limit from 30 MPH to 20 MPH. The measure requires approval by the state legislature.

Table 2.10. Speed Study

	April 14 Southbound	April 14 Northbound
50th Percentile	32 MPH	31 MPH
85th Percentile	36 MPH	35 MPH
95th Percentile	39 MPH	39 MPH

In terms of reaction time, the driver of a vehicle traveling southbound on Baker St. at the 85th-percentile speed would have 5.3 seconds to react to the sight of a vehicle turning into the driveway and, if necessary, stop. This is more than adequate. For vehicles traveling at an initial speed of 60 kilometers per hour, or just over 37 MPH, the Transportation Research Board recommends a stopping sight distance for design of 270 feet.8

In any case, if the driveway were limited to right-in-only access, it would not cause vehicles to stop on Baker St, except in the rare instance when a vehicle paused to let a pedestrian cross the driveway. The driveway as proposed, then, would not create any hazard or affect traffic operations on Baker St.

The length of the proposed driveway as it enters the site helps to ensure that the one-way restriction will be observed. To further strengthen the enforceability of the right-in-only restriction, it is recommended that a curb treatment be designed to compel compliance. Such a treatment would channelize the right-in movement and, with curbing, prevent either a right-turn out or a left-turn in. See Figure 2.36

Figure 2.36 – Right-In Driveway Configuration

Project-generated trips are added to the traffic volumes depicted in the No-Build scenario to create the Build scenario, shown in Figures 2.37, 2.38 and 2.39.

8 NCHRP Report 400, "Determination of Stopping Sight Distances", 1997.

Figure 2.37. AM Peak-hour Vehicular Traffic Volumes, Build Scenario

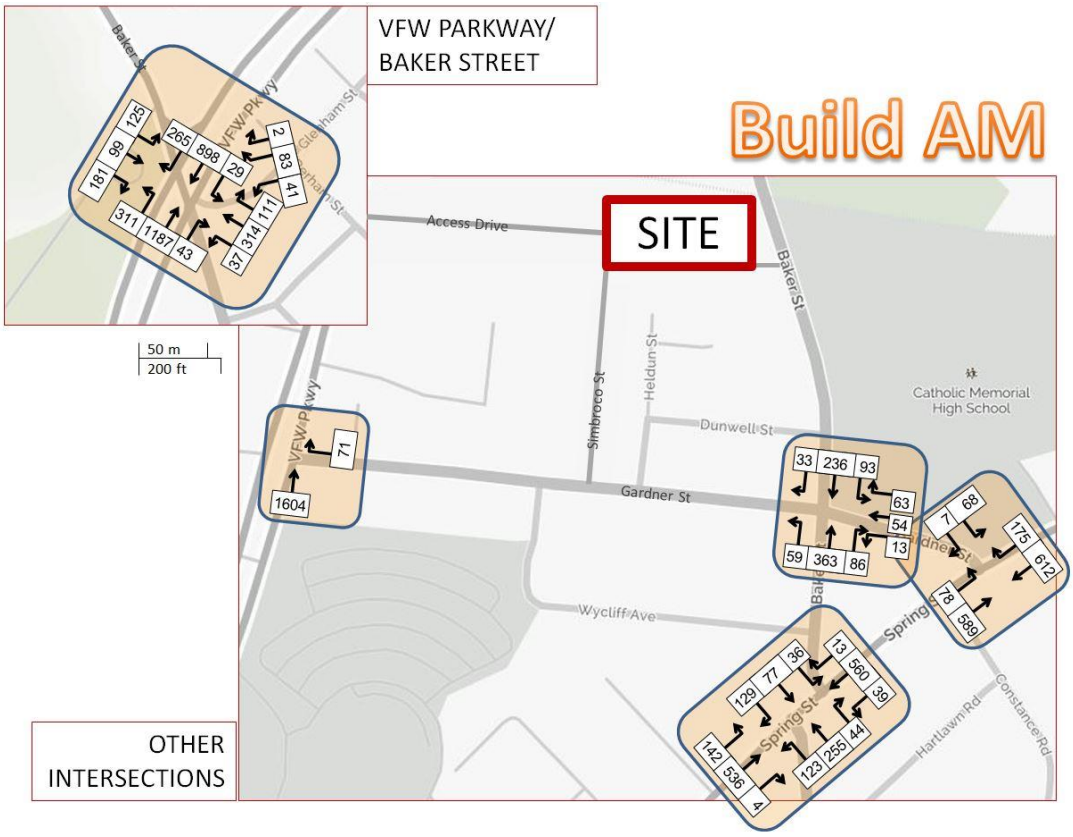


Figure 2.38. PM Peak-hour Vehicular Traffic Volumes, Build Scenario

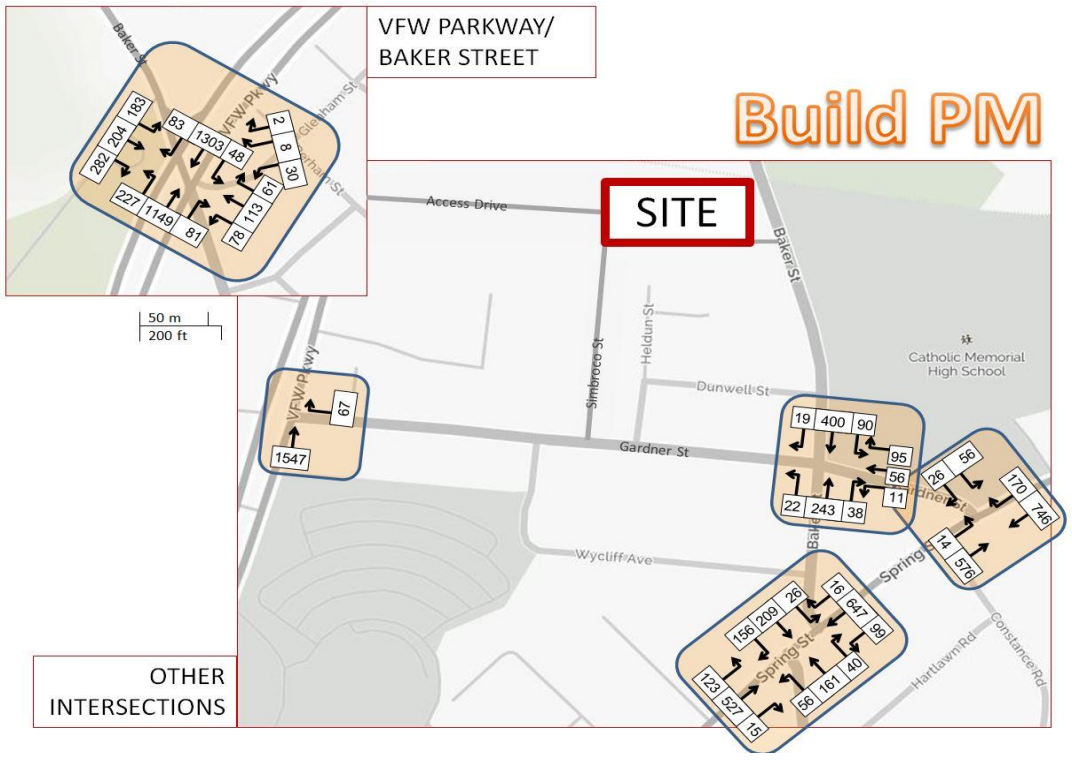


Figure 2.39. Saturday Peak-hour Vehicular Traffic Volumes, Build Scenario

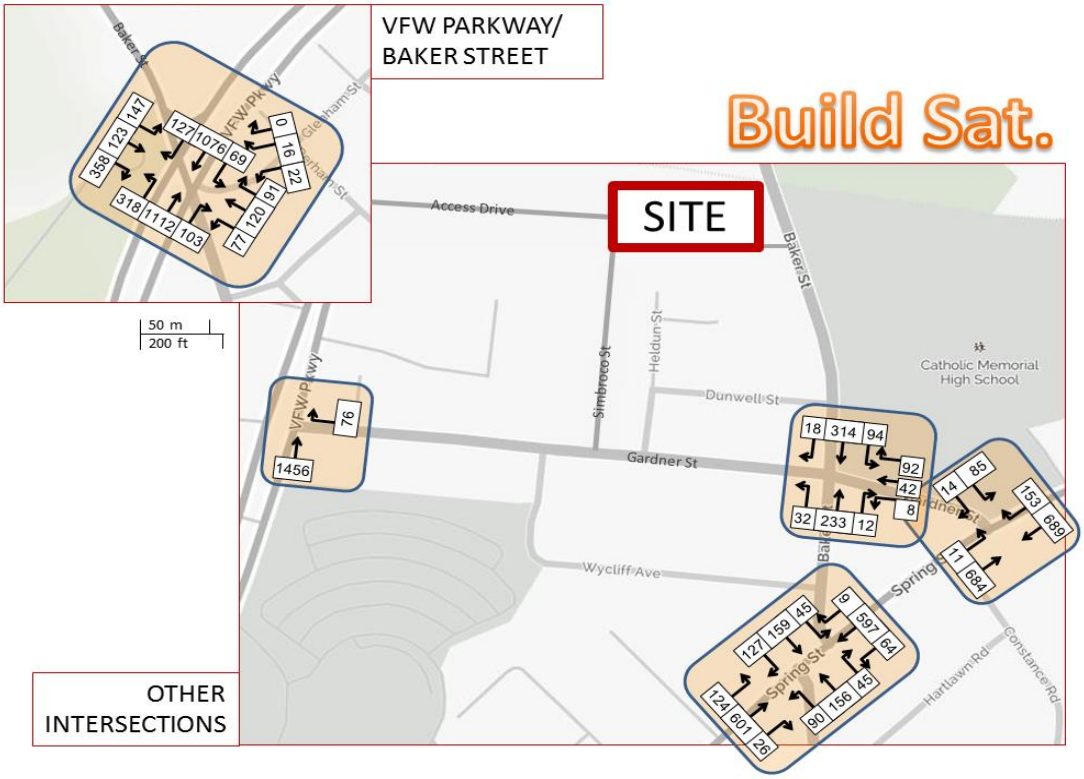


Table 2.11 shows the results of capacity analysis at the study intersections under the Build Scenario.

