

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

**SCOPING DETERMINATION  
282-308 BREMEN STREET**

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

**PROPOSED PROJECT:** 282-308 BREMEN STREET

**PROJECT SITE:** AN APPROXIMATELY 34,160 SQUARE FOOT PARCEL BOUNDED TO THE NORTHWEST BY THE REAR PROPERTY LINES OF MULTI-FAMILY RESIDENTIAL PROPERTIES ALONG CHELSEA STREET, TO THE NORTHEAST BY MULTI-FAMILY RESIDENTIAL PROPERTIES ALONG BREMEN STREET, TO THE SOUTH BY BREMEN STREET AND TO THE SOUTHWEST BY BROOKS STREET

**PROPONENT:** 282 BREMEN DEVELOPMENT LLC  
C/O TRANSOM REAL ESTATE, LLC

**DATE:** AUGUST 21, 2019

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The Boston Redevelopment Authority (“BRA”), d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code (the “Code”), in response to a Project Notification Form (“PNF”), which 282 Bremen Development, LLC (the “Proponent”) filed on May 8, 2019 in connection with the proposed 282-308 Bremen Street project in East Boston (the “Proposed Project”). Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on May 8, 2019, which initiated a public comment period with a closing date of June 10, 2019. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City of Boston (the “City”) and state public agencies/departments and elected officials on May 8, 2019. Hard copies of the PNF were also sent to all of the Impact Advisory Group (“IAG”) members.

On March 21, 2019, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Mayor’s Executive Order Regarding Provision of Mitigation by Development Projects in Boston for the redevelopment of an approximately 34,160 square foot land currently occupied by two (2) automobile repair facilities, surface parking, and a four (4) unit multi-family residential property located at 282-308 Bremen Street in the East Boston neighborhood of Boston.

On March 26, 2019, letters soliciting IAG nominations for the Proposed Project were delivered to City Councilor Lydia Edwards, State Representative Adrian Madaro, and State Senator Joseph Boncore. Additional letters seeking recommendations were delivered to the Mayor’s Office of Neighborhood

Services and the City Councilors At-Large. Nominations were also sought from the BPDA Planning department.

Thirteen (13) individuals were nominated and appointed to the IAG and have been invited to participate in advising BPDA and City staff on the Proposed Project's possible impacts and appropriate mitigation.

The following is a list of the IAG members:

1. Jesse Schomer
2. Carol Ann Aloisi
3. David Sampson
4. Kyla McCartney
5. Nina Gaeta
6. Mariellen Dalton
7. Margaret Kelly
8. Tony Portillo
9. Joseph Gaeta
10. James Kros
11. Elena Bertkau
12. Thompson Vou
13. David Shulman

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

Pursuant to Section 80B5.3 of the Code, a Scoping Session was held on May 30, 2019, with the BPDA, the City's public agencies/departments, and local elected officials at which time the Proposed Project was reviewed and discussed. IAG members were also invited to attend the Scoping Session.

An IAG meeting was held on May 28, 2019, at the BCYF Paris Street Community Center located at 112 Paris Street, East Boston, MA. 02128. A BPDA sponsored and advertised public meeting was held on June 5, 2019 at the BCYF Paris Street Community Center.

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

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

Specifically, they are:

- BPDA Planning and Urban Design departments
- Kathleen Pederson, Interagency Green Building Committee ("IGBC")
- Bob D'Amico, City of Boston Transportation Department ("BTD")

- Carrie Marsh, City of Boston Parks and Recreation Department (“BPRD”)
- Zachary Wassmouth, City of Boston Public Works Department (“PWD”)
- John P. Sullivan, Boston Water and Sewer Commission (“BWSC”)

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

IAG member comments received by the BPDA during the comment period are included in **Appendix C**.

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

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

- During the initial review phase and prior to it, the Proponent has taken steps to meet with various community stakeholders including, abutters, area civic associations (specifically, the Eagle Hill Civic Association and Maverick Central Neighborhood Association), elected officials, and various City agencies/departments. In conjunction with the next phase of the Article 80 Large Project Review process, the Proponent should continue to hold regular conversations and meetings with all interested parties through the duration of the public review process. Additionally, the BPDA requests that the Proponent complete each civic association’s development review processes prior to the completion of the Article 80 public review process.
- The Proposed Project has simultaneously generated excitement and concern. While many comments show a desire to see the Project Site redeveloped, other comments indicate the need for revisions to the Proposed Project (i.e. height, density, etc.) or request that additional studies or information be provided in order further evaluate and/or minimize the potential impacts of the Proposed Project. The BPDA encourages the Proponent to continue to work with those parties and consider revisions to the Proposed Project to address concerns expressed by various community stakeholders in order to minimize and mitigate the Proposed Project’s impacts.
- As stated in the PNF, the Proponent intends to provide up to sixty-eight (68) off-street vehicle parking spaces for approximately one hundred sixty-five (165) residential units. A better understanding of how these spaces will be allocated to prospective residents and visitors and how they may be managed should be provided in the DPIR.
- Given the Proposed Project’s proximity to public transit, the Proponent should promote alternative modes of transit to prospective residents and visitors of the Proposed Project and should incorporate and outline transportation demand management (“TDM”) measures to off-set potential impacts to the neighborhood in the DPIR.
- Utilizing the feedback obtained during the initial review phase, the Proponent should continue to work with the BTDA, BPDA, and other applicable public agencies and departments

to address concerns regarding site access, circulation of traffic in and around the Project Site, potential traffic impacts, and appropriate mitigation in and around the impacted neighborhood.

- Considering the Proposed Project's proximity to the East Boston Greenway and other publicly owned open space areas in the neighborhood, the Proponent should proactively engage and consult with the BPRD and other applicable public agencies to address anticipated impacts on public parks and open spaces in the area.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction-related inconveniences with the daily activities that will continue to occur adjacent to the Proposed Project site. A detailed approach to the Proposed Project's construction management that takes into account public feedback must be included in the DPIR.
- The Proponent must take into account all BPDA approved and under review proposals in the East Boston neighborhood of Boston, scheduled infrastructure improvements in the general area, and nearby developments in the City while conducting the DPIR's required studies (transportation, infrastructure, environmental, etc.).
- The Proponent should continue to work with community stakeholders, the IAG, BPDA, and other applicable City agencies/departments to determine appropriate mitigation and other public benefits to address the Proposed Project's impact on the neighborhood. An outline or list of the proposed mitigation and any other public benefits to be provided through the Proposed Project shall be reviewed by the IAG, BPDA, and City prior to the conclusion of the Article 80 review process.

## **I. PROJECT SITE**

The Proposed Project is located at 282-308 Bremen Street in East Boston on several parcels which collectively comprise approximately 34,160 square feet (0.78 acres) of land (the "Project Site"). The Project Site is currently occupied by two (2) automobile repair facilities, a multi-family residential building, and surface parking and is bounded to the northwest by the rear property lines of multi-family residential properties along Chelsea Street, to the northeast by multi-family residences along Bremen Street, to the south by Bremen Street, and to the southwest by Brooks Street. The Massachusetts Bay Transportation Authority ("MBTA") Airport Blue Line subway station is located within an approximately two (2) minute walking distance (~435 feet) of the Project Site.

## **II. PROJECT DESCRIPTION**

The Proposed Project, as described in the PNF, consists of the demolition of the existing structures occupying the Project Site and the construction of a six (6) story, 125,000 square foot mixed-use building with approximately one hundred sixty five (165) residential rental units, up to sixty eight (68) off-street vehicle parking spaces, at least one hundred sixty five (165) on-site bicycle storage spaces, and associated landscape and streetscape improvements. The residential unit mix within the Proposed Project includes fifty-eight (58) studio units, eighty-two (82) one-bedroom units, and



twenty-five (25) two-bedroom units. Of the total one hundred sixty-five (165) residential units, three (3) are proposed as “Artist Live/Work Units”.

### III. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project applicability. The Proponent is required to prepare and submit to the BPDA a DPIR that meets the requirements of the Scoping Determination by detailing the Proposed Project’s impacts and proposed measures to mitigate, limit or minimize such impacts, as a supplement and update to the studies completed and the materials provided in connection with the PNF. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination (“PAD”) within sixty (60) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project’s impacts and, if appropriate, propose measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

### IV. REVIEW/SUBMISSION REQUIREMENTS

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

<https://developer.bostonplans.org/>

#### A. General Information

1. Applicant/Proponent Information
  - a. Development Team
    - (1) Names
      - (a) Proponent (including a description of development entity and type of corporation, and the principals thereof)
      - (b) Attorney

- (c) Project consultants and architect(s)
    - (2) Business address, telephone number, and e-mail, where available for each
    - (3) Designated contact person for each
  - b. Legal Information
    - (1) Legal judgments or actions pending concerning the Proposed Project
    - (2) History of tax arrears on property owned in Boston by Applicant
    - (3) Evidence of site control over the project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant
    - (4) Nature and extent of any and all public easements into, through, or surrounding the site
- 2. Project Area
  - a. An area map identifying the location of the Proposed Project
  - b. Description of metes and bounds of the project area or certified survey of the project area
  - c. Assessing Department Parcel ID numbers for all parcels of land included as part of the Project Site
  - d. Current zoning for the Project Site (both underlying and Planned Development Area ("PDA") restrictions/requirements if applicable)
- 3. Project Description and Alternatives
  - a. The DPIR shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present an analysis of the development context of the Proposed Project. The appropriate site and building plan to clearly illustrate the Proposed Project shall be required.
  - b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.
    - i. An "as of right" zoning project alternative should be included in this section
- 4. Public Benefits
  - a. Anticipated employment levels including the following:

- (1) Estimated number of construction jobs
  - (2) Estimated number of permanent jobs
  - b. Current and/or future activities and programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the City at large, such as; childcare programs, scholarships, internships, elderly services, education, job training programs, public realm/infrastructure improvements, grant programs, etc.
  - c. Other public benefits, if any, to be provided
5. Community Process
- a. A list of meetings held and proposed with interested parties, including public agencies/departments, abutters, civic associations, elected officials, businesses, and other community stakeholders
  - b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the Proponent, may be substantially interested in or affected by the Proposed Project

**B. REGULATORY CONTROLS AND PERMITS**

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

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

**C. TRANSPORTATION COMPONENT**

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

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

In addition to the required information, the BPDA requests that the Proponent evaluate the existing multi-modal transportation network and public infrastructure in the impacted neighborhood and identify potential improvements/mitigation in the neighborhood they may be undertaken as part of the Proposed Project to offset any impacts that may be generated as a result of the proposal.

**D. ENVIRONMENTAL PROTECTION COMPONENT**

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the DPIR must address and respond to the comments of the BPDA as well as the comments of the Article 37 Interagency Green Building Committee included in **Appendix A**.

The DPIR should include the most up to date Article 37- Green Buildings and IGBC documentation.

#### Geotechnical Impact/Groundwater

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

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

#### Construction Impacts

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

- (a) Potential dust and pollutant emissions and mitigation measures to control these emissions, including participation in the Commonwealth's Clean Construction Initiative.
- (b) Potential noise generation and mitigation measures to minimize any increase in noise levels.
- (c) Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
- (d) Construction schedule, including hours of construction activity.
- (e) Access routes for construction trucks and the anticipated volume of construction truck traffic.
- (f) Construction methodology (including foundation and piling construction), amount and method of excavation required, disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
- (g) Method of the demolition of existing buildings on the site and disposal of the demolition waste, as applicable.

- (h) Potential for the recycling of construction and demolition debris, including asphalt from existing parking lots.
- (l) Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or stormwater runoff into the City's drainage system during the construction period.
- (j) Coordination of project construction activities with other major construction projects being undertaken in the project vicinity at the same time, including scheduling and phasing of individual construction activities.
- (k) Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.
- (l) Measures to protect public safety.

#### Rodent Control

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

#### **E. URBAN DESIGN COMPONENT**

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

The Proposed Project is subject to Article 28 of the Code and as such, is required to undergo Boston Civic Design Commission ("BCDC") review. The BCDC review process shall be completed in conjunction with the Article 80 development review process.

#### **F. INFRASTRUCTURE SYSTEMS COMPONENT**

An infrastructure impact analysis must be performed. The Proponent should continue to work with the PWD, BWSC, and the BGWT (if applicable) on infrastructure impacts.

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

Any proposed or anticipated infrastructure systems improvements/mitigation associated with the Proposed Project should also be outlined in the DPIR.

#### **G. PUBLIC NOTICE**

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

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

#### **H. INCLUSIONARY DEVELOPMENT POLICY**

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

#### **I. ACCESSIBILITY CHECKLIST**

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

#### **J. BROADBAND READY BUILDINGS QUESTIONNAIRE**

As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as **Appendix F**. The information that is shared through the Broadband Ready Buildings Questionnaire will help the BPDA and City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape. Additionally, this questionnaire must also be completed and submitted through the online submission portal which can be accessed by visiting the following link: [https://docs.google.com/forms/d/e/1FAIpQLSe4HfNQ\\_KQbe5UblJUFB9cUH-DQTLrFdXNq1LxbwhMT4KNTPw/viewform](https://docs.google.com/forms/d/e/1FAIpQLSe4HfNQ_KQbe5UblJUFB9cUH-DQTLrFdXNq1LxbwhMT4KNTPw/viewform)

#### **K. BOSTON SMART UTILITIES CHECKLIST**

The Proposed Project is subject to the Smart Utilities Policy for Article 80 Development Review. As part of the DPIR, the Proponent must include a completed Boston Smart Utilities Checklist, attached as **Appendix G**. Additionally, this checklist must also be completed and submitted through the online submission portal which can be accessed by visiting the following link: <https://docs.google.com/forms/d/e/1FAIpQLSeauk6r1t5gKnfRVUpgZnJ3V6UeXbsiNYKiPJLhyJgw4udWDA/viewform>

The Smart Utilities Checklist will facilitate the Boston Smart Utilities Steering Committee's review of the following: (1) compliance with the Smart Utilities Policy for Article 80 Development Review, which calls for the integration of five (5) Smart Utility Technologies (SUTs) into Article 80 developments; and (2) integration of the Smart Utility Standards.

**APPENDIX A**

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



**TO:** Raul Duverge, Project Manager, BPDA  
**FROM:** BPDA Planning and Urban Design Staff  
**SUBJECT:** Scoping Determination Comments for 282-308 Bremen Street, East Boston

### **Planning Context**

PLAN: East Boston  
Climate Ready East Boston

### **Urban Design**

BPDA Urban Design and Planning encourages the Proponent to consider further development of the massing and height, elevations, streetscape activation, and climate resilience measures.

- **Massing and Height:**
  - Given the length of the project on Bremen Street and its visibility from the park, we would like to see greater variation in height on Bremen Street and/or setbacks. For example, considering the gateway to the park and the T at Brooks Street, the Proponent should consider height at the corner of Bremen and Brooks and then lower heights toward the existing context (towards Putnam Street).
  - The current design has significant setbacks in the rear but only minor setbacks on the Bremen Street facade. The Proponent might consider more setbacks on Bremen Street in specific locations (for example, the primary residential entry).
  - Shadow analysis to be conducted using the Sun Altitude/Azimuth Table found in Appendix 6 of the Development Review Guidelines. In particular, please note the June 6th at 6 pm altitude and azimuth to be used.
  
- **Elevations:**
  - The elevations, in particular, the Bremen Street facade, begin to suggest a hierarchy of spaces. However, the hierarchy suggested on the elevation of the upper-levels is disconnected from floorplans. We suggest that the Proponent explore ways to create a more legible hierarchy on the facade that relates to what is happening inside the building.
  - The Proponent might consider using glazing or other materials, combined with setbacks (and height, as mentioned above), to more noticeably break up the Bremen Street elevation.
  - This design approach would be new to East Boston and we ask the Proponent to consider how it could be best tailored to East Boston. Is this a design that could be in any place, or is it specific to the urban form, building typologies, materials, and context of this area of East Boston?
  
- **Streetscape Activation:**

- Similar to the comment above about the elevations, we suggest that the Proponent consider creating a hierarchy of entries at the ground plane (currently, the live/work entries appear to be more prominent than the main residential entry).
  - Address other entrances onto Bremen Street sidewalk
  - The proposed retail space on the corner of Brooks and Bremen has great potential to activate this edge. The design should consider how this retail space relates to the public realm, including outdoor furnishings and landscape features.
  - Consider enlarging this retail space to allow for either 1) a larger retail use, such as a market, or 2) 2-3 smaller retail uses to be clustered together.
  - We question whether the loading dock on Brooks Street is needed. Would it be possible to have loading from inside the garage, thus reducing the curb cuts to a single one on Bremen Street? Given the heavy pedestrian volumes on Brooks Street, we are concerned about locating loading here.
- Flood-resilient Design:
    - The project is within the current FEMA floodplain, but the design of the entries, retail space, and live-work units does not address the potential flood risk.
    - This project—given its scale, the prominence of its site, and the range of ground-level uses—has the opportunity to be a model of resilient design that is not only seamlessly integrated into the public realm but also enhances the public realm. We ask that the Proponent explore how to integrate flood proofing or resilient design measures.

## **Transportation**

### Context

Go Boston 2030, the City of Boston’s long-term transportation action plan, envisions a city where all residents have better and more equitable travel choices, where efficient transportation networks foster economic opportunity, and where the City has taken steps to prepare for climate change. Whether traveling by transit, on foot, on a bike, or by car, Bostonians will be able to access all parts of the city safely and reliably. This vision was created with the help of thousands of Bostonians through a significant public engagement process.

This vision establishes foundational priorities for all transportation projects in the City, including development proposals as they impact transportation networks and the public realm. Go Boston 2030’s primary goals—expanding access, improving safety, and ensuring reliability—help us hold all projects accountable to this vision. Its aspirational targets clearly establish a yardstick for measuring success.

In short, when reviewing proposals we must ask ourselves, does the project bring the City closer to achieving its transportation vision, goals, and targets?

### 1. Expanding Access:

- *Goal:* Make Boston's neighborhoods interconnected for all modes of travel.
- *Aspirational Target:* Every home in Boston will be within a 10-minute walk of a rail station or key bus route stop, and Blue bikes station, and car share.

### 2. Improving Safety:

- *Goal:* Substantially reduce collisions on every street through education, enforcement, and designs that reallocate street space to prioritize moving people safely rather than faster.
- *Aspirational Target:* Eliminate traffic fatalities and severe injuries in Boston.

### 3. Ensuring Reliability:

- *Goal:* Prioritize making travel predictable on Boston's transit and roadway networks.
- *Aspirational Target:* Bostonians' average commute to work time will decrease by 10%.

#### Overview

BPDA Transportation & Infrastructure Planning supports the Proponent's accommodation of all transportation modes and limited supply of on-site parking per BTD's recommended maximum parking goals and guidelines for East Boston. We encourage the Proponent to examine modifications to the streetscape, access, analysis, and transportation demand management, including:

#### ● **Streetscape:**

- Please provide cross-sections of Bremen Street and Brooks Street with dimensions for proposed streetscape zones and anticipated street widths.
- Given the street's functional classification and the scale of the project, we feel that a Neighborhood Connector street classification for Bremen Street is more appropriate than Neighborhood Residential, as suggested by the Proponent. We recommend that the Proponent strives to meet the 8' preferred pedestrian zone dimension along Bremen Street while maintaining proposed street trees, which may be achieved by narrowing the depth of the on-street parking/loading (proposed at 9') and/or modifying building setbacks. Please ensure that building doors do not open into the clear pedestrian zone in order to maintain an accessible environment.
- Please clarify whether the proposed pick-up/drop-off zone will have flush conditions or a standard curb. Site plans indicate that this zone would have pavers distinct from the adjacent travel way.
- BTD is piloting the Mobility micro HUB program in East Boston and Roxbury, which will provide centralized locations for multimodal connections, for example, transit, bike share, car share, EV charging, pick-up/drop-off. etc., given its proximity to the Blue Line Airport station, the intersection of Bremen and Brooks is intended to become a micro HUB. The Proponent is already proposing some of these elements

- in the site plan, so we would like to continue the dialogue with the Proponent, BTD, and PWD about how the design of the site plan and this important intersection can bring together these elements and work with the proposed curb extensions.
- We would like to explore with BTD and the Proponent the opportunity to provide year-round Blue bikes at this intersection by integrating the existing station into the site plan. (The existing station is moved each winter from its current location at the Bremen Street Community Park entrance.)
- **Access:**
  - As noted by BPDA Urban Design, please consider alternative loading scenarios, including loading from Bremen Street.
  - As the garage may include parking stackers, please study whether the floor-to-ceiling height for the garage will now allow for the 14' clearance needed for truck loading.
  - Please ensure impacts of garage access on the public realm are minimized by providing a garage door and limiting the access width to 20' maximum for two-way operation or 10' for one-way operation.
  - Please provide additional detail on the proposed bike storage room that will accommodate 165 bicycles, including convenient access within the building and to the street, and the type, quantity, and configuration of racks.
    - We appreciate the direct sidewalk access to the bike room, as proposed. However, the room is located far from the elevators, requiring access via the garage, which won't be welcoming, or from outside, which requires people to exit and re-enter the building after parking a bike. We recommend locating the bike room directly adjacent to the lobby and elevators for simple and convenient internal access.
- **Transportation Analysis:**
  - Please add the intersections of Bennington/Brooks and Bennington/Putnam to the study area for transportation analyses.
  - Please provide a safety analysis of study area intersections as well as the Brooks Street corridor between Bennington and Bremen Streets using available Vision Zero crash data and safety concerns data.
  - Please provide an analysis of area transit services, including capacity and delay during peak periods and relative impacts associated with new transit trips supplied by the project. Please clarify trip distribution by transit mode for the 826 new transit trips per day.
  - Growth in TNC activity is a significant concern for East Boston. Please provide analysis of TNC trips generated by the project and their distribution in the street network. Would these be additional trips or are they accounted for, but not

explicitly stated, in the existing analysis?

- **Transportation Demand Management:**

- We recommend that the Proponent further encourage reducing parking demand by unbundling the residential parking from the leasing of an individual unit. This strategy discourages auto use by residents by charging the tenant a monthly or annual fee to park on-site.
- We recommend exploration of a more robust transportation demand management program, including subsidized transit, bike share, and car share memberships for residents as well as bundling such memberships with residential leases. Real-time transportation displays are encouraged for all lobbies.
- We recommend coordinating with Zipcar to provide one or more on-street car share spaces along the Bremen Street frontage. This is an integral part of the micro HUB concept.
- Per the Boston Bike Parking Guidelines, all projects over 100 residential units must provide a Blue bikes station in a location to be determined with BTDA Active Transportation during the TAPA process.

- **Construction Management Plan:**

- Please ensure that accessible paths of pedestrian travel are preserved on both sides of Brooks Street throughout the project. This is a critical pedestrian corridor for the Eagle Hill's transit access.

## MEMORANDUM

**TO:** Raul Duverge, Project Manager  
**FROM:** John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning  
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow  
Ryan Walker, Smart Utilities Program - Associate  
**DATE:** June 10, 2019  
**SUBJECT:** 282-302 Bremen Street - **Smart Utilities Comments - PNF**

### Summary:

Thank you for the inclusion of the Smart Utilities Checklist in your PNF filing. We would request that you take your responses from that filing and submit them through the form available [here](#). This can be done with your next filing and should include any updated or additional information pertinent to Smart Utility considerations. The reason for submission via the form is that it generates an edit link, which allows you to easily access your checklist and make updates as you progress in your design process. The information you have provided thus far will be presented to the Smart Utilities Steering Committee. We will coordinate a meeting to discuss any additional questions or comments that result.

### Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the [Smart Utility Standards](#) ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to

your project. Make sure to review this template first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project's website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

**Table 1** - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

<b>Smart Utility Technology (SUTs)</b>	<b>Summary Description</b>
<b>District Energy Microgrid</b>	Energy system for clusters of buildings. Produces electricity on development site and uses excess "heat" to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect ("island") during power outages and continue providing electric/heating/cooling needs to end-users.
<b>Green Infrastructure</b>	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
<b>Adaptive Signal Technology</b>	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
<b>Smart Street Lights</b>	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.