Table 2.11 Build-Scenario AM, PM and Saturday Peak-hour Delay and Level of Service

		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Sig.	**VFW Pkwy./Baker St.**	**73.6**	**E**	**120.7**	**F**	**127.5**	**F**
	Baker St. Northbound	115.3	F	173.0	F	198.3	F
	Baker St. Southbound	66.1	E	36.5	D	33.7	C
	Glenham St.	25.4	C	2.3	A	114.1	F
	VFW Pkwy. Eastbound	35.4	D	33.3	C	91.6	F
	VFW Pkwy. Westbound	114.3	F	243.1	F	205.7	F
Unsig.	**VFW Pwky./Gardner St.**						
	Gardner St. Westbound	21.9	C	20.9	C	20.0	C
Sig.	**Baker St./Gardner St.**	**18.0**	**B**	**17.0**	**B**	**13.2**	**B**
	Baker St. Northbound	21.0	C	8.8	A	9.4	A
	Baker St. Southbound	17.9	B	25.6	C	18.4	B
	Gardner St. Westbound	6.4	A	5.2	A	4.7	A
Unsig.	**Gardner St./Spring St.**						
	Spring St. Northbound	1.3	A	0.3	A	0.2	A
	Gardner St. Eastbound	50.9	F	38.8	E	47.9	E
Sig.	**Baker St./Spring St.**	**14.8**	**B**	**15.7**	**B**	**15.0**	**B**
	Baker St. Northbound	19.2	B	10.3	B	11.8	B
	Baker St. Southbound	9.1	A	13.2	B	12.3	B
	Spring St. Eastbound	17.4	B	18.3	B	19.8	B
	Spring St. Westbound	11.0	B	16.6	B	12.5	B

Comparison of Tables 4 and 9 shows that the difference between the No-Build scenario and the Build scenario, which takes into account the impact of 270 Baker St, is negligible. Calculated increase in delay is in most cases in the fractions of a second.

Table 2.12 shows a direct comparison of levels of service at each intersection during each scenario and time of day. Some intersections experience delay in all scenarios, especially VFW Pkwy/Baker St. The left turn from Gardner St. onto Spring St. is also difficult. But in no instance is there any difference between the No-Build and Build scenarios.

Table 2.12. Comparison of Levels of Service in Existing, No-Build and Build Scenarios

		AM LOS			PM LOS			Sat. LOS		
	Intersection	**Existing**	**No-Build**	**Build**	**Existing**	**No-Build**	**Build**	**Existing**	**No-Build**	**Build**
Sig.	**VFW Pkwy./Baker St.**	**E**	**E**	**E**	**F**	**F**	**F**	**F**	**F**	**F**
	Baker St. Northbound	F	F	F	F	F	F	F	F	F
	Baker St. Southbound	D	E	E	D	D	D	C	C	C
	Glenham St.	C	C	C	A	A	A	F	F	F
	VFW Pkwy. Eastbound	C	D	D	C	C	C	E	F	F
	VFW Pkwy. Westbound	F	F	F	F	F	F	F	F	F
Unsig.	**VFW Pwky./Gardner St.**									
	Gardner St. Westbound	C	C	C	C	C	C	B	C	C
Sig.	**Baker St./Gardner St.**	**B**	**B**	**B**	**B**	**B**	**B**	**B**	**B**	**B**
	Baker St. Northbound	B	C	C	A	A	A	A	A	A
	Baker St. Southbound	B	B	B	C	C	C	B	B	B
	Gardner St. Westbound	A	A	A	A	A	A	A	A	A
Unsig.	**Gardner St./Spring St.**									
	Spring St. Northbound	A	A	A	A	A	A	A	A	A
	Gardner St. Eastbound	E	F	F	D	E	E	E	E	E
Sig.	**Baker St./Spring St.**	**B**	**B**	**B**	**B**	**B**	**B**	**B**	**B**	**B**
	Baker St. Northbound	B	B	B	A	B	B	B	B	B
	Baker St. Southbound	A	A	A	B	B	B	B	B	B
	Spring St. Eastbound	B	B	B	B	B	B	B	B	B
	Spring St. Westbound	B	B	B	B	B	B	B	B	B

2.6.6.2 Project-generated Transit Trips. On the basis of the trip generation and mode split factors in tables 5 and 6, respectively, the 270 Baker St. project will generate an estimated 42 new transit trips on a daily basis. Approximately 3 new transit trips will occur during the AM peak hour, 4 new trips in the PM peak hour and 3 in the Saturday peak hour.

2.6.7 PARKING

2.6.7.1 Vehicular Parking

The Project will provide a total of approximately 93 parking indoor spaces on the site and 25 surface spaces, resulting in a parking ratio of 2.1 spaces per unit.

2.6.7.2 Bicycle Accommodation

BTD guidelines for projects subject to Transportation Access Plan Agreements call for a covered bicycle storage space for each unit. Accordingly, the Project will provide 56 covered bicycle storage spaces on-site, within the building parking areas.

2.6.8 PROJECT IMPACTS

Under these assumptions, VFW The preceding analysis demonstrates that the 270 Baker St. project will have negligible impact on traffic conditions. For example, volumes on VFW Parkway northbound at Gardner St. in PM will grow by 82 [O1]trips in the No-Build scenario, but by only 7 more in the Build scenario. That is, unspecified background growth will have over [O2]eleven times the impact that the 270 Baker St. project will have, even at one of the intersections through which the project is projected to generate the most trips. Whether or not background growth is as great as has been assumed, the 270 Baker St. project will have no appreciable impact on local traffic operations.

2.6.8.1 Access Plan Agreement

Keystone Development Corporation takes responsibility for preparation of the Transportation Access Plan Agreement (TAPA), a formal legal agreement between the Proponent and the BTD. The TAPA will formalize the findings of the transportation study, mitigation commitments, elements of access and physical design, travel demand management measures, and any other responsibilities that are agreed to by both the Proponent and the BTD. Because the TAPA must incorporate the results of the technical analysis, it must be executed after these other processes have been completed. The proposed measures listed above and any additional transportation improvements to be undertaken as part of this Project will be defined and documented in the TAPA.

Transportation Demand Management. The above analysis demonstrates that 270 Baker St. will not generate significant amounts of vehicular traffic, and will not materially affect the operations of study area streets or intersections. However, to ensure this outcome, and to play a positive role in the City's efforts to minimize traffic impacts of development and to support sustainable transportation practices, the project will adopt a Transportation Demand Management program. The program will consist of operational commitments regarding parking policies, mobility, alternative modes and pedestrian amenities, and will include:

- TDM will be facilitated by the nature of the Project (which does not generate significant peak hour trips) and its proximity to public transit alternatives.
- On-site management will keep a supply of transit information (schedules, maps, and fare information) to be made available to the residents and patrons of the site. The Proponent will work with the City to develop a TDM program appropriate to the Project and consistent with its level of impact.
- The Proponent is prepared to take advantage of transit access in marketing the site to future residents by working with them to implement the following TDM measures to encourage the use of non-vehicular modes of travel.
- The TDM measures for the Project may include but are not limited to the following:
    - Orientation Packets: The Proponent will provide orientation packets to new residents containing information on available transportation choices, including transit routes/schedules and nearby vehicle sharing and bicycle sharing locations, if applicable. On-site management will work with residents as they move in to help facilitate transportation for new arrivals.
    - Transportation Coordinator: The Proponent will designate a transportation coordinator to oversee transportation issues, including parking, service and loading, and deliveries, and will

work with residents as they move in to raise awareness of public transportation, bicycling, and walking opportunities.

Project Web Site: The web site will include transportation-related information for residents, workers, and visitors.

2.6.9 CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan (CMP) will address construction-period issues and will be submitted by the general contractor to BTD in support of the building permit application. The CMP will be filed with BTD in accordance with the City's transportation maintenance plan requirements. The CMP will cover issues including truck routes, occupancy of public ways, noise and dust attenuation and hours of construction activity. The CMP will detail the schedule, staging, parking, delivery, and other associated impacts of the construction of the Project. Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be addressed in detail in. The CMP will also address the need for pedestrian detours, lane closures, and/or parking restrictions, if necessary to accommodate a safe and secure work zone. To minimize transportation impacts during the construction period, the following measures will be considered for the CMP:

- Construction workers will be encouraged to use public transportation and/or carpool;
- A subsidy for MBTA passes will be considered for full-time employees; and
- Secure spaces will be provided on-site for workers' supplies and tools so they do not need to be brought to the site each day.

The CMP will be executed with the City prior to commencement of construction and will document all committed measures.

2.7 Environmental Protection

2.7.1 Wind

The objective of a Wind Assessment is to determine the effect a proposed development would have on the pedestrian level winds in the vicinity of the Project. The primary criteria used to determine impacts are the surrounding terrain and the height and façade treatment of a proposed building.

The Project will be a series of buildings ranging from three and a half to five stories – 35 to 50 feet. Wind speed increases with height so that the taller the building, the greater the potential to accelerate pedestrian level winds at the lower levels of a building, particularly the corners. At 50 feet, the project height is well below the 150 foot threshold that triggers a qualitative wind analysis of the proposed project is not expected to create any deterioration of pedestrian level winds on the project site or the immediate vicinity. As a result, quantitative and qualitative wind studies should not be required

2.7.2 Shadow

A shadow study indicating the potential impacts of the Project has been prepared and shown on Figure 2.40. As the study reveals, the project is in a moderately developed sub-urban area consisting of one, two, and three story residential, commercial and institutional buildings. The site is currently developed by a three story commercial building that is consistent with the surrounding area.

At two and a half to three and a half stories (35 feet maximum), the new development will be of a similar height and massing to existing structures and will have similar shadow impacts. The Project will not create significant new shadows on the existing structures and private open spaces. In fact, the most significant new shadows will be limited to the existing site and the proposed private open space.

The project is north of the Gardner Street residential neighborhood so it will not cast new shadows on that residential community. There will be some net new shadow cast on Baker Street and the adjacent athletic fields but those will be primarily late afternoon and during winter months when use of those facilities is limited. As a result, the proposed development will have minimal net new impact on existing open space or on the adjacent sidewalks and public ways.

Figure 2-40 Shadow Diagrams

MARCH 21 @ 9:00AM

MARCH 21 @ 12:00PM

MARCH 21 @ 3:00PM

JUNE 21 @ 9:00AM

JUNE 21 @ 12:00PM

PROPOSED BUILDING NET SHADOW

JUNE 21 @ 3:00PM

JUNE 21 @ 6:00PM

SEPTEMBER 21 @ 9:00AM

SEPTEMBER 21 @ 12:00PM

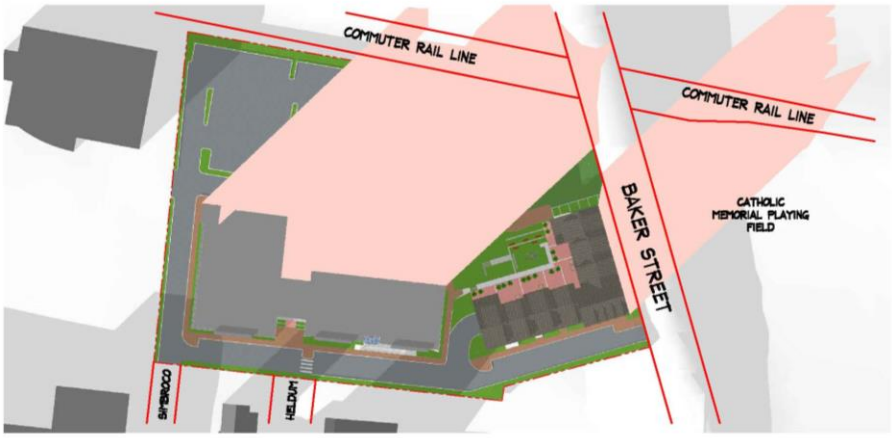
PROPOSED BUILDING NET SHADOW

SEPTEMBER 21 @ 3:00PM

DECEMBER 21 @ 9:00AM

DECEMBER 21 @ 12:00PM

PROPOSED BUILDING NET SHADOW



DECEMBER 21 @ 3:00PM

2.7.3 Daylight

The purpose of the daylight analysis is to estimate how a proposed project will affect the amount of daylight reaching the streets and sidewalks in the immediate vicinity of the project site. The daylight analysis for the Proposed Project considers the existing and proposed conditions.

The daylight analysis was performed using the Boston Redevelopment Authority Daylight Analysis (BRADA) computer program. This program measures the percentage of sky-dome that is obstructed by a project.

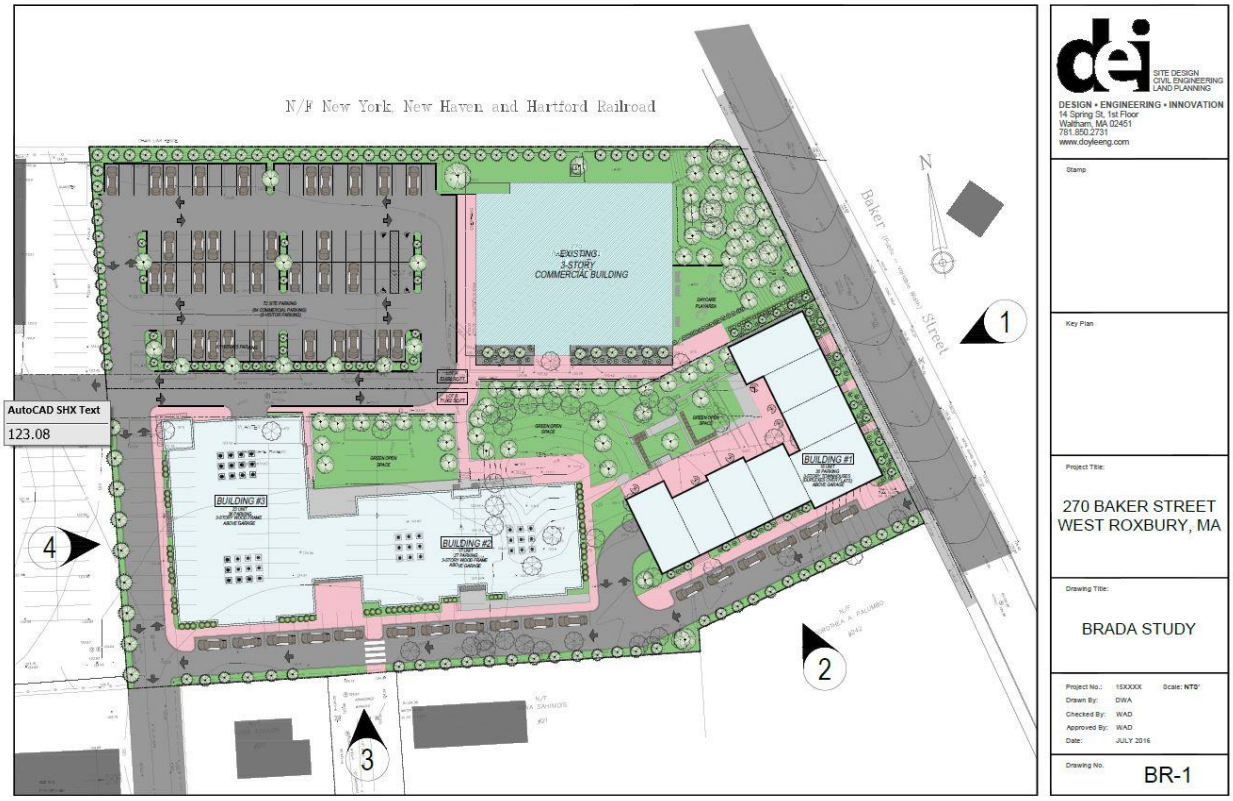
Using BRADA, a centered silhouette view of the building is taken at ground level from the middle of adjacent city streets or open spaces. The façade of the building facing the viewpoint, including heights, setbacks, corners, and other features, is plotted onto a base map using lateral and elevation angles. The two-dimensional base map generated by BRADA represents a figure of the building in the "sky-dome" from the viewpoint chosen. The BRADA program calculates the percentage of daylight that will be obstructed on a scale of zero to one hundred based on the width of the view, distance between the viewpoint and the building, and the massing and setbacks incorporated into the building design; the lower the number, the lower the percentage of obstructed daylight from a given viewpoint.

The BRA requires that the analysis treat the following elements:

- Existing condition;
- Proposed condition; and
- The Context of the Area.

The daylight analysis examined daylight obstruction from four locations for the existing and proposed conditions for the residential buildings. Viewpoint 1 was taken from Baker Street,

Figure 2.41 Daylight Viewpoints



Viewpoint 2 and 3 were taken from the new private drive abutting the residential buildings and Viewpoint 4 was taken from the new private drive within the existing parking lot at the extension of Simbroco Street. It should be noted that the BRADA analysis is for determining the daylight reaching public streets and how proposed development affects that daylight. Viewpoint #1 is the only viewpoint that affects an existing public street; Viewpoints 2, 3 and 4 are all located on what is understood to be private property and there is no affect to existing public streets, (see plan entitled BR-1). There are currently no buildings on the Project Site, therefore the existing daylight obstruction is zero.