<b>Telecom Utilidor</b>	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.
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**Table 2** - Summary of size threshold and other specifications for the 5 SUTs advanced in the *Smart Utilities Policy for Article 80 Development Review* (**Note: This table is only for informational purposes. Please refer to the complete *Smart Utilities Policy for Article 80 Development Review* to review the details.**)

	<b>Article 80 Size Threshold</b>	<b>Other specifications</b>
<b>District Energy Microgrid</b>	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
<b>Green Infrastructure</b>	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
<b>Adaptive Signal Technology</b>	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
<b>Smart Street Lights</b>	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
<b>Telecom Utilidor</b>	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor





Martin J. Walsh  
Mayor

## Article 37 Interagency Green Building Committee

June 10, 2019

Peter Spellios  
282 Bremen Development LLC  
c/o Transom Real Estate, LLC  
527 Albany Street  
Boston, MA 02118

Re: *282-308 Bremen Street, East Boston*- Article 37 Green Building – Comment Letter

Dear Mr. Spellios

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

Please amend *Preliminary List of Permits or Other Approvals Which May be Sought* table to include Article 37 Compliance.

The EPNF indicates that the project will use *the LEED v4 for BD + C: New Construction and Major Renovation* rating system and commits the project to earning 53 points for a LEED Silver rating. The IGBC accepts the rating system selection and green building LEED point commitment.

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

The Climate Resiliency Checklist was deemed incomplete. Please address the following issues:

The online Climate Resiliency Checklist has not been completed.

### Greenhouse Gas Emissions

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral Boston 2050 the IGBC requests the project team prepare a project specific Zero Carbon Building Assessment by modeling a Low Carbon Building with an enhanced envelope and optimized systems strategies, Maximized Solar Energy Systems, and determine any amount of off-site renewable energy required for zero carbon performance including:

- Enhanced Building Envelope – reduced air infiltration (ACH below 0.6), increased opaque curtain wall insulation (below U-0.05), improved vision curtain wall performance (below U-0.20), improved window performance (below U-0.20), tuned glazing with Solar Heat Gain Coefficient (below SGHC 0.30), and increased insulation levels for roof (R-60 c.i.), wall (R-30+ with c.i.), and slab (R-7.5 c.i.) conditions.
- Optimized Building Systems – smaller, more efficient and alternative heating, cooling, dedicated fresh air with ERV (better 80% with MERV 8 filter), and hot water systems that fully consider the improved envelope performance.
- Including an all electrical building and campus solution(s).
- Maximized Solar Energy System – optimize roof design and install Solar PV systems.
- Renewable Energy Procurement – green energy, credits, and carbon offsets.

Please follow up within three weeks (of the date of this letter) with your BPDA Project Manager in responding to IGBC comments and the provision of the requested information and items.

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

Sincerely,

*Katie Pedersen*

On behalf of the Interagency Green Building Committee

Cc: *Raul DuVerge*, BPDA  
IGBC

FROM: BOB D'AMICO, BOB.DAMICO@BOSTON.GOV  
TO: RAUL DUVERGE, RAUL.DUVERGE@BOSTON.GOV  
DATE: MAY 10, 2019  
SUBJECT: 282-308 BREMEN STREET, EAST BOSTON PNF COMMENTS

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Please find below my comments on the proposed development at the above address.

The site is currently occupied by two auto body and repair shops in addition to a small 4-unit multifamily residential building.

### **Project Description**

The project site is located directly across from the Bremen Street Park with convenient access to the MBTA Airport Blue Line train station.

The project consists of 165 units with 68 parking spaces along with covered storage spaces for 165 bicycles. This results in a vehicular parking ratio of 0.41. This makes perfect sense due to the project's proximity to the Airport Train Station.

135 feet of additional on-street parking space will be created due to the closure of several curb cuts due to the singular curb cut that will be used for both access/egress to the building.

BTD agrees with the proposal that loading and unloading occur on Brooks Street in a newly created curb cut that will only require 12 feet.

BTD strongly supports a plan to provide an innovative build-managed private car share service for residents further reducing the need for cars. The proponent may want to consider spaces that will accommodate Zip-car or similar usage.

BTD requests that future residents of the development be restricted from obtaining an East Boston Resident Sticker.

We also support the creation of a transportation demand management program to reduce the dependency on the automobile by encouraging alternatives to driving alone, especially during peak travel periods.

Finally, the proponent will have to provide to BTD a comprehensive Construction Management Plan and enter into a Transportation Access Plan Agreement (TAPA) for the proposed project. This will be essential since the location of this project is located in a very densely populated neighborhood.

We look forward to be working with BPDA and the proponent to create a project that will benefit the community while creating a minimal amount of impacts.



Raul Duverge <raul.duverge@boston.gov>

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## BPRD Comments for 282-308 Bremen Street, East Boston

1 message

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**Carrie Marsh** <carrie.marsh@boston.gov>

Fri, May 17, 2019 at 1:22 PM

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

Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Christopher <michael.christopher@boston.gov>, Teresa Polhemus <teresa.polhemus@boston.gov>

The Boston Parks and Recreation Department (BPRD) has reviewed the PNF for the proposed project at 282-308 Bremen Street in East Boston, located across the street from the Bremen Street Park.

**Density:** This project will provide 165 apartment units. The expected population of the building is not readily discernible from the PNF, but can be estimated to be 165-500 persons depending on the unit mix. These residents will require open space to meet their active recreational needs.

**Insufficient Onsite Open Space:** The project will seek relief from zoning to reduce onsite open space. The PNF notes that 300 sf of open space per dwelling unit is required (49,500 sf total). The project will provide 68 sf of onsite open space per dwelling unit (11,182 sf total). The approval of zoning relief will result in a deficit of about 38,000 sf of onsite open space, which is nearly an acre. The residents in these households will therefore rely on existing public open spaces such as the Bremen Street Park and the East Boston Greenway for their active recreation needs.

**Height and Shadows:** The project is seeking relief from zoning for increased height, massing and density. The existing zoning allows a building that is 3 stories high (35 feet). Zoning relief will create a building that is 5-6 stories high (56-68 feet). The building is located due west of Bremen Street Park and the height will have an impact on the shadows on the park. The shadow analysis should be extended to include shadows created until sunset, year round.

**Impact Mitigation:** BPRD respectfully requests that this project provide impact mitigation to the Fund for Parks and Recreation at a level commensurate to the scale and density of the development, the requested relief of zoning for open space, and to offset the shadow impacts on the park.

**Pets:** Additionally, if pets are allowed, the proponent should provide a pet relief space onsite, so to minimize impacts to public open space.

**Parks Commission:** As noted in the PNF, this project is also subject to review of the Parks Commission under Municipal Code Section 7-4.11 (the 100' rule).

Please let me know if you have any questions.

Thank you.



**CARRIE M. MARSH**  
Executive Secretary  
Boston Parks and Recreation Commission  
1010 Massachusetts Avenue, 3rd floor  
Boston, Massachusetts 02118  
617-961-3074 (direct) 617-635-4505 (main)

On Wed, May 8, 2019 at 4:20 PM Raul Duverge <raul.duverge@boston.gov> wrote:



# CITY of BOSTON

Martin J. Walsh, Mayor

To: Raul Duverge, BPDA  
From: Zachary Wassmouth, PWD  
Date: July 24, 2019  
Subject: 282-308 Bremen Street PNF - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the 282-308 Bremen Street PNF.

**Site Plan:**

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

**Construction Within The Public Right-of-Way (ROW):**

All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards ([www.boston.gov/departments/public-works/public-works-design-standards](http://www.boston.gov/departments/public-works/public-works-design-standards)). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

**Sidewalks:**

The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections abutting the project site if not already constructed to ADA/AAB compliance. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

**Specific Scope Considerations:**

The developer should consider the following to be included in the scope for this project:

- The developer should evaluate the safety for both vehicles, pedestrians, and bicycles at the intersection of Bremen Street and Brooks Street. The intersection should be evaluated to determine if adequate site distances for both motorists, pedestrians, and cyclists exist with current and proposed buildings at this location. The existing location of the crosswalks and stop lines on Bremen Street may need to be adjusted (i.e. closer to the intersection) to ensure adequate site distances. Any adjustments to this intersection to increase safety (relocation of crosswalks, pedestrian ramps, sidewalk construction, etc.) should be considered as part of the scope for this project as this is an important pedestrian link from the project site to the Park and MBTA station.
- The project should consider including a crosswalk across Brooks Street at the Bremen Street and Brooks Street intersection with guidance and final approval by the Boston Transportation Department (BTD).



**PUBLIC WORKS DEPARTMENT**

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

**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation

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





# CITY *of* BOSTON

Martin J. Walsh, Mayor

**Driveway Curb Cuts:**

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. All existing curb cuts that will no longer be utilized shall be closed.

**Discontinuances:**

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

**Easements:**

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

**Landscaping:**

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

**Street Lighting:**

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

**Roadway:**

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

**Project Coordination:**

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

**Green Infrastructure:**

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

Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

**Zachary Wassmouth**  
Chief Design Engineer  
Boston Public Works Department  
Engineering Division

CC: Para Jayasinghe, PWD



**PUBLIC WORKS DEPARTMENT**

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

**Boston Water and  
Sewer Commission**



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

May 28, 2019

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

Re: 282-308 Bremen Street, East Boston  
Project Notification Form

Dear Mr. Duverge:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed project located at 282-308 Bremen Street, in East Boston.

The Proposed Project consists of the redevelopment of an approximately 34,160 square foot site comprised of nine contiguous parcels of land located at 282-308 Bremen Street. The Project Site is bounded to the northwest by the rear property lines of multi-family residential properties along Chelsea Street, to the northeast by multi-family residences along Bremen Street, to the south by Bremen Street, and to the southwest by Brooks Street. The proponent, 282 Bremen Development, LLC, proposes the demolition of two existing auto repair facilities and a residential building which currently occupy the Project Site and the construction of an approximately 125,000 square foot, mixed-use building that will include one hundred sixty-five residential rental units, approximately 2,000 square feet of retail space, and up to sixty-eight off-street vehicle parking spaces.

The Project's estimated total domestic water demand is 23,694 gallons per day. The Commission owns and maintains a 12-inch Northern Low DICL installed in 2015 in Bremen Street. As well as, a 12-inch Northern Now PCI installed in 1902 in Brooks Street.

The Proposed Project will generate an estimated 21,540 gallons per day. For sewage and storm drainage service, the site is served by a 12-inch combined sewer in Bremen street and a 36-inch by 54-inch combined sewer in Brooks Street.

The Commission has the following comments regarding the PNF:



## General

1. Prior to the initial phase of the site plan development, 282 Bremen Development, LLC should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at 282 Bremen Development, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.





5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
6. 282 Bremen Development, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, 282 Bremen Development, LLC will be required to apply for a RGP to cover these discharges.
7. 282 Bremen Development, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
8. It is 282 Bremen Development, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 282 Bremen Development, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. 282 Bremen Development, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. 282 Bremen Development, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. 282 Bremen Development, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing



Code. 282 Bremen Development, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 282 Bremen Development, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. 282 Bremen Development, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. 282 Bremen Development, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 282 Bremen Development, LLC should contact the Commission's Meter Department.

#### Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. 282 Bremen Development, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. 282 Bremen Development, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the 282 Bremen Development, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:



- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
  - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
  - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. The Commission encourages 282 Bremen Development, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
  3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 282 Bremen Development, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 282 Bremen Development, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
  4. 282 Bremen Development, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
  5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, 282 Bremen Development, LLC will be required to meet MassDEP Stormwater Management Standards.





6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. 282 Bremen Development, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
8. The Commission requests that 282 Bremen Development, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. 282 Bremen Development, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/fd

cc: Peter Spellios, 282 Bremen Development LLC  
Mitchell L. Fischman, MLF Consulting LLC  
K. Ronan, MWRA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail

**APPENDIX B**  
COMMENTS FROM THE PUBLIC

Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: 282 Bremen Street

Dear Mr. Duverge,

As a direct abutter, I am writing in support of the proposed development at 282 Bremen Street in East Boston.

The developer reached out and invited me to sit down and discuss the project very early on. I appreciate the thoughtful and creative design of the building. In addition to proposing a beautiful design for the building, Transom has also made significant improvements to the public realm with increased sidewalks and safer pedestrian access points.

There are very few coffee shops around here so I'm also very excited about the idea of a café or coffee shop that the whole neighborhood, and visitors of the park, can benefit from. Local, small businesses are part of what makes up the character of East Boston and I was pleased to hear that the team understands that and is willing to talk with local businesses about the coffee shop and live/work spaces. Transom has listened to my concerns, answered my questions, and continues to keep me informed as the process moves forward. East Boston has waited long enough for a developer to present a beautiful project like this, please don't delay in approving it.