As a baseline the study considered area context points to provide a basis of comparison to existing conditions in the immediate vicinity of the Project Site. The area context viewpoints were taken from Baker Street, north of the project site and from V.F.W. Parkway west of the project site both at locations of existing similar buildings, (see plan entitled EX-1)

Viewpoint 1

Viewpoint 1 was taken from the center of Baker Street looking west at the building site. The daylight obstruction value for the proposed condition is 44.7%. Compared to existing viewpoints, this value is higher due to the proximity of the viewpoint to the proposed buildings and the proposed buildings height.

Viewpoint 2

Viewpoint 2 was taken from the center of the proposed road looking north at the building site. The proposed daylight obstruction value, 44.1%. Compared to existing viewpoints, this value is higher due to the proximity of the viewpoint to the proposed buildings and the proposed buildings height.

Viewpoint 3

Viewpoint 3 was taken from the center of the proposed road looking north at the building site. The proposed daylight obstruction value, 48.1%. Compared to existing viewpoints, this value is higher due to the proximity of the viewpoint to the proposed buildings and the proposed buildings height.

Viewpoint 4

Viewpoint 4 was taken from the center of the proposed extension of Simbroco Street looking east at the building site. The proposed daylight obstruction value, 63.1%. Compared to existing viewpoints, this value is higher due to the proximity of the viewpoint to the proposed buildings and the proposed buildings height.

Area Context Viewpoints

The area surrounding the Project Site has a mixture of building heights with larger offsets from the public streets than the proposed buildings. Two viewpoints in the immediate block were analyzed to find the approximate range of daylight obstruction values adjacent to the Project Site. Context Viewpoint A was taken from the center of V.F.W. Parkway looking east at the existing building identified on Plan EX-1. Context Viewpoint B was taken from the center of Baker Street looking west at the existing building identified on Plan EX-1.

Results for each viewpoint under each condition are described in the table below.

Table 2.13 - Daylight Analysis Results

	Existing	Proposed
Viewpoint 1	0	44.7%
Viewpoint 2	0	*44.1%
Viewpoint 3	0	*48.7%
Viewpoint 4	0	*63.1%
Context Viewpoint A	25.1%	-
Context Viewpoint B	19.3%	-

*these viewpoints were taken from the centerline of proposed private roads that currently do not exist.

Conclusions

The proposed project will result in daylight obstruction values greater than existing low-scale residential buildings but consistent with multi-family structures found in the immediate vicinity of the site. Overall, the daylight obstruction values for the proposed site are typical of an urban area if not lower. Considering the context and since the Project does conform to the existing zoning

height and set-back requirements, the daylight "obstruction" is basically an as-of-right impact and mitigation should not be required.

2.7.4 Solar Glare

The Solar Glare Analysis is intended to measure potential glare from buildings onto streets, public spaces and sidewalks in order to determine the potential visual impact or discomfort due to reflective spot glare as well as heat build-up on adjacent buildings. This analysis is required if a proposed project incorporates substantial glass facades as a part of the design.

The Project is not expected to have adverse solar impacts for several reasons. The Project will not use reflective glass or other reflective materials. The facades are proposed to be combination of wood and possibly metal panels with punched openings. The glass area is not expected to exceed 30% of the facades.

With regard to solar gain impacts, the adjacent buildings are similar in height to the proposed building the distance between structures is determined generally by an existing right of way, the proposed access driveway and required setbacks. As a result, solar reflectance from the proposed building will be limited due to distance between structures with only the lower floors potentially exposed to reflectance and for limited periods.

The solar impact on the residential buildings to the south will also be limited again because of the limited glazing and other reflective materials. Also, the relative distance and angle of the proposed and existing buildings will create minimal solar gain.

Since the Project will not use reflective glass or other reflective materials on the building facades, there should not be any adverse impacts from reflected solar glare on adjacent buildings, streets and sidewalks.

2.7.5 Air Quality

Potential long-term air quality impacts are generally attributed to emissions from project-related mechanical equipment and pollutant emissions from vehicular traffic attributed to the proposed development.

HVAC Equipment will be gas-fired boilers that would not create elevated carbon monoxide levels and would not trigger microscale air quality analysis.

Regarding potential vehicle related impacts, the traffic analysis (Section 2.2.1) shows that intersections in the vicinity of the Project do not have a failing level of service and therefore do not meet the DEP/BRA criteria for a microscale analysis to determine potential exceedances of the NAAQS thresholds. Since the Project will not result in a deterioration of intersection level of service that could result in exceedances of the air quality standards, a microscale air quality analysis would not be required.

The Project will have underground parking garages. These facility will be mechanically vented with a roof-top exhaust. Carbon Monoxide monitors and alarms will be provided to insure the safety of the residents and occupants of the adjacent, existing commercial space.

2.7.6 Water Quality/Stormwater

The Project will not affect the water quality of nearby water bodies, the closest being the Charles River. In general, the Project will comply with the Boston Water and Sewer Commission's regulations and standards regarding the design of the storm drainage system including methods to reduce the peak rates of runoff and improve the quality of the stormwater. The proposed Project calls for the retaining the existing 3-story concrete office building and constructing of three new residential buildings, with garage parking at ground level with the residential units above as depicted on the Site Plan prepared by Neshamkin French Architects, Inc.

The stormwater runoff will be managed through a recharge system that will utilize the newly create perimeter open space and landscape buffers and areas under the garage level. Overflows will utilize new connections to the Boston Water and Sewer Commission's drain lines in Simbroco and Heldun Streets discontinuing the current system of discharging building storm drains into the sanitary sewer system.

An oil and grease separator will be provided in each of the garages as required to improve water quality prior to discharge into the sanitary sewer. Additionally, sediment and construction materials will be controlled during construction through a combination of hay bales, silt fence and catch basin filters.

The Project will yield a decrease in peak discharge rates and volumes of run-off and improve ground water recharge. This is accomplished primarily by installing a stormwater infiltration system. Stormwater management is further discussed in Section 2.8.3 Stormwater System.

2.7.7 Stormwater Management Standards

A brief explanation of the DEP Stormwater Management Policy Standard as adopted by the BWSC and the system compliance is provided in Section 2.8.3.3 BWSC Stormwater Management Compliance.

2.7.8 Flood Hazard Zones/Wetlands

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the Site located in the City of Boston - Community Panel Number 25025C0068 G indicates the FEMA Flood Zone Designations for the Site area. The map shows that the Project is not located in a FEMA 100 year flood plain.

The Site is developed and does not contain wetlands.

2.7.9 Geotechnical/Groundwater

This section addresses the below-grade construction activities anticipated for the Project. It discusses existing soil and groundwater conditions, anticipated foundation construction methods and excavation work anticipated for the Project based on available subsurface information and a conceptual foundation design study.

Exploratory borings indicate that the site is composed of several feet of top soil or sand/gravel fill over glacial till. The till consisting of sand and silt extended to depths of the borings that were terminated at 21 to 26 feet. The sub soil strata (glacial till) will allow for simple spread footing so

that pile foundations and potential driven piles will not be required. The depth of sand/fill will also allow for simple cut excavation to potentially accommodate sublevel parking garage. The Project will be preparing a Construction Management Plan that will include mitigation for the possible discovery of conditions that would require either removal of ledge or the setting of driven piles so as to insure the impacts on the quality of life of area residents is minimized and that construction activities comply with all applicable Environment Department standards for noise and vibration. If required, the Construction Manager will take all appropriate actions to insure abutting structures are not impacted including pre-construction surveys.

The Project specifications will include provisions for sheeting and other excavating activities with specific attention paid to abutting infrastructure including the rail corridor and the Baker street embankment. All appropriate steps will be taken to insure the retaining walls along the rail corridor and the Baker Street sidewalks and roadway are not compromised.

Initial geotechnical analysis indicates the Project Site is not located within area monitored by the Boston Ground Water Trust. Test borings did encounter ground water at depths of 14 to 17 feet below ground surface and as a result ground water dewatering will not be required during excavation. Project specifications will include provisions for remedial measures for the contractor to implement to mitigate any movement or lowering of groundwater levels should conditions warrant. Foundation excavation will be observed by an experienced geotechnical engineer for compliance with project specifications.

2.7.10 Solid and Hazardous Wastes

2.7.10.1 Existing Hazardous Waste Conditions

A subsurface investigation was conducted by Geotechnical Services, Inc. on September 16, 2015 for the purpose of determining the existing soil conditions and the structural capacities of the soil. No underground storage tanks are known to be currently or historically located at the site. Soil borings were conducted and soil samples were obtained. A groundwater monitoring well was installed to a depth of 24-ft with 10-ft of slotted screen and 14-ft of riser. The well is protected with a 6-in. diameter steel manhole cover installed flush to the pavement. It is recommended that the proponent contract a Licensed Site Professional (LSP) to conduct additional site investigations if evidence of hazardous waste is discovered.

All soils removed from the site during construction will be managed for off-site disposal in accordance the current regulations and policies of the Massachusetts DEP.

2.7.10.2 Operational Solid and Hazardous Wastes

The Project will generate solid waste typical of other residential projects. . The Project will construct trash cutes in the multi-family buildings (Buildings 1 & 2) for non-recyclable waste with access from each floor that will terminate at the basement (garage) level where a waste compactor will be located. A trash room will also be provided in the basement of Building 1. Non-recyclable waste and compacted material will be removed by a waste hauler contracted by the Project.