Thank you.  
Caroline Fromkin  
275 Chelsea St, East Boston, MA 02128



Raul Duverge <raul.duverge@boston.gov>

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## 282 Bremen St

1 message

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Laila Siddiqui <lsiddiqui@gmail.com>  
To: raul.duverge@boston.gov

Fri, May 24, 2019 at 7:55 PM

Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: 282 Bremen Street

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Thank you.

Laila Siddiqui

Sent from my iPhone

Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: 282 Bremen Street

Dear Mr. Duverge,

I am writing in support of the proposed development at 282-302 Bremen Street in East Boston.

East Boston has seen a great deal of development over the last few years, and I'm happy to finally have a developer who values design and listens to the neighbors concerns. The developer and his team have been in regular contact and I look forward to seeing this project happen.

Thank you.

Minkoo Kang

10 New Street,  
East Boston,  
MA 02128

cc: Chairwoman Christine Araujo, Board of Appeal of the City of Boston



Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
5/15/2019	John	Walkey	GreenRoots	Oppose	The building is too massive. There is 0 greenspace provided by the project. Granted it is across the street from a large green space, but we are filling in every square inch of the East Boston developable landmass with impervious surfaces. Variances for setbacks on the backs, sides and fronts are being handed out for nearly every project in town and the result is a continuous mass of rooftops that will only contribute to heat island effects, as well as a suffocating sense of massing of the built environment that is not healthy, desirable nor attractive. And it would be slightly more tolerable if the architecture didn't evoke a gag reflex in every reasonable person outside of the accountants who run these projects. If this is good design than I'm a tactful, politic person. The day that something is proposed for Eastie that doesn't look like a bucket of farts I will keel over dead. Tell these people to find an architect. There's got to be some out there working in Newton or somewhere.
5/20/2019	Brian	Lynch		Oppose	Hello, I have no issue with the lot being transformed into living/residential units. It is pretty obvious that the lot has a lot of potential in that regard. However, the pure size of it is what bothers me as a current resident and parent. We deal with a lot of overflow issues in living near the airport. Admittedly, when choosing to live in East Boston we can't complain about all of them. However, one of the nice things we do get from dealing with the issue is a well maintained park on Bremen Street. This park has become an integral part of the neighborhood. I see the size of the project having a negative impact on 2 major things. First, the shadow that will encroach on the park as indicated in the package. In one of the images the entirety of the children's playground and beyond is casted in shadow by 6 PM on 9/21. This is unacceptable. Any shadow created on the children's park (especially exactly where the play structure is) due in part to granting a height variance should be a complete non-starter. If the height is granted and these shadows impact the children's play structure, then I really have to question where we stand as a community and who we are looking out for. The second which I am sure will be well documented is the traffic and added vehicles to the road. I do not see where approximately 135 feet of additional on-street parking brings any sort of relief to adding 97 units with no parking. Also, is the drop-off area which looks to be only accessible by residents, included in this 135 feet number? If so that number should be adjusted down. I can't see how a variance can be granted for such a bad ratio of units to parking ? even that close to the T. I am sure that ratio can come back down to reason if the project was not to be made double the size of what the lot should be intended for. In summary I just think the major problems are mitigated if the height of the project is held in check. I can't argue that the lot does not deserve to be developed. However, a little care for the parcel of land that the current community is so dependent on would be appreciated.

5/22/2019	David	Cali		Oppose	<p>The purpose of this comment is to express my strong opposition to the proposed 282-308 Bremen Street project. My wife and I have personally met with Transom Real Estate and have personally attended the community meetings. During all discussions / meetings with Transom, they express listening to community and wanting the feedback (which they have not done a single thing with) Transom also states they have abutters support. Being one of those direct abutters, I can say factual on behalf of myself and several other direct abutters, we have seen zero support for this project. Even at the community meetings, not one person has supported this project. The defined project in this location, does not fit in the neighborhood. The size is excessive both in width and height. Bremen Street has a beautiful park, that will be overtaken by the proposed monstrosity. Transom Real Estate also claims studies showing no negative effect on the park. However, the reality is; the park will be casted by extreme shadow, and tremendous noise pollution that will result from vehicles on Bremen Street, the 1A Ramp to the tunnel, and abutting airport. East Boston is made of different neighborhoods; this massive apartment complex will destroy this neighborhood. You will no longer have families and community; you will have renters that will come and go and not become part of the fabric that holds the community together. With a project of this scale; at the proposed location, the infrastructure of East Boston needs to be considered first, not last. To believe that the renters will take the train, is a mirage. If the renters don't own a vehicle, ridesharing services will increase. As everyone already knows, the traffic in East Boston is horrendous. In addition, the proposed commercial space directly across the street from the entrance to airport station and the park is another issue. Pedestrian and vehicle bottleneck already exists at the corner of Books and Bremen. Adding an additional 165 units and commercial space on that corner will almost certainly have negative effects on safe vehicle and pedestrian traffic. Let's face the fact that Transom Real Estate is not in this for the community needs / helping build community, they are in it for the money. We need to ask ourselves why such a monstrosity? Why isn't this project smaller scale, why no homeownership? Until this project is completely overhauled, I will strongly be opposing it. Feel free to contact me with any questions or comments.</p>
5/31/2019	Andrew	Zimmermann	Resident	Neutral	<p>The site absolutely needs an overhaul and I think the uses proposed are both compatible and desirable. This certainly is a bold and dense vision for the site. However the team has some work to do. The design has some redeeming qualities, mostly in that it addresses street front nicely and provides a built edge along most of the bremen frontage. Secondly, I believe the scale and location of the retail is intuitive and a no brainer as that corner is one of the most highly trafficked pedestrian corners in East Boston. The architecture however is fairly forgettable and gimmicky with the protruding bays and setbacks. I've come to expect a lot more from Rode and I suspect, in a one on one environment they would admit this is not their best work. The angled roof line is also a bit pointless. I'd rather see less building and more meaningful and impactful architectural and/or material moves. I'm a huge proponent of a parking ratio of less than 1:1 especially in this location but this is a bit extreme. The proposition should be simple - allow the developer their density, which at 3.5+ FAR and 6 stories is significant, but mandate a below grade level (either full or partial) of parking. 40 spaces with the rest being stackers is a joke. They could likely get 80-100 spaces with a below grade level and no stackers which would be more appropriate. The alternative is to reduce the height and unit count to more reasonable levels (say 4-5 stories and a 2.5-3 FAR and leave the parking plan as is. In short, the the scale of development being proposed I believe below grade parking becomes feasible and should be mandated. Lastly this proposal in terms of height, density and unit count feels like a deliberate overask in order to wind up at 100-120 units which is probably where the project should end up. Transom can certainly pull the project off since they are doing large projects elsewhere in the city. However, being new to East Boston, I'm not sure we should extend the benefit of the doubt on this proposal - as constituted. I hope there is a productive dialog that refines the project and ultimately improves the outcome.</p>

6/3/2019	matthew	emond		Support	I fully support this project and I intend to join the community meetings. Perfect T.O.D. location with a need for park-friendly retail.
6/4/2019	Michael	Favaloro	local business owner	Support	As a longtime business owner in East Boston, I am writing in support of the proposed development at 282-302 Bremen Street. I like the design of the building and appreciate that the developer has committed to keeping the affordable units on site. I also appreciate the extensive outreach the developer and team have done with the community. As a local resident and business owner, I know how a project like this can transform our neighborhood for the better.
6/6/2019	Jodi	Remington	Resident	Oppose	This is a residential neighborhood that is already too congested. The building is too large in height and density. The parking is ridiculous. The street is a traffic nightmare every day and can't support this burden. The building will create shadows for abutters and the park. There are already small businesses in the area, the extra is not needed. The area is zoned for family homes not monster sized buildings. There's a lack of school seats and safety personal to support this development. I'm an abutters and strongly oppose this. Plus, the developers did not go through the community process with the neighborhood association. They did not come back with changes after all residents at the meeting opposed it.
6/7/2019	Christina	Lepre	N/A	Oppose	I attended the public meeting on 6/5, and I live around the block from the proposed development. After seeing the presentation and hearing the concerns of my neighbors, I think this building needs to come down in height and capacity. I understand that this is a desirable plot of land for development and that a development WILL happen, whether it's this one or not. The architects and developer seemed thoughtful in their planning, and I am really happy to hear that there will be affordable housing as part of this plan. But this building is, quite simply, out of character with homes in this area which are all three stories and will introduce hundreds of new residents and their cars to an already congested area in one building. I also have concerns about the height being DOUBLE THE SIZE of its surroundings and how that will impact the trees and park directly across the street with its shadow towering over Bremen street. I was glad to hear a shadow study was done, but I'm skeptical that the impact will be as minimal as the developer represented. I have a slightly different response to the parking concerns expressed in the meeting. I do not drive and I think there are way too many cars on the road in Eastie. When we moved to East Boston in January 2015 just a few days before the first of many blizzards that winter, we saw how horrible people were to each other with regard to parking and we wanted no part of it. But my partner does rent cars pretty regularly and sometimes needs to park overnight, and we often have visitors coming from out of state/other towns. My block of Chelsea and the whole stretch of Bremen on the park side are some of the only places in this area that allow for visitor parking. Building this development all but guarantees the eradication of visitor parking, which is a major problem. People need to have home health aids coming to care for them, family members visiting from other towns or out of state, etc. and this development would squeeze out the visitor parking that enables those visits. Where does the city propose that people should park in East Boston? It's ridiculous that non-residents can't even visit East Boston because of the lack of visitor parking. (Truly, something needs to be done by the city of Boston to incentivize residents of East Boston to give up their cars, which is a larger issue than this development.) But I agree with some of the suggestions that incentivizing the residents of the proposed building not to own cars, and hope the developers will take those into consideration as well. I also liked their idea of having car share available for residents in the parking structure. In conclusion, I oppose the proposed building at its current height and capacity, but I am very open to reconsidering if changes are made to bring the height down and to more strongly incentivize the residents of the proposed building to go car-free.
6/7/2019	Eileen	White		Oppose	The building proposed is too high and has too many apartments. This building could easily be scaled down to 4 floor, with much less apartments for rent and more parking on the side of the building where the green 3/6 decker building is, which is part of the parcel purchased. Traffic will be greatly increased. There is no need for a retail space on the first level. I thought the idea is not to have commercial space on Bremen Street and only have housing. The Blue Line MBTA will greatly impacted by all these new apartments (since no one owns cars in East Boston) because every residents only uses the MBTA. I strongly oppose this huge addition to our neighborhood.

6/7/2019	Cathy	Huban		Oppose	Strongly oppose! 1. The height and size of the building is totally out of character for the neighborhood which is primarily 3 family homes. Also it's design is something more conducive with the waterfront. Out of character with the buildings in the area. 2. The number of parking spaces is totally inadequate. 3. This section of Bremen St has bumper to bumper traffic from the turn into the tunnel to beyond Day Square. The increase in traffic could be catastrophic. 4. One of the upcoming projects will eliminate a parking garage currently in the building. This garage is used by an auto body shop to park the cars they are working on. Also used by a church which has services 3 to 4 times a week. With the garage gone all of their cars will have to park on the street. 5. Safety concerns for the pedestrians going to the Airport T station and the park. Cars routinely ignore the stop signs on the street. With an increased population this becomes more problematic. Also, the number of people crossing the street will impact the traffic flow. 6. The affect the proposed retail space will have on 2 small family run business on Brook Street. Also, the impact it will have on Brook Street which is VERY narrow and has cars parked on both sides all the time. 7. With the increase of the imaginary cars in East Boston and parking on both sides street being completely full you need to use extreme caution driving. In the winter with snow banks making the streets smaller a real safety concern is developing. How can emergency vehicles get to their destinations? And this is true with Bremen. In addition the city has done nothing to deal with the lack of areas people can move their cars during snow emergencies. Their solution is East Boston residents should drive into Boston and use the garages they have made arrangements with. 8. The Blue line is at a breaking point. They have not increased the number of cars to deal with the increase in population. 9. There is one police department, one supermarket expected to deal with the demands of the growing population. At a meeting last summer which was addressing a master plan for East Boston a gentlemen on the panel from South Boston stood up and said. "Don't let them do to East Boston what they did to South Boston". Also at an address the mayor gave in East Boston he concluded with. "When I became mayor people said to me, get developers into East Boston. Now they are saying get the developers out of East Boston." I realize the size of this property calls for some type of development. Let them build some town homes with garages!
6/7/2019	Palma	Basile		Oppose	I think the the gentrification of East Boston is a wonderful thing. I have been a resident of East Boston for almost my entire life. There has been much development going on in East Boston, multiple units replacing three family dwellings, but no additional parking provided for these new developments. My neighbors cannot find parking now, imagine what will happen when all these additional units are built! What I have seen happening in the past five years to the development going on in East Boston is that it is very poorly planned and thought out. Builders come in, throw up a building of multiple units without parking. Please consider this before you approve additional dwellings without parking. This is a BIG problem that everyone involved seems to ignore. Thank you for your consideration.
6/7/2019	brian p ferrari	ferrari	maverick central neighborhood assoc.	Oppose	I,am for new development but the size of this building is way to massive for the congested area that is already impacted with cars,pedestrian,s going to the airport t station, the impact on the area due to lack of parking which already has an impact on us abbuters who live here , safety concerns due to the increased traffic on Bremen street this will cause along with the new developments already approved . also the impact now already on the blue line which does not have enough trains as it is.they are proposing retail on the first floor and the last 2 meetings there was going to be 68 off street parking spaces and at this past Wednesday night june 5 2019 meeting it is less off street parking down to 42 off street parking spaces and the ht.of the building is way to high for us abbuters with our 2 & 3 family homes at 40 ft high that are on Chelsea street effect our quality of life which is directly behind this development. do not get me wrong it is a beautiful building but it is totally out of place with our 2 & 3 family homes in this area .
6/7/2019	isabel c ferrari	ferrari	maverick central neighborhood assoc.	Oppose	structure is way to massive the whole length of Bremen street and, I,am for developments but with all of the traffic congestion and lack of off street parking and the ht.of 68 ft tall building is way out of touch for us residents to have in our backyards and at the last meeting the ht of the building has not gotten any smaller in ht and also the last 2 meetings mentioned 68 off street parking spaces well at this past Wednesday,s night meeting the off street parking went down considerable to just 42 spaces,instad of making retail space on the first floor make it all parking spaces for off street parking spaces for 165 spaces same as the units that are to be proposed .

6/8/2019	Jarret	Bencks		Neutral	How was the retail space size/number determined? Would the developer consider including more retail on the first floor? Also, this seems like a prime location for a "car-free," no residential parking permit development, like the one being done at 1970 Dorchester Ave.
6/9/2019	Adam	Siegel		Oppose	This building is going to be too large for the area. Everything else are three story/three family style buildings. The additional traffic it will bring to Bremen street is going to be insane. Trying to get to the tunnel in the morning is already a nightmare without adding 165 residential units to the area. Also the parking for the building is nowhere near what it would need. Overall this is not the right kind of building for the neighborhood.
6/9/2019	Eva	DiMaggio		Oppose	I am a 60 year resident of East Boston and believe the height & scale of this building is to large for the neighborhood. The small number of parking spaces being provided will have a large impact on the area due to the already severe lack of parking in the neighborhood. The increase of traffic on Breman Street, which is already highly congested will further cause more delays and back up's on to the surrounding streets and neighborhoods, as well as safety issues that the traffic causes for pedestrians. The neighborhood is already feeling the burden of over crowding with the other large scale buildings that have already been built and others that are also in the process of being built. The Blue Line has already been severely impacted due to the extra commuters already using the system. The proposed retail space's will further create more parking concerns, along with extra foot traffic in the neighborhood creating safety issues. The number of units and grand size of this project is extremely concerning to the neighborhood and their thoughts and ideas should be considered before this project goes any further! Thank you for your attention to this opinion.
6/9/2019	Susie	Siegel		Oppose	There is no reason to bring a 6-story building onto Bremen Street. First of all, it will look incredibly out of place as the tallest building anywhere near it is a 3-story. Secondly and more importantly the lack of adequate parking spaces is unacceptable. The traffic in Eastie has been getting progressively worse each year and there is no way Bremen or Chelsea Street can support the overflow of extra cars that will not have garage spots. Adding an additional few hundred trying to commute out of Eastie each morning and evening will make an existing problem that much worse. There is plenty of housing in Eastie already ? what we need more of is parking, not yet another massive condo building that will exacerbate all of our existing challenges ? challenges brought on because of the influx of housing/people and the lack of preparedness on how to compensate for that.
6/10/2019	Minkoo	Kang		Support	I am writing in support of the proposed development at 282-302 Bremen Street in East Boston. So many of the recent projects in the area are full lot coverage buildings, leaving little or no room for public space. I am very pleased to see this project not only carves out room for the public but also invites the neighbors in with the café and increased sidewalk space. This proposal will help revitalize this part of Bremen Street and provide a much-needed amenity with the inclusion of a new, local café. Thank you!

6/10/2019	Samantha-Rae	Tuthill		Oppose	I lived here on Chelsea Street for four years now. My fiance and I are hoping to make it another couple years here at least. I absolutely adore this neighborhood. It's so close to the city and yet still has a great, close neighborhood feel to it. I cannot even begin to imagine the destruction a building of this size will bring to the area. There are families here that have been part of the area for generations. We have our own little routines and ways of life here. This is one of the few last places left in the city that isn't completely overrun with expensive, monstrously huge living complexes and shopping centers. So many of us who live here work around here as well. What will happen to us, and to the GENERATIONS of families that have called this area home, when a behemoth of a building like this comes right next to our park? Is it not enough that the entire rest of this city has been gentrified beyond recognition? I love my home so, so much. I love living and working in Boston, paying my taxes to Boston, doing community volunteering and involvement for Boston. If a project like this comes in, literally across the street from me, it will turn my whole life upside down. Forget my commute to work, my ability to park near my apartment, my quiet neighborhood, the diversity, the independent shops and restaurants. This will overcrowd an area that simply doesn't have the room for so many bodies. It will make it impossible for so many of us to stay here. Other landlords will start hiking their already sky-high rents. I depend on the blue line to get to work. My fiance depends on the busses to get to work in Revere. If prices go up, we'll be forced to move out. We may be forced to find new work if we can't keep our commute to our current offices. This structure would tower over everything else in the area. There is so much personal and local history in this neighborhood. I understand the need to give people more housing options but this cannot possibly be the solution. It will irrevocably change the landscape, culture and atmosphere of East Boston forever. If the city wants so much to build giant complexes here, it needs to first improve parking and T access to accommodate all those extra people without it being a detriment to the people who already call this home. I have so many elderly neighbors, people who I have personally helped shovel in the winters because it's so hard for them to move. Children who live right next door. These families need to have close access to parking at their homes and to the train. I would have been utterly hopeless last summer when I broke my leg if it wasn't so easy for my partner to park me near our place or for me to easily and safely get on the T. Flooding our area with new people and new businesses will have a drastic impact on the people who already live there. Please don't yet again make a project that will benefit the wealthy at the expense of the working class and public services employees. Boston is one of the most expensive cities in the country. It is forcing people to abandon the city they love and the lives they've built. Please do not do that to Bremen Street. People like us have so few places left. People who want something like this proposed project have so many options. Please don't take away from us to give to them. This building is not a suitable fit for this area.
6/10/2019	Talia	Rhodes		Oppose	This is a significant amount of units that will put pressure on not just East Boston, but neighboring towns as well (such as mine, Chelsea) especially in terms of transit. There are plenty of open spaces in the new "luxury" units downtown. It's questionable that there is a need for this many new units
6/10/2019	Claudia	Clarke		Oppose	Boston is turning into LA and SF with these efforts to price the people the RUN this city out of their homes.
6/10/2019	Lane	Hook	East Boston Community	Oppose	The already 20,000+ homeless population in this city will increase if this complex is built. It is completely irresponsible for a community already facing severe homeless crisis to build housing targeted at displacing low income working class homes in favor of prosperous luxury homes.
6/10/2019	Elena	Bertkau		Oppose	The height and density of the project will overwhelm the T, roadways and parking for this area. There are a large number of other projects in this area that are creating a development burden. If this project moves forward it should provide more than just 2 shared cars, provide safer intersections at all corners of the block, include in the lease that renters cannot get resident stickers/register cars to the address. I would support the proposal if they could reduce the number of units and height to make it more aligned with the neighborhood's 3 family properties. Thank you!



6/10/2019	Max	Gruner	East Boston Main Streets	Support	On behalf of the board and staff of East Boston Main Streets, I would like to state that we are in support of the proposed development at 282-308 Bremen Street. Having had the opportunity to meet and discuss the project at length with the development team, we are excited to partner with the developer and are confident that the size, scope, and design of the building will enhance the quality of life of all who live, work and recreate in East Boston. Particularly, the thoughtfulness of the interesting design elements ensuring that this is not just "another glass box" as well as the attention to detail as manifested in the curb bump-outs and bicycle storage clearly show the developers interest in and knowledge of the East Boston community. With an eye on the climate resiliency work happening in Boston generally and in Eastie specifically, we are also heartened by the ambition of the developer to build an environmentally smart building. Again, we are excited and supportive of this project.
6/10/2019	Abby	Coburn		Oppose	I oppose.
6/10/2019	Jeff	Thomas		Support	+ Architecturally speaking, this is the most interesting and ambitious project that I can remember being proposed in East Boston since the major building boom began. It is to the architects credit that they incorporate inspiration from other examples of design in the neighborhood (like the Library) while creating space for their own design. The design puts some of the waterfront architecture to absolute shame. + I am happy that the developers have resisted putting in hundreds of parking spots, thereby encouraging residents of the building to bring even more cars into the neighborhood. The less parking spots, the better. Please do not encourage the ownership of cars so close to an area served by decent transit. + Elements of the sidewalk and Bremen Streetscape design are very nicely imagined. I would like to see the intersection of Bremen and Brooks to be entirely raised for safety as well as for aesthetic reasons. With additional residents that will be using that crosswalk, additional pedestrian safety measures will be needed. Raising the intersection will slow cars down and visually cue drivers to be more careful as they approach the busy pedestrian intersection. + Retail/commercial space on the corner is nicely realized in the design. I would encourage the developer to explore how they might be able to expand the amount of retail/commercial spaces available on the first floor. - One drawback to the project is it's enormous size. Unfortunately, economic conditions will likely not allow for a project this ambitious to be a row of 3-4 story buildings, but that would clearly fit more seamlessly in the neighborhood if it was feasible. The developer acknowledged these challenges at the meeting. - Another drawback is the size of units that are being proposed. We want to encourage families to stay and grow both in the neighborhood. Smaller units will force some families to move to different units, or even neighborhoods altogether. The developer should think hard about the effects of small units on the neighborhoods future. Ideas: -If on-site parking must be provided, outfit the parking spots with electric vehicle charging capabilities, and make those particular spots available to the public if they aren't being utilized by tenants. -Raised intersection at Bremen and Brooks which I already alluded to above. -Make every effort to make the building feel accessible from the street, whether thats additional retail, or more numerous doors and stoops on the ground floor for residents. -Limit resident parking stickers for building residents and truly commit to transit-oriented development. -Ensure that retail/commercial tenants are local businesses rather than national chains. Overall, I support this project in it's current design, but there are certain things that could make it even more desirable.
6/10/2019	Lauren	O'Hara		Support	Overall I support the direction of this project and what it will bring to the neighborhood. I would like to point out a few keys pieces that would elevate the positive impact of this construction project even more. 1.) Adding local business opportunities at street level. Ideally some type of food or drink establishment would be a great addition to this particular part of the neighborhood. 2.) Ensuring that extra measures be taken in regards to safety at the crosswalk into the park/t-station. Car traffic at these intersections are already very heavy and you have to be very careful when crossing even at the crosswalk. With increased foot traffic through these crosswalks, it would be a great idea to have them raised to ensure that cars give the proper right of way to pedestrians.
6/10/2019	Bob	D'Amelio		Oppose	Born and raised in Eastie for over 25 years. What is happening is ridiculous, it's out of control with all the buildings going up along with no parking. My brother still lives on Webster st and it takes hours for him to find a spot. The powers to ne should force developers to make a minimum of one spot per unit. If not then they can't build. There is no parking as it is and the tunnel is a disaster. Bring back the old configuration when the toll booths were there.
6/10/2019	Kenneth	Bertkau		Oppose	The proposed building is just too tall for the neighborhood. It will be dangerous for crossing to the T stop and will take take local shop owners out of business. The corner with the I've cream shop will also be a mad house and the street will need to be made one way.