Solid, recyclable waste will include wastepaper, cardboard, glass and metals. The Proponent will coordinate with the City's recycling coordinator to develop and implement a recycling program to minimize solid waste. The Project will include space for recycling on each floor of Building's 2 & 3 and the trash rooms will provide space for the storage and pick-up of recyclable materials.

Table 2-14 Solid Waste Generation

Unit Type	Program	Number of Beds	Generation Rate	Solid Waste (tons per year)
One, Two & Three Bedroom Units	App 77 Bedrooms	102	4 lbs/bedroom/day	56.2
Total Solid Waste Generation				56.2

With the exception of "household hazardous wastes" typical of residential use (for example, cleaning fluids and paint), the residences will not generate hazardous waste.

2.7.11 Noise/Vibration

The noise analysis would be required to determine if the project generated noise, principally from the roof mounted HVAC equipment, would exceed the City of Boston Noise Zoning District Noise Standards for nighttime and residential zones, which are the most stringent of the applicable standards. The primary source of sound exterior to the Project will be the cooling towers that would be mounted on the roof. Noise generated from any rooftop units must be addressed, as the Site is adjacent to a residential neighborhood with existing residential buildings to the south.

The Project is too early in the design and permitting process to determine what the equipment requirements and the associated sound generation would be and, as a result, noise analysis is not available at this time. However, since the Project intends to use water source heat pumps to heat and cool the condominiums (reducing the size requirements for the roof-top HVAC equipment) and any equipment would be screened with sound attenuation devises, the Project's mechanical equipment is not expected to result in a perceptible change in background noise levels. If required, a supplemental noise analysis can be prepared to insure the Project's compliance with the City of Boston Noise Ordinance.

2.7.12 Construction Impacts

A Construction Management Plan (CMP) will be submitted to the BTD for review and approval prior to issuance of a building permit. The CMP will include:

- A Construction Activity Schedule
- Defined Construction Staging Areas
- Parameters for the Demolition Phase
- Guidelines for Perimeter Protection/Public Safety
- Material Handling and Construction Waste Plan
- Construction Traffic Management including Worker Parking and Truck Routes
- Construction Air Quality and Noise management and mitigation

The Proponent will comply with all applicable state and local regulations governing construction of the Proposed Project. The Proponent will require that the general contractor comply with the Construction Management Plan, ("CMP") developed in consultation with and approved by the Boston Transportation Department ("BTD"), prior to the commencement of construction. The construction manager will be bound by the CMP, which will establish the guidelines for the duration of the Project and will include specific mitigation measures and staging plans to minimize impacts on abutters.

Construction methodologies that ensure public safety and protect nearby businesses 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.

Throughout Project construction, a secure perimeter will be maintained to protect the public from construction activities.

2.7.13 Rodent Control

The City of Boston has declared that the infestation of rodents in the City is a serious problem. In order to control this infestation, the City of enforces the requirements established under the Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550 and the State Building Code, Section 108.6. Policy Number 87-4 (City of Boston) established that extermination of rodents shall be required for issuance of permits of demolition, excavation, foundation, and basement rehabilitation.

A rodent extermination certificate will be filed with the building permit application to the City. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for the proposed Project, in compliance with the City's requirements. Rodent extermination prior to work start-up will consist of treatment of areas throughout the Site. During the construction process, regular service visits will be made by a certified rodent control firm to monitor the situation..

2.7.14 Wildlife Habitat

The Site is within a fully developed urban area and, as such, the proposed Project will not impact wildlife habitats as shown on the National Heritage and Endangered Species Priority Habitats of Rare Species and Estimated Habitats of Rare Wildlife.

2.8 INFRASTRUCTURE SYSYTEM

The following sections describe the existing water, sewer, and drainage systems surrounding the Site, explain how these systems will service the Project and evaluates potential impacts to those systems. The Project is in the early design stages and as a more definitive design evolves the Proponent will coordinate with the various utility companies to ensure full services for the planned redevelopment/reuse of the 270 Baker Street site.

Permits/Approvals for the Project will be required from the U.S. Environmental Protection Agency ("EPA") for disturbance of more than an acre of land, and from the Boston Water and Sewer Commission (BWSC) for approval of a Utility Site Plan and a General Service Application for all proposed water, sewer and drain connections. In addition, a Stormwater Pollution Prevention Plan (SWPPP) will be submitted specifying best management practices (BMPs) for protecting on-site and adjacent off-site drainage systems during construction.

2.8.1 Sewage System

2.8.1.1 Existing Conditions

In the vicinity of the project site there are both private and BWSC owned sewers ranging in size from 8 to 15 inches in diameter. These sewers are routed to the Boston Main Drainage Tunnel ultimately discharging to the MWRA Deer Island Treatment Facility, where it is treated and discharged at Boston Harbor. The Deer Island Treatment Facility has a design capacity of about 1,200 million gallons per day (mgpd) and currently has an average daily flow of about 250 mgpd.

2.8.1.2 Proposed Sewage Generation

The Project's sanitary sewage system will likely have multiple connections to the adjacent sewers located in Simbroco Street (10" private sewer); Heldun Street (10" BWSC sewer) and Baker Street (15" BWSC sewer). These public and private sewer lines flow in a southerly direction with connections to the BWSC sewer located in Gardner Street.

The proposed Project calls for the retaining the existing 3-story concrete office building and constructing of three new residential buildings, with garage parking at ground level and the residential units above as depicted on the Site Plan prepared by Neshamkin French Architects, Inc.

The Project's sewage generation rates were estimated using Massachusetts State Environmental Code (Title 5) at 314 CMR 7.15. This reference lists typical values for the source listed in Table 2-12. Other wastewater generation includes the cooling system. As shown in Table 2-15, the Project will have average daily flows of approximately 11,880 gpd of sanitary sewage.

Table 2-15 Project Sewage Generation

Use	Number	Sewage Generation Rate	Total gpd
One, Two & Three Bedroom Units	108 bedrooms	110 GPD/BRM	11,880
Total Net New Flow			11,880

2.8.1.3 System Connections

The Project will utilize existing public sanitary sewer lines in Simbroco Street, Heldun Street and Baker Street to meet new program requirements minimizing required permits and approvals. All sewage flows will be kept separate from all storm drain service connections. All appropriate permits and approvals will be obtained prior to construction including the submission of a Utility Site Plan to BWSC.

2.8.1.4 Sewer System Mitigation

To help conserve water and reduce the amount of wastewater generated by the Project, the proponent will incorporate the use of water conservation devices such as low-flow toilets and flow-restricting faucets. In addition, since the proposed project will discharge less than 15,000 gpd of new sewage flow to the BWSC sewer system an infiltration/inflow (I/I) mitigation is not required.

2.8.2 Water Supply System

2.8.2.1 Existing Conditions

The BWSC owns and maintains water mains in Simbroco Street, Heldun Street and Baker Street ranging in size from 6 to 12-inches in diameter, the largest being a 12-inch diameter high service water main in Baker Street.

Existing BWSC fire hydrants are located nearby in Baker Street, Simbroco Street and Heldun Street in addition to one centrally located private hydrant on the Project site. Hydrant flow tests will be coordinated with the BWSC and conducted as the project design progresses to determine available water pressure and flow from the adjacent water supply infrastructure. The Proponent will design appropriate domestic and fire protection lines for the Project in consultation with the BWSC and the Boston Fire Department during the detailed design phase.

2.8.2.2 Proposed Water System

It is anticipated that the proposed Project will be serviced via the 8-inch BWSC water mains adjacent to the site in Simbroco and/or Heldun Street, and the 12-inch BWSC water main in Baker Street to provide a looped water supply system through the site. Separate new domestic water and fire protection services will be required for each building from the proposed Project water supply system. The proposed water supply system and services will be designed and coordinated with the BWSC as part of the Utility Site Plan review process and General Service Application.

2.8.2.3 Anticipated Water Consumption

The estimated water consumption for the proposed project is 13,070 gpd. This is based on 110% of the estimated sewage flow of 11,880 gpd to account for consumption. Refer to Section 2.8.1.2 above for the calculation of estimated sewage flows.

The proposed domestic water services will be metered in accordance with BWSC requirements. The meters will be connected to the BWSC automatic meter-reading system with a meter interface unit, telephone line and jack, and an outside meter-reading device provided at the meter.

2.8.3 Stormwater System

2.8.3.1 Existing Condition

The existing site is about 124,720 square feet (sf) or 2.863 acres in area and contains the existing building to remain, the proposed project will subdivide the existing site to create a 53,700 +/- sf lot and separate the existing building and its associated surface parking area onto its own lot. A significant portion of the proposed 53,700 sf project lot is comprised of impervious surfaces associated with the existing paved access drives, walkways and surface parking areas. Redevelopment of the site will trigger the requirement for a National Pollutant Discharge Elimination System (NPDES) Permit from the United States Environmental Protection Agency (EPA) for more than one acre of land disturbance. On-site storm drains are privately owned, the drainage in Simbroco Street is private, and the drain in Heldun Street is owned and maintained by the BWSC. There are no storm drains in Baker Street along the site's frontage.

2.8.3.2 Proposed Stormwater System

It is anticipated that the impervious surface area on-site will be about the same under proposed conditions as currently exists, accordingly stormwater runoff from the redeveloped site will be

about the same compared with existing conditions. Regardless, the BWSC requires that all new construction or redevelopment projects significant in scale capture and infiltrate a volume of stormwater runoff equal to 1-inch over the area of the project site. For this proposed site the volume of runoff to be captured and infiltrated into the subsurface soils is 4,475 cubic feet (cf): (53,700 sf)(1"/12") = 4,475 cf. Since there will be a reduction in runoff from the project site resulting from infiltration of the first 1-inch of runoff, there will be no adverse impact to the surrounding areas and existing storm drainage systems but rather an improvement over existing conditions.

The Project's stormwater management systems will be designed in accordance with the BWSC's design standards and the BWSC "Requirements for Site Plans". A Utility Site Plan will be submitted for BWSC approval and a General Service Application will be completed prior to any site drain work. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for implementation by the Contractor during construction. In addition a strict and comprehensive erosion control plan will be part of the Project Construction Documents to ensure protection of abutting properties and the receiving BWSC stormwater systems.

2.8.3.3 BWSC Stormwater Management Compliance

The Massachusetts DEP Stormwater Management Standards, originally adopted as Policy, are; as of January of 2008 part of the State's Wetlands Regulations and Water Quality Certification Regulations. The Regulations prescribe 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 Regulations are administered locally pursuant to MGL Ch. 131, s. 40. This Project is characterized as a redevelopment project under these Regulations, and accordingly will comply with all of the stormwater management standards to the maximum extent practicable.

Standard #1: No new stormwater conveyances may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

Compliance: The proposed stormwater management system will comply with this Standard; stormwater discharge will be treated prior to connection to existing systems.

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

Compliance: The proposed design will reduce peak discharge rates under all storm events through implementation of an on-site stormwater management system designed to capture and infiltrate the first 1-inch of site generated stormwater runoff.

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

Compliance: The Project will comply with Standard #3 to the maximum extent practicable. As discussed above, per BWSC requirements the Project will include a stormwater infiltration system with a design storage volume of 4,475 cf.

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).

Compliance: The proposed Project is a Redevelopment Project, not "New Development" on a virgin undisturbed site. As such, to the extent practicable, the Project's stormwater management system will remove the site's post-development average annual TSS load.

Standard #5: Stormwater discharges from areas with higher potential pollutant loads require the use of specific stormwater management BMPs. The use of infiltration practices without pretreatment is prohibited.

Compliance: The Project is a residential development which is not a Land Use with Higher Potential Pollutant Loads (LUHPPL) as defined by the Stormwater Management Regulations; therefore, this standard is not applicable.

Standard #6: Stormwater discharges 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 Project does not discharge to a critical area as defined by the Standards.

Standard #7: Redevelopment of previously developed sites must meet the Stormwater Management Regulations to the maximum extent practicable. However, if it is not practicable to meet all the Standards, new stormwater management systems must be designed to improve existing conditions.

Compliance: The proposed redevelopment Project will meet the Stormwater Management Standards to the maximum extent practicable and will improve existing conditions.

Standard #8: Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.

Compliance: Existing catch basins located on-site or nearby in the abutting streets will be fitted with silt sacs which will be maintained for the duration of construction activities. The Project Construction Documents will include a strict and comprehensive erosion control plan to protect abutting properties and existing stormwater management systems.

Standard #9: All stormwater management systems must have an operation and maintenance plan to ensure that systems function as designed.

Compliance: The site will be maintained by the Project Owner, an Operation and Maintenance Plan will be prepared for the Project to ensure that the stormwater management systems function properly as designed.

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

Compliance: The Project will not have any illicit discharges to the proposed stormwater management system. An Illicit Discharge Compliance Certification will be filed when the project stormwater management system is designed.

2.8.3.4 Mitigation Measures

The proposed redevelopment Project will include a stormwater infiltration system sized for a volume of 10,395 cf; accordingly there will be a reduction in surface runoff from the project site and no adverse impact to surrounding areas and existing storm drainage systems. The Project will employ erosion control measures to control sediment during construction, and will comply with the Stormwater Management Standards to the maximum extent practicable.

2.8.3.5 Coordination with BWSC

Proposed connections to the Commission's water, sanitary sewer, and storm drain system will be designed in conformance with the Commission's design standards, Sewer Use and Water Distribution System Regulations, and Requirements for Site Plans. The Utility Contractor will submit a General Service Application and a site plan for review and approval prior to construction. The site plan will indicate the existing and proposed water mains, sanitary sewers, storm sewers, telephone, gas, electric, steam, and cable television. The plan will include the disconnections of the existing services as well as the proposed connections.

The applicant or proponent does not file the GSA application. Only a bonded, licensed Drain Layer can file this application.

2.8.4 Energy Needs

2.8.4.1 Heating and Cooling

The Project's heating and cooling will be provided by water source heat pumps and individual, gas fired split systems. The total electric consumption for cooling is estimated 84,000 kWH per year and for the heating to be an estimated consumption of 25,200 therms per year. Specific load demands are noted under the individual utility requirements.

2.8.4.2 Electrical Requirements

The Project electrical load is estimated at a range of 672,000 kWh per year inclusive of energy required for the cooling. NSTAR (Boston Edison Company) provides electric service in the City of Boston so the final service approach and the location of the transformer if required will be determined during the final design and discussions with said provider.

2.8.4.3 Telephone Systems

New telephone/data services will be required to service the proposed Project. Existing infrastructure is available in the abutting streets, service requirements will be coordinated with the utility companies as the Project design progresses.

Figure 2-17 LEED Checklist

LEED 2009 for New Construction and Major Renovations

Project Checklist

270 Baker Street, West Roxbury, MA

Y	?	N			
21	3	2	**Sustainable Sites**	**Possible Points:**	**26**
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
4		6	**Water Efficiency**	**Possible Points:**	**10**
Y			Prereq 1	Water Use Reduction—20% Reduction	
2			Credit 1	Water Efficient Landscaping	2 to 4
	2		Credit 2	Innovative Wastewater Technologies	2
2			Credit 3	Water Use Reduction	2 to 4
7	6	22	**Energy and Atmosphere**	**Possible Points:**	**35**
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
7		12	Credit 1	Optimize Energy Performance	1 to 19
		7	Credit 2	On-Site Renewable Energy	1 to 7
	2		Credit 3	Enhanced Commissioning	2
	2		Credit 4	Enhanced Refrigerant Management	2
	2	1	Credit 5	Measurement and Verification	3
		2	Credit 6	Green Power	2
5		9	**Materials and Resources**	**Possible Points:**	**14**
Y			Prereq 1	Storage and Collection of Recyclables	
		3	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
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Y	?	N			
			Materials and Resources, Continued		
1		1	Credit 4	Recycled Content	1 to 2
2			Credit 5	Regional Materials	1 to 2
		1	Credit 6	Rapidly Renewable Materials	1
		1	Credit 7	Certified Wood	1
9	5	1	**Indoor Environmental Quality**	**Possible Points:**	**15**
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
6			**Innovation and Design Process**	**Possible Points:**	**6**
1			Credit 1.1	Innovation in Design: High Efficiency Traction Elevator	1
1			Credit 1.2	Innovation in Design: Green Housekeeping	1
1			Credit 1.3	Innovation in Design: Tenant Education and Guidelines	1
1			Credit 1.4	Innovation in Design: Chemical-free Water Treatment	1
1			Credit 1.5	Innovation in Design: Energy Star Applications	1
1			Credit 2	LEED Accredited Professional	1
3		1	**Regional Priority Credits**	**Possible Points:**	**4**
1			Credit 1.1	Regional Priority: Heat Island Effect - Roof	1
1			Credit 1.2	Regional Priority: Heat Island Effect - Non-Roof	1
1			Credit 1.3	Regional Priority: Stormwater Design - Quanity Control	1
		1	Credit 1.4	Regional Priority:	1
55	14	41	**Total**	**Possible Points:**	**110**

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

2.8.4.4 Cable Systems

Cable service for the Project will be from available infrastructure located within the abutting streets. Service requirements will be coordinated with the selected provider as Project design progresses.

2.8.4.5 Gas Systems

A new gas services will be required for the Project, existing infrastructure is available adjacent to the site within abutting streets. Project loads and service requirements will be coordinated with the utility company as the design progresses.

2.8.4.6 Utility Protection During Construction

During construction, existing utility infrastructure will be protected as required. The Contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The Contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. In the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the Contractor will be required to coordinate the shutdown with the utility owners and project abutters to minimize impacts and inconveniences accordingly.

3.0 COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

3.1 Massachusetts Environmental Policy Act

The Project does not meet the thresholds for review under the Massachusetts Environmental Policy Act (MEPA) so an Environmental Notification Form (ENF) will not be filed.

3.2 Massachusetts Historical Commission

The Project does not require any state permits as it is not adjacent to a National Register listed property.

3.3 Boston Landmarks Commission

The Project is not a designated landmark nor is it in a designated historic district so it is assumed review by the Boston Landmark Commission will not be required. The Proponent will notify the Environment Department of the proposed development and comply with any determination made regarding review by the BLC.

3.4 Architectural Access Board Requirements

The Project will comply with the requirements of the Architectural Access Board and the standards of the Americans with Disabilities Act.