Gina Maria DeAcetis Powers  
9 Bolton Place  
Charlestown, MA 02129

Mr. Raul Duverge  
Boston Planning & Development Agency  
Project Manager  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

VIA EMAIL ONLY:     raul.duverge@boston.gov

Re: 282 Bremen Street, East Boston (Gino's Auto Body and adjoining parcels)

Dear Mr. Duverge,

I am writing in support of the proposed development by Transom Real Estate at 282-308 Bremen Street in East Boston and this letter will memorialize my comments delivered at the BPDA Public Meeting held on June 5<sup>th</sup> at the Paris Street Community Center.

In the interests of full disclosure, I am the daughter of Gino DeAcetis and these Bremen Street parcels have been owned by my family for generations. My father was born and raised in East Boston and has been a friend, supporter, and business owner in East Boston for over 60 years. My family loves East Boston and we have watched the transformation of Bremen Street – from the rail yards to the Park N' Fly to the 18 acre Bremen Street Park -- full of life and beauty and enjoyed by all ages of the East Boston community.

Since the creation of this park, dozens of national and local real estate developers have approached my father to sell his Bremen Street parcels. Over the past 10 years, my family reviewed every proposal and determined that none of them were the right fit for East Boston. Then we met Transom. Transom's approach contrasted sharply with previous proposals as the scope and design incorporated a great deal of consideration for the community.

This property is important to my family. I have grown up with this property and have been raised and taught to value community which is why my family supports Transom Real Estate and their vision of this project.

So many of the recent projects in the area are full lot coverage buildings, leaving little or no room for public space. This project carefully considers public space as well as the neighbors. Transom's thoughtful and attractive design carves out room for the public and benefits the neighborhood with the increased sidewalk space. They have

thoughtfully considered the landscaping and design of not only the front of the building, but also the back of the building for those residents of Chelsea Street. The location of this development is in an ideal area of East Boston -- along the park and adjacent to the Airport T Station where height and much-needed units should be embraced.

The time has come to revitalize and focus on this side of Bremen Street. The proposed Transom project will help revitalize the whole Bremen Street area to the benefit and joy of the entire East Boston community for generations.

Thank you,

A handwritten signature in cursive script, appearing to read "Gina M.D. Powers".

Gina M.D. Powers

CC: Chairwoman Christine Araujo, Board of Appeal of the City of Boston  
State Senator Joseph Boncore  
State Representative Adrian Madaro  
City Councilor Lydia Edwards



Raul Duverge <raul.duverge@boston.gov>

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## 282 - 302 Bremen Street, East Boston

1 message

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Ross, Michael P. <mross@princelobel.com>  
To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Mon, Jun 3, 2019 at 1:55 PM

Hi Raul –

I am writing in support of the project at [282-308 Bremen Street](#) in East Boston. I live in East Boston, and own property within less than ½ mile of the proposed project. This project will bring necessary housing to a current site that is underutilized. The site is mostly commercial, and will replace 4 residential units with 165. The developer, Transom Real Estate, and its architect, RODE, are high quality developers/designers who are invested in their work and will produce the quality end-product that East Boston deserves. The project will also create 21 affordable units, which is very important to protect existing residents from being priced out of their community. Thank you for your consideration of this matter.

Best,

Mike

[288 Marginal Street](#)

East Boston

Michael P. Ross



Prince Lobel Tye LLP

One International Place, Suite 3700

Boston, Massachusetts 02110

617 456 8149 Direct

mross@princelobel.com





Raul Duverge <raul.duverge@boston.gov>

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## 282 Bremen Street

1 message

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**Chris Johns** <cj@thoughtcraftarchitects.com>  
To: Raul Duverge <raul.duverge@boston.gov>

Mon, Jun 10, 2019 at 3:53 PM

Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: [282 Bremen Street](#)

Dear Mr. Duverge,

I am writing in support of the proposed development at [282-302 Bremen Street](#) in East Boston.

So many of the recent projects in the area are full lot coverage buildings, leaving little or no room for public space. I am very pleased to see this project not only carves out room for the public, but also invites the neighbors in with the café and increased sidewalk space. It is located in an ideal area of East Boston- along the park and adjacent to the airport. T- where height and much-needed units should be embraced.

I would like to see more refinement and simplification of the overall design, specifically, the roof lines are too chaotic and don't appear to relate to each other in the overall park-side elevation. The massing is fine but the attempted correlation to the neighborhood's two and three-story gable-roofed homes is a stretch and proportionally odd. The inconsistency of window heads and shapes in the various volumes amplifies this issue. I have confidence these items will or may already have been addressed in IAG and BCDC meetings and will be appropriately handled given Transom's track record.

This proposal will help revitalize this part of Bremen Street and provide a much-needed amenity with the inclusion of a new, local café.

Thank you.

Chris Johns  
156 Porter Street, #339  
Boston, MA 02128



Raul Duverge <raul.duverge@boston.gov>

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## 282 Bremen Street

1 message

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**Justin Pasquariello** <jpasquariello@ebsoc.org>  
To: raul.duverge@boston.gov

Mon, Jun 10, 2019 at 3:24 PM

Hi Raul,

I hope all is well!

I am writing to commend the developers of [282 Bremen Street](#) for engaging in a robust process of gathering community feedback and working to consider that feedback as they develop their project. I met with them recently and am grateful about the approach they are taking.

Thank you!

J. Justin Pasquariello, Executive Director

East Boston Social Centers

68 Central Square, East Boston, MA 02128

[jpasquariello@ebsoc.org](mailto:jpasquariello@ebsoc.org)

617-569-3221 X 112

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

<http://ebsoc.org/you-can-help/>







Raul Duverge <raul.duverge@boston.gov>

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## 282-308 Bremen Street

1 message

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**Lisa Cappuccio** <Lisa@bostonconcepts.net>  
To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>  
Cc: Lisa Cappuccio <Lisa@bostonconcepts.net>

Thu, May 30, 2019 at 4:45 PM

Dear Mr. Duverge,

I am writing in reference to proposed project [282-308 Bremen Street, East Boston](#).

I am unable to attend the meeting, though I look forward to reviewing notes.

I am resident and an abutter. I reside at [322 Bremen Street](#).

Initially I am voicing opposition to 165 residential units with only 68 off street parking spaces. Parking on Bremen Street is already an issue, with the park and residents that live on or nearby Bremen Street. Although the MBTA is easily accessible to residents on Bremen Street, this should not deter from the issue of parking. The MBTA is not at the capacity to handle existing passengers, therefore most opt to take their own vehicles to work which means more residents with cars.

I understand and respect landowners who want to develop their properties. Though I am a big fan of the existing Braz Auto Shop – they are great neighbors – I realize it is not within our rights to tell a landowner what to do with their property.

However, it is within our rights to voice our concerns about the negative impact that will occur with 165 units and only 68 parking spaces on an already congested street. It is unrealistic to assume that these new residents will move in without vehicles. Most households will have 1-2 cars per unit on average.

Another concern is that most of these projects are approved by the City of Boston and given permits while some have turned it over by sale to another developer to implement the project. I am skeptical about this as well.

I look forward to hearing more about this project as it moves forward.

Best,

Lisa Cappuccio

[322 Bremen Street](#)

#3

East Boston, MA 02128



Raul Duverge <raul.duverge@boston.gov>

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## Bremen Street Development

1 message

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**Erica Wilts** <erica.wilts@gmail.com>

Fri, Jun 7, 2019 at 9:33 AM

To: Raul.duverge@boston.gov

Hi Raul - thanks for your time on Wednesday night. The session was very informative. I wanted to let you know that I am all in favor of this development. I live a few blocks from the site and many of these blocks in Eagle Hill need some redesign and life put into them. I think this proposal would do just that.

Thanks,  
Erica



Raul Duverge <raul.duverge@boston.gov>

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## Project at 282-308 Bremen Street

1 message

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**Komal Basra** <basra.komal@gmail.com>  
To: raul.duverge@boston.gov  
Cc: Michael Peer <peer.mike@gmail.com>

Wed, Jun 5, 2019 at 11:05 AM

Dear Mr. Duverge,

We are writing in reference to the proposed project at [282-308 Bremen Street](#) in East Boston. We are unable to attend the meeting tonight, but we want to voice our opposition to 165 residential units with only 68 off street parking spaces. We have concerns about the negative impact that will occur with 165 units and only 68 parking spaces on an already congested street and a public transit system that is already unable to handle the volume of passengers riding the blue and silver lines.

We are abutting residents at [322 Bremen Street](#). It is a 3 unit building and there are currently 4 cars for these 3 units. Available parking on Bremen Street has become more of an issue over the recent years with the park, library, YMCA and increasing residents that live on or nearby Bremen Street with cars.

We both commute to work from the Airport T stop, which is easily accessible to residents on Bremen Street. However, we now often wait for multiple trains during the morning and evening commutes on the blue line because the MBTA is no longer at the capacity to handle existing passengers. This was not the case 3-5 years ago, and with a 165 unit building, this will only exacerbate the issues on the blue line.

We look forward to hearing more as this project progresses.

Sincerely,  
Komal Basra and Michael Peer  
[322 Bremen Street](#)  
Apartment 2  
East Boston, MA 02128

Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: 282 Bremen Street

Dear Mr. Duverge,

I am writing in support of the proposed development at 282-302 Bremen Street in East Boston.

So many of the recent projects in the area are full lot coverage buildings, leaving little or no room for public space. I am very pleased to see this project not only carves out room for the public, but also invites the neighbors in with the café and increased sidewalk space. It is located in an ideal area of East Boston- along the park and adjacent to the airport T- where height and much-needed units should be embraced.

This proposal will help revitalize this part of Bremen Street and provide a much-needed amenity with the inclusion of a new, local café.

Thank you.

Name: Derek J. Brodin

Address: 69 Waldemar Avenue  
East Boston, MA 02128

cc: Chairwoman Christine Araujo, Board of Appeal of the City of Boston

Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: 282 Bremen Street

Dear Mr. Duverge,

I am writing in support of the proposed development at 282-302 Bremen Street in East Boston.

I enjoy visiting the park in the summer with family and friends, so it will be great to have a more activated street that engages the public closer to the sidewalk. I like the design of the building and feel as though Bremen Street and its condition along the park can appropriately handle height and much-needed additional apartment units in East Boston. I look forward to the revitalization of this part of Bremen Street.

As a local resident, I know how a project like this can transform our neighborhood for the better.

Thank you.

Lauren Elle Gerdeman Coburn

156 Porter St. #147  
East Boston, MA 02128

cc: Chairwoman Christine Araujo, Board of Appeal of the City of Boston

Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: 282 Bremen Street

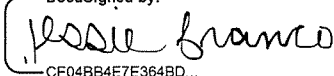
Dear Mr. Duverge,

I am writing in support of the proposed development at 282-302 Bremen Street in East Boston.

East Boston has seen a great deal of development over the last few years, and I'm happy to finally have a developer who values design and listens to the neighbors concerns. The developer and his team have been in regular contact and I look forward to seeing this project happen.

Thank you.

Name:

DocuSigned by:  
  
CE04BB4E7E364BD...

Jessie Franco

Address:

9 Jeffries  
St. #3  
East Boston  
MA 02128

cc: Chairwoman Christine Araujo, Board of Appeal of the City of Boston



Mr. Raul Duverge  
Boston Planning & Development Agency  
City Hall, 9th Floor  
One City Hall Square  
Boston, Massachusetts 02201

Re: 282 Bremen Street

Dear Mr. Duverge,


I am writing in support of the proposed development at 282-302 Bremen Street in East Boston.

I enjoy visiting the park in the summer with family and friends, so it will be great to have a more activated street that engages the public closer to the sidewalk. I like the design of the building and feel as though Bremen Street and its condition along the park can appropriately handle height and much-needed additional apartment units in East Boston. I look forward to the revitalization of this part of Bremen Street.

As a local resident, I know how a project like this can transform our neighborhood for the better.

Thank you.