3.5 Boston Civic Design Commission

Article 28 of the Boston Zoning Code stipulates that projects over 100,000 square feet shall be subject to review by the Boston Civic Design Commission. Preliminary determination by the BRA is that this project does not meet that threshold and therefore BCDC review will not be required.

3.6 Other Permits and Approvals

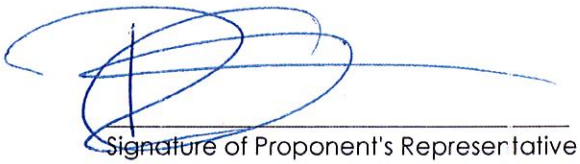
Section 1.5 of this PNF lists agencies from which permits and approvals for the Project will be sought.

3.7 Community Outreach

The Proponent is committed to effective community outreach and will continue to engage the community to ensure public input on the Project.

4.0 PROJECT'S CERTIFICATION

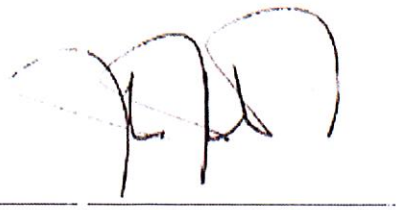
This form has been circulated to the Boston Redevelopment Authority as required by the Boston Zoning Code, Article 80.



Signature of Proponent's Representative

Richard L. Olstein
270 Baker, LLC

August 23, 2016
Date



Signature of Preparer

Thomas Maistros, Jr.
Northeast Strategies and Communications Group

August 23, 2016
Date

APPENDIX A

Climate Change Resiliency and Preparedness Checklist

Climate Change Preparedness and Resiliency Checklist for New Construction

In November 2013, in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Redevelopment Authority adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at http://www.cityofboston.gov/climate

In advance we thank you for your time and assistance in advancing best practices in Boston.

Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment (www.climatechoices.org/ne/)
2. USGCRP 2009 (http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/)
3. Army Corps of Engineers guidance on sea level rise (http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr*, Kara S. Doran and Peter A. Howd, 2012 (http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf)
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 (http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf)

Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BRA Approval. A PDF of your response to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

Please Note: When initiating a new project, please visit the BRA web site for the most current Climate Change Preparedness & Resiliency Checklist.

A.1 - Project Information

Project Name:	**270 Baker Street**
Project Address Primary:	**270 Baker Street, West Roxbury, MA 02132**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**Rick Olstein, 270 Baker Street, LLC, rlo@keystonedev.net**

A.2 - Team Description

Owner / Developer:	**270 Baker Street, LLC**
Architect:	**Neshamkin French Architects Inc.**
Engineer (building systems):	**Zade Engineering**
Sustainability / LEED:	**Jillian Wiedenmayer, LEED AP EB O&M**
Permitting:	**Neshamkin French Architects Inc.**
Construction Management:	
Climate Change Expert:	

A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

PNF / Expanded PNF Submission	Draft / Final Project Impact Report Submission	BRA Board Approved	Notice of Project Change
Planned Development Area	BRA Final Design Approved	Under Construction	Construction just completed:

A.4 - Building Classification and Description

List the principal Building Uses:	**Residential**
List the First Floor Uses:	**Residential**

What is the principal Construction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	Concrete

Describe the building?

Site Area:	**124,720 SF**	Building Area:	**105,186 SF**
Building Height:	**34'-5"**	Number of Stories:	**3 Flrs.**
First Floor Elevation (reference Boston City Base):	**131' Elev.**	Are there below grade spaces/levels, if yes how many:	**Yes, 1**

A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

Select by Primary Use:	**New Construction**	Core & Shell	Healthcare	Schools
	Retail	**Homes Midrise**	Homes	Other
Select LEED Outcome:	Certified	**Silver**	Gold	Platinum

Will the project be USGBC Registered and / or USGBC Certified?

Registered:	**No**	Certified:	**No**

A.6 - Building Energy

What are the base and peak operating energy loads for the building?

Electric:	*150 (kW)*	Heating:	*2 (MMBtu/hr)*
What is the planned building Energy Use Intensity:	*50 (kbut/SF or kWh/SF)*	Cooling:	*20 (Tons/hr)*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*0 (kW)*	Heating:	*0 (MMBtu/hr)*
		Cooling:	*0 (Tons/hr)*

What is nature and source of your back-up / emergency generators?

Electrical Generation:	*0 (kW)*		Fuel Source:	
System Type and Number of Units:	Combustion Engine	Gas Turbine	Combine Heat and Power	*(Units)*

B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	50 Years	**75 Years**

What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

Select most appropriate:	10 Years	**25 Years**	50 Years	75 Years

What time span of future Climate Conditions was considered?

Select most appropriate:	10 Years	25 Years	50 Years	**75 Years**

Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

68/86 Deg.

What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?

90 Deg.	*3 Days*	*3 Events / 1 yr.*

What Drought characteristics will be used for project planning – Duration and Frequency?

15 Days	*1 Events / 6 yr.*

What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year?

Inches / yr.	*6.6 Inches*	*1 Events /100 yr.*

What Extreme Wind Storm Event characteristics will be used for project planning – Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

105 Peak Wind	*Hours*	*Events / yr.*

B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use below code:	*24%*
How is performance determined:	**Modeling**

What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:	**High performance building envelop**	High performance lighting & controls	Building day lighting	**EnergyStar equip. / appliances**
	High performance HVAC equipment	Energy recovery ventilation	No active cooling	No active heating
Describe any added measures:				

What are the insulation (R) values for building envelop elements?

Roof:	*R = 38*	Walls / Curtain Wall Assembly:	*R = 21*
Foundation:	*R = 10*	Basement / Slab:	*R =5*
Windows:	*U =0.29*	Doors:	*U =0.30*

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

	On-site clean energy / CHP system(s)	Building-wide power dimming	Thermal energy storage systems	Ground source heat pump
	On-site Solar PV	On-site Solar Thermal	Wind power	**None**
Describe any added measures:				

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems? **No**

Select all appropriate:	Connected to local distributed	Building will be Smart Grid ready	Connected to distributed steam,	Distributed thermal energy

electrical		hot, chilled water	ready

Will the building remain operable without utility power for an extended period?

No	If yes, for how long:	*Days*

If Yes, is building "Islandable?

If Yes, describe strategies:

Describe any non-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

Select all appropriate:	**Solar oriented – longer south walls**	Prevailing winds oriented	External shading devices	Tuned glazing,
	Building cool zones	**Operable windows**	**Natural ventilation**	Building shading
	Potable water for drinking / food preparation	Potable water for sinks / sanitary systems	Waste water storage capacity	**High Performance Building Envelop**
Describe any added measures:				

What measures will the project employ to reduce urban heat-island effect?

Select all appropriate:	High reflective paving materials	Shade trees & shrubs	**High reflective roof materials**	Vegetated roofs
Describe other strategies:				

What measures will the project employ to accommodate rain events and more rain fall?

Select all appropriate:	**On-site retention systems & ponds**	**Infiltration galleries & areas**	vegetated water capture systems	Vegetated roofs
Describe other strategies:				

What measures will the project employ to accommodate extreme storm events and high winds?

Select all appropriate:	**Hardened building structure & elements**	**Buried utilities & hardened infrastructure**	Hazard removal & protective landscapes	**Soft & permeable surfaces (water infiltration)**
Describe other strategies:				

C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

C.1 - Location Description and Classification:

Do you believe the building to susceptible to flooding now or during the full expected life of the building?

No

Describe site conditions?

Site Elevation – Low/High Points:	Boston City Base

	Elev. 123.5'/142'
Building Proximity to Water:	3,696 Ft.

Is the site or building located in any of the following?

Coastal Zone:	No	Velocity Zone:	No
Flood Zone:	No	Area Prone to Flooding:	No

Will the 2013 Preliminary FEMA Flood Insurance Rate Maps or future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?

2013 FEMA Prelim. FIRMs:	No	Future floodplain delineation updates:	No

What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?

4139 Ft.

If you answered YES to any of the above Location Description and Classification questions, please complete the following questions. ***Otherwise you have completed the questionnaire; thank you!***

C - Sea-Level Rise and Storms

This section explores how a project responds to Sea-Level Rise and / or increase in storm frequency or severity.

C.2 - Analysis

How were impacts from higher sea levels and more frequent and extreme storm events analyzed:

Sea Level Rise:	*Ft.*	Frequency of storms:	*per year*

C.3 - Building Flood Proofing

Describe any strategies to limit storm and flood damage and to maintain functionality during an extended periods of disruption.