Name:

DocuSigned by:  
  
1A23C45TCB034B4  
Marc Savatsky

Address:

9 Jeffries St.  
Boston, MA 02128

**APPENDIX C**  
COMMENTS FROM THE IAG



FOR YOUTH DEVELOPMENT®  
FOR HEALTHY LIVING  
FOR SOCIAL RESPONSIBILITY

Raul Duverge  
Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA, 02201

Dear Mr. Duverge,

I am writing to you in support of the 282 Bremen Street Project proposed by Transom Real Estate. This planned project will serve Bremen Street in many different functions. The building is aesthetically pleasing and will complement the Green Way and Bremen Street Park in replacement of broken down buildings and fencing that are currently there. This project will also bring much needed retail to Bremen Street that lacks a café style business near a people rich area. The plan also provides bump outs and better street/sidewalk configuration that is much needed on Bremen Street which is currently a haven for speeding cars.

If you have any questions please don't hesitate to reach out to me directly.

Sincerely,

Joseph J Gaeta Jr.  
Executive Director  
**East Boston YMCA**  
YMCA OF GREATER BOSTON  
215 Bremen St., East Boston, MA 02128  
P: 617-418-8320 C: 617-943-4855  
[jgaeta@ymcaboston.org](mailto:jgaeta@ymcaboston.org) [www.ymcaboston.org/eastboston](http://www.ymcaboston.org/eastboston)



Raul Duverge <raul.duverge@boston.gov>

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## 282-308 Bremen Street

1 message

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Kelly, Margaret A. <mkelly@bpl.org>  
To: Raul Duverge <raul.duverge@boston.gov>

Mon, Jun 10, 2019 at 7:16 PM

Hi Raul,

Just want to give a little feedback on the project. I don't really have any new insights into the project. I really like the idea of having a "zip car" available for tenants to use. I think any incentive for people to not own cars will be worthwhile. Parking on Bremen Street has gotten much worse in the 5 years that the library has been here so maximizing the parking with stackers make sense. I do think that people seem more open to living without in car in this age of uber so there may be quite a few tenants who won't need a car based on that and proximity to the t. Still 67 spaces for 165 units makes for a pretty low ratio of occupants vs. spaces. I would not like to see tenants give up their right to register their car (if I understood that point correctly) at that address or be eligible to get resident parking stickers. I don't think it would be right for developers and the city (or for registration, state I guess) to concede tenants' rights in favor of development.

I really like the idea widening the corner and the overall design of the building and making the crosswalk more visible and safer.

Thanks!

Margaret

Margaret Kelly  
Branch Librarian  
East Boston Branch Library

June 10, 2019

To whom it may concern,

My name is Nanina Gaeta and I am a member of the 282-308 Bremen Street project IAG. The architecture of the proposed building is lovely and the incorporation of an established Greenway in its design use is an additional perk for the development residents. I understand that this is transit oriented for the residents of the building. Generally speaking, most of the information presented in the tables is understandable and I will forward more questions directly to the developer.

That said, I ask the developers and the BPDA to reconsider the size and scope of the proposed building. It is too tall for the neighborhood. I understand that the placement is adjacent to public open space and that the height is considered appropriate and financially sound for the developers: no, it is too tall. It is not what I consider an anchor development, but rather it is a potential precedent to the creation of a walled off Bremen Street, a physical delineation of those who can afford to live next to a beautiful Greenway and those who can no longer.

The proposed parking plan is great in theory, but will not happen in reality. In the end, there will be more cars attached to the development than expected, including the lot and surrounding areas. The public streets cannot and should not be reserved for residents of the building and yet, it will be their cars, and their visitor cars that will displace others.

How will the developers mitigate the impact of an overly large, pricey living area? Will this group develop more affordable (actual affordable) housing to match the number of units in the building? What is developers' idea of "mitigation?" It cannot be limited to pretty planters or a computer room somewhere in the community. The number of units demands an appropriate mitigation.

Many more of my objections to the project are based on personal philosophy and not the actual design of the development, so I will not include them here.

Thank you for your time.

Sincerely

Nina Gaeta

617-569-7913 Home

617-943-9645 cell phone



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## 282-308 Bremen IAG comments

1 message

David Shulman <david@techctr.com>

Wed, May 29, 2019 at 10:55 AM

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

Cc: "pspelios@transomrealestate.com" <pspelios@transomrealestate.com>, Kate Kelly <kkelly@watervilleconsulting.com>

Hi Raul,

I'm happy to be a part of the IAG for this exciting project. Our job is to advise the BPDA and ownership to identify community impacts and determine the appropriate mitigation. So far, the majority of the community concerns are related to height, traffic and parking. I'd like to document my initial suggestions to mitigate these impacts. In addition to concerns regarding the final project, there are concerns about the construction plan. This email will address both.

Project Mitigation for existing community members:

- **Impact** – Loss of light for abutters and nearby residents . **Solution**– Provide a green roof with community garden space that is easily accessible. Priority goes to direct abutters on Bremen and Chelsea Streets.
- **Impact** – Loss of on-street parking. Making existing curb cuts into legal parking spaces doesn't add parking due to the fact that the community is already parking in these spaces. **Solution** – A minimum of ½ of the new indoor parking spots should be made public and available to anyone with an East Boston resident sticker. Another consideration would be to offer parking permits issued from property management to any resident on the same block of Bremen, Putnam, Porter and Chelsea Streets. Ownership mentioned that they don't make any money on parking. It would be even better if all spaces were made public. This will go a long way in addressing the neighborhood parking issue and make people feel better about the requested parking variance.
- **Impact** – Loss of on-street parking. The community is concerned that new residents will come with cars and park on the street. **Solutions** – Follow-up with the ownership promise to provide two electric vehicles. These vehicles should be available to both new residents of 282 as well as abutters on Bremen, Putnam, Porter and Chelsea streets. If this is not possible from a liability perspective, A zip-car or other shared car service must be provided in addition to the dedicated electric vehicles.
- **Impact** – Increased vehicle traffic and congestion. **Solution** – Present a creative solution to traffic based upon your traffic consultant's study. If it's not possible to make all of Bremen 1-way (away from the Sumner Tunnel) we should make Bremen 1-way in front of 282-308 Bremen. Reduce the street to 1-lane in this area and make the sidewalk in front of the building much wider to address pedestrian congestion and keep in line with the landscape architects plan to connect this block to the park. Transom is "trying to be different". The community welcomes creative suggestions to mitigate existing and new traffic issues in this neighborhood.
- **Impact** – Light pollution. **Solution** – Focus exterior lighting on Bremen St. Don't point any lights into existing residents windows (this has been an issue with other large projects). BPDA must review and approve any exterior lighting even though this is not typically part of their review process. Any required fire department lighting must be within the enclosed penthouse so that it is not visible from any nearby residents.

Construction Plan suggestions:

- Permit should be issued for an 8 hour period on weekdays only. The start and stop time should be calculated to have the least impact on traffic during the morning commute and school drop offs at Excel Academy.
- No weekend permits or exceptions.
- Residents should be able to park in front of the construction site on the street during construction (even if the sidewalk is closed).
- Construction workers must park in a remote lot and be shuttled to the work site so that they don't impact resident parking. Consequences for workers violating the parking agreement must be pre-determined and enforceable.



- A plan to stop contractors or subcontractors that are not following the rules must be in place to resolve the issue in real time.
- No idling trucks before the job site opens. A plan to stop this in real time must be in place.
- Dust control. A plan must be in place to clean the exterior of abutters houses and windows whenever an issue is reported. This is typically a problem when masonry work is performed.
- All abutters homes should be inspected for structural integrity and setup with measurement devices to see if they are moving, settling or being affected negatively due to excavation and foundation work. A plan to monitor these structures and address any issues must be in place. If any structures are found to be questionable before the foundation work begins they should be reinforced prior to foundation work to prevent a much larger issue and expense.
- Penalties must be pre-determined and enforceable. Any money collected should go into a community mitigation fund.

The IAG will discover additional impacts and concerns as the process continues. This email is to ensure that these suggestions and concerns are received during the comment period and provide the development team time to review, respond and hopefully work into the final plan. I'm writing this as an individual on the IAG however I'm also the co-chair of the Maverick Central Neighborhood Association. I'm sure we'll have additional input at the next community presentation.

Feel free to contact me anytime for additional information or clarification.

Sincerely,

David Shulman

150 Liverpool Street APT 7

East Boston, MA 02128

617-834-1208

Cc:

Kate Kelly

Peter Spellios



Raul Duverge &lt;raul.duverge@boston.gov&gt;

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**Project Comment Submission: 282-302 Bremen Street**

1 message

**kentico@boston.gov** <kentico@boston.gov>

Mon, Jun 10, 2019 at 5:50 PM

To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov, jeff.ng@boston.gov, comment\_email\_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6403

Form inserted: 6/10/2019 5:50:26 PM

Form updated: 6/10/2019 5:50:26 PM

Document Name: [282-302 Bremen Street](#)Document Name Path: /Development/Development Projects/[282-302 Bremen Street](#)

Origin Page Url: /projects/development-projects/282-302-bremen-street?fbclid=IwAR3qPIZZ6HGj\_8dpLqzTQOD3G2JmsZvY6OjntoLlg6UC6V66xcPEMBBO2DA

First Name: Elena

Last Name: Bertkau

Organization:

Email: [Ekbertkau@mgh.harvard.edu](mailto:Ekbertkau@mgh.harvard.edu)Street Address: [309 chelsea st #3](#)

Address Line 2:

City: Boston

State: MA

Phone: (203) 895-4995

Zip: 02128

Opinion: Oppose

Comments: The height and density of the project will overwhelm the T, roadways and parking for this area. There are a large number of other projects in this area that are creating a development burden. If this project moves forward it should provide more than just 2 shared cars, provide safer intersections at all corners of the block, include in the lease that renters cannot get resident stickers/register cars to the address. I would support the proposal if they could reduce the number of units and height to make it more aligned with the neighborhood's 3 family properties. Thank you!

PMContact: [raul.duverge@boston.gov](mailto:raul.duverge@boston.gov)

Project ID: 3282

**APPENDIX D**  
EXAMPLE OF DPIR PUBLIC NOTICE

SAMPLE

**PUBLIC NOTICE**

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

\_\_\_\_\_ on \_\_\_\_\_  
(Name of Applicant) (Date)

for \_\_\_\_\_  
(Brief Description of Project)

proposed at \_\_\_\_\_  
(Location of Project)

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

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

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

Teresa Polhemus  
Executive Director/Secretary

**APPENDIX E**  
ACCESSIBILITY CHECKLIST

## Article 80 – Accessibility Checklist

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

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

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

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

#### Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design  
[http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations  
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations  
[http://www.mbta.com/riding\\_the\\_t/accessible\\_services/](http://www.mbta.com/riding_the_t/accessible_services/)
6. City of Boston – Complete Street Guidelines  
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board  
[www.boston.gov/disability](http://www.boston.gov/disability)
8. City of Boston – Public Works Sidewalk Reconstruction Policy  
[http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
9. City of Boston – Public Improvement Commission Sidewalk Café Policy  
[http://www.cityofboston.gov/images\\_documents/Sidewalk\\_cafes\\_tcm3-1845.pdf](http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf)

#### Glossary of Terms:

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



**Article 80 | ACCESSIBILTY CHECKLIST**

<b>1. Project Information:</b>			
<i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:			
Primary Project Address:			
Total Number of Phases/Buildings:			
Primary Contact (Name / Title / Company / Email / Phone):			
Owner / Developer:			
Architect:			
Civil Engineer:			
Landscape Architect:			
Permitting:			
Construction Management:			
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.			
<b>2. Building Classification and Description:</b>			
<i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Flrs.
First Floor Elevation:		Is there below grade space:	Yes / No



**Article 80 | ACCESSIBLTY CHECKLIST**

What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				
<p><b>3. Assessment of Existing Infrastructure for Accessibility:</b>  <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly &amp; disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
<p><b>4. Surrounding Site Conditions – Existing:</b>  <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a historic district? <b>If yes</b> , identify which district:				
Are there sidewalks and pedestrian ramps existing at the development site? <b>If yes</b> , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:				

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>Are the sidewalks and pedestrian ramps existing-to-remain? <b>If yes</b>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <b>If yes</b>, provide description and photos:</p>	
<p><b>5. Surrounding Site Conditions – Proposed</b></p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <b>If yes</b>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <b>If yes</b>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	
<p><b>6. Accessible Parking:</b>  <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	
<p>Where is the accessible visitor parking located?</p>	
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	
<p><b>7. Circulation and Accessible Routes:</b>  <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	
<p>Describe accessibility at each entryway:          Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	
<p>Are the accessible entrances and standard entrance integrated? <i>If yes</i>, describe. <i>If no</i>, what is the reason?</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	
<p><b>8. Accessible Units (Group 2) and Guestrooms: (If applicable)</b>  <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	
<p><i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i></p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes, provide reason.</i></p>	
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes, describe:</i></p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

**9. Community Impact:**

*Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.*

<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	
<p>Are any restrooms planned in common public spaces? <b>If yes</b>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <b>If no</b>, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <b>If yes</b>, did they approve? <b>If no</b>, what were their comments?</p>	
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <b>If no</b>, what recommendations did the Advisory Board give to make this project more accessible?</p>	

## Article 80 | ACCESSIBILITY CHECKLIST

### 10. Attachments

*Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.*

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.