What will be the Building Flood Proof Elevation and First Floor Elevation:

Flood Proof Elevation:	*Boston City Base Elev.(Ft.)*	First Floor Elevation:	*Boston City Base Elev. (Ft.)*

Will the project employ temporary measures to prevent building flooding (e.g. barricades, flood gates):

	Yes / No	If Yes, to what elevation	*Boston City Base Elev. (Ft.)*
If Yes, describe:			

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

Systems located above 1st Floor.	Water tight utility conduits	Waste water back flow prevention	Storm water back flow prevention

Were the differing effects of fresh water and salt water flooding considered:

Yes / No

Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

Yes / No	If yes, to what height above 100 Year Floodplain:	*Boston City Base Elev. (Ft.)*	

Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

Yes / No	
If Yes, describe:	

Will the building remain occupiable without utility power during an extended period of inundation:

Yes / No	If Yes, for how long:	*days*	

Describe any additional strategies to addressing sea level rise and or sever storm impacts:

C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:	*Yes / No*	Hardened / Resilient Ground Floor Construction	Temporary shutters and or barricades	Resilient site design, materials and construction

Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:	*Yes / No*	Surrounding site elevation can be raised	Building ground floor can be raised	Construction been engineered
Describe additional strategies:				

Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:	*Yes / No*	Solar PV	Solar Thermal	Clean Energy / CHP System(s)
		Potable water storage	Wastewater storage	Back up energy systems & fuel
Describe any specific or additional strategies:				

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: John.Dalzell.BRA@cityofboston.gov

APPENDIX B

Accessibility Checklist

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
    a. http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
    a. http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Boston Complete Street Guidelines
    a. http://bostoncompletestreets.org/
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
    a. http://www.cityofboston.gov/Disability
5. City of Boston – Public Works Sidewalk Reconstruction Policy
    a. http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
6. Massachusetts Office On Disability Accessible Parking Requirements
    a. www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc
7. MBTA Fixed Route Accessible Transit Stations
    a. http://www.mbta.com/about_the_mbta/accessibility/

Article 80 | ACCESSIBILTY CHECKLIST

Project Information

Project Name:	270 Baker Street
Project Address Primary:	270 Baker Street, West Roxbury, MA 02132
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	Rick Olstein, 270 Baker Street, LLC, rol@kepstonedev.net

Team Description

Owner / Developer:	270 Baker Street, LLC
Architect:	Linda Neshamkin, AIA. Neshamkin French Architects, Inc.
Engineer (building systems):	Zade Engineering
Sustainability / LEED:	Jillian Wiedenmayer, LEED AP EB O&M
Permitting:	Neshamkin French Architects, Inc.
Construction Management:	

Project Permitting and Phase

At what phase is the project – at time of this questionnaire?

PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

Article 80 | ACCESSIBILTY CHECKLIST

Building Classification and Description

What are the principal Building Uses - select all appropriate uses?

	Residential – One to Three Unit	**Residential - Multi-unit, Four +**	Institutional	Education
	Commercial	Office	Retail	Assembly
	Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	*Residential*			

What is the Construction Type – select most appropriate type?

	Wood Frame	Masonry	Steel Frame	Concrete

Describe the building?

Site Area:	*124,720 SF*	Building Area:	*105,186 SF*
Building Height:	*34'-5"*	Number of Stories:	*3 Flrs.*
First Floor Elevation:	*131' Elev.*	Are there below grade spaces:	*Yes, 1*

Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.	270 Baker Street in the West Roxbury neighborhood of Boston. It is currently occupied by a three story commercial office building of approximately 30,000 square feet. The Site area is 124,720 square feet and is bounded to the North by the MBTA Commuter Rail Corridor, to the east by Catholic Memorial High School's Athletic Fields, to the south by the Gardner Street Neighborhood and the west/southwest by retail and commercial office uses. The Proponent has owned the Site for over 15 years.
List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter	Bus Stop on Baker Street @ Dunwell Street, Bus Route 36 & 52 Bus Stop on Baker Street @ Cutter Road, Bus Route 52 West Roxbury Train Station, Needham Line-Commuter Rail

rail, subway, bus, etc.	
List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	VA Medical Center-West Roxbury Catholic Memorial School The Roxbury Latin School West Roxbury Academy Urban Science Academy Roscommon on the Parkway Deutsches Altenheim Nursing Home
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	Parkway Little League Jim Roche Community Arena FMC Ice Sports

Surrounding Site Conditions – Existing:

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?	Yes, there currently exterior step access from Baker Street, private street access from Simbroco Street, and access from VFW parking lot.
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	Access from Baker Street is concrete steps, access from both Simbroco street and VFW are leveled asphalt pavement
Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have the sidewalks and pedestrian ramps been verified as compliant? If yes, please provide surveyors report.	Access from Simbroco and VFW are to be remain, both are in compliant. The access from Baker street is to be removed, and provided with new accessible sidewalk within the site from Baker Street.
Is the development site within a historic district? If yes, please identify.	No

Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the

development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortable pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	Yes
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	Neighborhood Main
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	6 feet wide sidewalk within the site
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Concrete Sidewalk
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?	Yes if needed.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	No
If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	

Proposed Accessible Parking:

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?	112 both in garage and on-site surface parking
What is the total number of accessible spaces provided at the development site?	Min. of 6 accessible parking, including 1 van accessible in garage
Will any on street accessible parking spaces be required? **If yes,** has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?	No
Where is accessible visitor parking located?	On-site surface parking
Has a drop-off area been identified? **If yes,** will it be accessible?	Yes, and it will be accessible
Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.	Refer to site plan

Circulation and Accessible Routes:

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability* of neighbors.

**Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.	See attached site plan
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	Front Stair at Building #1 (Townhouses), Flush condition at Building #2 Entry, and with Accessible ramp at the rear of building. See Site Plan
Are the accessible entrance and the standard entrance integrated?	Yes
If no above, what is the reason?	
Will there be a roof deck or outdoor courtyard space? If yes, include diagram of the accessible route.	There will be a outdoor courtyard in between Building #2 and #3, there is an accessible ramp from grade to the courtyard.
Has an accessible routes way-finding and signage package been developed? If yes, please describe.	No

Accessible Units: (If applicable)

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

What is the total number of proposed units for the development?	56 units within three (3) separate buildings
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	All condominium units are for sale. 13% of 56 units will be affordable housing, remainder will be market rate.
How many accessible units are being proposed?	3 units

Article 80 | ACCESSIBILTY CHECKLIST

Please provide plan and diagram of the accessible units.	See attached typical floor plans
How many accessible units will also be affordable? If none, please describe reason.	2
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes,** please provide reason.	No
Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?	Have not yet
Did the Advisory Board vote to support this project? **If no,** what recommendations did the Advisory Board give to make this project more accessible?	N/A

Thank you for completing the Accessibility Checklist!

For questions or comments about this checklist or accessibility practices, please contact:

kathryn.quigley@boston.gov | Mayors Commission for Persons with Disabilities

APPENDIX C

Disclosure Statement Concerning Beneficial Interests

APPENDIX C - Disclosure Statement Concerning Beneficial Interests as Required by Article 80, Section 80B-8, of the Boston Zoning Code

(1) Name of Project: 270 Baker LLC

(2) Location: 270 Baker Street, West Roxbury, MA

(3) Applicant: 270 Baker LLC

(4) I hereby state, under the penalties of perjury, that the true names and addresses of all Persons who have a Beneficial Interest (including the amount of their Beneficial Interest accurate to within one-tenth of one percent if such interest exceeds one percent) in the above-listed property are listed below in compliance with the provisions of Article 80, Section 80B-8, of the Boston Zoning Code.

NAME AND RESIDENCE OF EACH PERSON WITH SAID BENEFICIAL INTEREST (continue on separate sheet if necessary):

NAME:	Richard Olstein	Percentage Interest
ADDRESS:	910 Boston Post Road, East, Suite 310, Marlborough, MA 01752	50%
NAME:	Michael J Staiti	Percentage Interest
ADDRESS:	910 Boston Post Road, East, Suite 310, Marlborough, MA 01752	50%
NAME:	_____	Percentage Interest
ADDRESS:	_____	
NAME:	_____	Percentage Interest
ADDRESS:	_____	
NAME:	_____	Percentage Interest
ADDRESS:	_____	

(5) The undersigned also acknowledges and states that except as stated below, none of the above-listed individuals is an official elected to public office in the Commonwealth of Massachusetts, nor is an employee of the State Department of Capital Planning and Operations.

(6) I hereby state, under the penalties of perjury, that the names and addresses of all firms and professional corporations employing attorneys, real estate brokers, architects, engineers, planners, or surveyors, and all other agents who have acted on behalf of any of the foregoing

with respect to the application for Zoning Relief on the above-listed property are listed below in compliance with the provisions of Article 80, Section 80B-8, of the Boston Zoning Code.

NAMES AND ADDRESSES OF ALL FIRMS AND PROFESSIONAL CORPORATIONS, AND AGENTS WHO HAVE ACTED ON SAID APPLICATION (continue on separate sheet if necessary):

NAME:	Neshamkin French Architects Inc
ADDRESS:	5 Monument Square, Charlestown, MA 02129

NAME:	Northeast Strategies & Communications Group
ADDRESS:	1049 Adams Street, Dorchester, MA02124

NAME:	McClurg Traffic
ADDRESS:	81 Oakley Road, Belmont, MA 02478

NAME:	Zade Engineering
ADDRESS:	140 Beach Street, Boston, MA 02110

NAME:	HW Moore Associates, Inc
ADDRESS:	112 Shawmut Avenue, Boston, MA 02118

NAME:	Geotechnical Services Inc
ADDRESS:	12 Rogers Road, Haverhill, MA 01835

NAME:	Doyle Engineering
ADDRESS:	14 Spring Street, Waltham, MA 02451

SIGNED under the ~~penalties of perjury~~

Signature: _____

Name Printed: Richard Olsson

Date: 8/24/16