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

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

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

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

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

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

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

Architectural Access staff can be reached at:

[accessibility@boston.gov](mailto:accessibility@boston.gov) | [patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov) | [sarah.leung@boston.gov](mailto:sarah.leung@boston.gov) | 617-635-3682

**APPENDIX F**  
BROADBAND READY BUILDINGS QUESTIONNAIRE



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

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

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

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

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

## **SECTION 1: GENERAL QUESTIONS**

### Project Information

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

### Team Description

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

## **SECTION 2: RIGHT OF WAY TO BUILDING**

### ***Point of Entry Planning***

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

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

- Number of Points of Entry
- Locations of Points of Entry
- Quantity and size of conduits
- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line)
- Other information/comments

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

- Yes
- No
- Unknown

## **SECTION 3: INSIDE OF THE BUILDING**

### ***Riser Planning***

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

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

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

### ***Telecom Room***

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

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

- What is the size of the telecom room?
  
- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits)
  
- Will the telecom room be located in an area of the building containing one or more load bearing walls?
- Will the telecom room be climate controlled?
  - Yes
  - No
  - Unknown

- If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?
  - Yes
  - No
  - Unknown
  
- Will the telecom room be located on a floor where water or other liquid storage is present?
  - Yes
  - No
  - Unknown
  
- Will the telecom room contain a flood drain?
  - Yes
  - No
  - Unknown
  
- Will the telecom room be single use (telecom only) or shared with other utilities?
  - Telecom only
  - Shared with other utilities
  - Unknown
  
- Other information/comments

***Delivery of Service Within Building (Residential Only)***

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

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

- Yes
- No
- Unknown

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

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

- Yes
- No
- Unknown

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

#### **SECTION 4: ACCOMMODATION OF NEW AND EMERGING TECHNOLOGIES**

##### ***Cellular Reception***

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

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

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

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

- Carrier
- Neutral host provider
- Self-installing

### **Rooftop Access**

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

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

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

## **SECTION 5: TELECOM PROVIDER OUTREACH**

### ***Supporting Competition and Choice***

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

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

- Comcast
- RCN
- Verizon
- NetBlazr
- Starry

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

## **SECTION 6: FEEDBACK**

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

**APPENDIX G**  
BOSTON SMART UTILITIES CHECKLIST



# Boston Smart Utilities Checklist

**Date Submitted:**

<<Timestamp>>

**Submitted by:**

<<Email Address>>

## **Background**

The Smart Utilities Checklist will facilitate the Boston Smart Utilities Steering Committee's review of:

- a) compliance with the Smart Utilities Policy for Article 80 Development Review, which calls for the integration of five (5) Smart Utility Technologies (SUTs) into Article 80 developments
- b) integration of the Smart Utility Standards

More information about the Boston Smart Utilities Vision project, including the Smart Utilities Policy and Smart Utility Standards, is available at:

[www.http://bostonplans.org/smart-utilities](http://bostonplans.org/smart-utilities)

**Note:** Any documents submitted via email to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov) will not be attached to the pdf form generated after submission, but are available upon request.

## **Part 1 - General Project Information**

**1.1 Project Name**

<<1.1 Project Name>>

**1.2 Project Address**

<<1.2 Project Address>>

**1.3 Building Size (square feet)**

<<1.3 Building Size (square feet)>>

*\*For a multi-building development, enter total development size (square feet)*

**1.4 Filing Stage**

<<1.4 Filing Stage>>

# Boston Smart Utilities Checklist

## 1.5 Filing Contact Information

1.5a Name	<<1.5a Name>>
1.5b Company	<<1.5b Company>>
1.5c E-mail	<<1.5c E-mail>>
1.5d Phone Number	<<1.5d Phone Number>>

## 1.6 Project Team

1.6a Project Owner/Developer	<<1.6a Project Owner/Developer>>
1.6b Architect	<<1.6b Architect>>
1.6c Permitting	<<1.6c Permitting>>
1.6d Construction Management	<<1.6d Construction Management>>

## Part 2 - District Energy Microgrids

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet.

Note on submission requirements timeline:

Feasibility Assessment Part A should be submitted with PNF or any other initial filing.

Feasibility Assessment Part B should be submitted with any major filing during the Development Review stage (i.e., DPIR)

District Energy Microgrid Master Plan Part A should be submitted before submission of the Draft Board Memorandum by the BPDA Project Manager (Note: Draft Board Memorandums are due one month ahead of the BPDA Board meetings)

District Energy Microgrid Master Plan Part B should be submitted before applying for a Building Permit

# Boston Smart Utilities Checklist

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**2.1 Consultant Assessing/Designing District Energy Microgrid (if applicable)** <<2.1 Consultant Assessing/Designing District Energy Microgrid (if applicable)>>

**2.2 Latest document submitted** <<2.2 Latest document submitted>>

**2.3 Date of latest submission** <<2.3 Date of latest submission>>

**2.4 Which of the following have you had engagement/review meetings with regarding District Energy Microgrids? (select all that apply)** <<2.4 Which of the following have you had engagement/review meetings with regarding District Energy Microgrids? (select all that apply)>>

**2.5 What engagement meetings have you had with utilities and/or other agencies (i.e., MA DOER, MassCEC) regarding District Energy Microgrids? (Optional: include dates)** <<2.5 What engagement meetings have you had with utilities and/or other agencies (i.e., MA DOER, MassCEC) regarding District Energy Microgrids? (Optional: include dates)>>

## Part 3 - Telecommunications Utilidor

Fill out this section if the proposed project’s total development size is equal to or greater than 1.5 million square feet OR if the project will include the construction of roadways equal to or greater than 0.5 miles in length.

Please submit a map/diagram highlighting the sections of the roads on the development area where a Telecom Utilidor will be installed, including access points to the Telcom Utilidor (i.e., manholes)

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)





# Boston Smart Utilities Checklist

**3.1 Consultant Assessing/Designing Telecom Utilidor (if applicable)**

<<3.1 Consultant Assessing/Designing Telecom Utilidor (if applicable)>>

**3.2 Date Telecom Utilidor Map/Diagram was submitted**

<<3.2 Date Telecom Utilidor Map/Diagram was submitted>>

**3.3 Dimensions of Telecom Utilidor (include units)**

3.3a Cross-section (i.e., diameter, width X height)

<<3.3a Cross-section (i.e., diameter, width X height)>>

3.3b Length

<<3.3b Length>>

**3.4 Capacity of Telecom Utilidor (i.e., number of interducts, 2 inch (ID) pipes, etc.)**

<<3.4 Capacity of Telecom Utilidor (i.e., number of interducts, 2 inch (ID) pipes, etc.)>>

**3.5 Which of the following have you had engagement/review meetings with regarding the Telecom Utilidor? (select all that apply)**

<<3.5 Which of the following have you had engagement/review meetings with regarding the Telecom Utilidor? (select all that apply)>>

**3.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding the Telecom Utilidor? (Optional: include dates)**

<<3.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding the Telecom Utilidor? (Optional: include dates)>>

## **Part 4 - Green Infrastructure**

Fill out this section if the proposed project's total development size is equal to or greater than 100,000 square feet.

# Boston Smart Utilities Checklist

Please submit a map/diagram highlighting where on the development Green Infrastructure will be installed.

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**4.1 Consultant Assessing/Designing Green Infrastructure (if applicable)**

<<4.1 Consultant Assessing/Designing Green Infrastructure (if applicable)>>

**4.2 Date Green Infrastructure Map/Diagram was submitted**

<<4.2 Date Green Infrastructure Map/Diagram was submitted>>

**4.3 Types of Green Infrastructure included in the project (select all that apply)**

<<4.3 Types of Green Infrastructure included in the project (select all that apply)>>

**4.4 Total impervious area of the development (in square inches)**

<<4.4 Total impervious area of the development (in square inches)>>

**4.5 Volume of stormwater that will be retained (in cubic inches)\***

<<4.5 Volume of stormwater that will be retained (in cubic inches)\*>>

*\*Note: Should equal to at least "Total impervious area (entered in section 4.4)" times "1.25 inches"*

**4.6 Which of the following have you had engagement/review meetings with regarding Green Infrastructure? (select all that apply)**

<<4.6 Which of the following have you had engagement/review meetings with regarding Green Infrastructure? (select all that apply)>>

**4.7 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Green Infrastructure? (Optional: include dates)**

<<4.7 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Green Infrastructure? (Optional: include dates)>>



# Boston Smart Utilities Checklist

## **Part 5 - Adaptive Signal Technology (AST)**

Fill out this section if as part of your project BTU will require you to install new traffic signals or make significant improvements to the existing signal system.

Please submit a map/diagram highlighting the context of AST around the proposed development area, as well as any areas within the development where new traffic signals will be installed or where significant improvements to traffic signals will be made.

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**5.1 Consultant Assessing/Designing Adaptive Signal Technology (if applicable)**

<<5.1 Consultant Assessing/Designing Adaptive Signal Technology (if applicable)>>

**5.2 Date AST Map/Diagram was submitted**

<<5.2 Date AST Map/Diagram was submitted>>

**5.3 Describe how the AST system will benefit/impact the following transportation modes**

5.3a Pedestrians

<<5.3a Pedestrians>>

5.3b Bicycles

<<5.3b Bicycles>>

5.3c Buses and other Public Transportation

<<5.3c Buses and other Public Transportation>>

5.3d Other Motorized Vehicles

<<5.3d Other Motorized Vehicles>>

**5.4 Describe the components of the AST system (including system design and components)**

<<5.4 Describe the components of the AST system (including system design and components)>>

**5.5 Which of the following have you had engagement/review meetings with**

<<5.5 Which of the following have you had engagement/review meetings with regarding AST?>>

# Boston Smart Utilities Checklist

regarding AST? (select all that apply)

(select all that apply)>>

**5.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding AST? (Optional: include dates)**

<<5.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding AST? (Optional: include dates)>>

## Part 6 - Smart Street Lights

Fill out this section if as part of your project PWD and PIC will require you to install new street lights or make significant improvements to the existing street light system.

Please submit a map/diagram highlighting where new street lights will be installed or where improvements to street lights will be made.

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**6.1 Consultant Assessing/Designing Smart Street Lights (if applicable)**

<<6.1 Consultant Assessing/Designing Smart Street Lights (if applicable)>>

**6.2 Date Smart Street Lights Map/Diagram was submitted**

<<6.2 Date Smart Street Lights Map/Diagram was submitted>>

**6.3 Which of the following have you had engagement/review meetings with regarding Smart Street Lights? (select all that apply)**

<<6.3 Which of the following have you had engagement/review meetings with regarding Smart Street Lights? (select all that apply)>>

**6.4 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Smart Street Lights? (Optional: include dates)**

<<6.4 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Smart Street Lights? (Optional: include dates)>>

# Boston Smart Utilities Checklist

## **Part 7 - Smart Utility Standards**

The Smart Utility Standards set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The Smart Utility Standards are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities. The Smart Utility Standards will serve as the baseline for discussions on any deviations from the standards needed/proposed for any given utility infrastructure.

Please submit typical below and above grade cross section diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please submit typical below and above grade lateral diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**7.1 Date Cross Section Diagram(s) was submitted**

<<7.1 Date Cross Section Diagram(s) was submitted>>

**7.2 Date Lateral Diagram(s) was submitted**

<<7.2 Date Lateral Diagram(s) was submitted>>