Application for Small Project Review

319 A Street

Submitted to:
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Submitted by:
BRG 319A, LLC
c/o Boston Residential Group, LLC
221 Massachusetts Avenue, Suite 402
Boston, MA 02115

August 15, 2014

Epsilon
ASSOCIATES INC.

Table of Contents

Table of Contents

List of Appendices

Chapter 1.0

Project Summary

1.0 PROJECT SUMMARY

1.1 Introduction

BRG 319A, LLC, an affiliate of Boston Residential Group (BRG), (the Proponent), proposes to rehabilitate the existing building at 319 A Street (the Project) to allow commercial uses on the ground floor and residential uses on the upper floors. The Project will include approximately 48 residential units and approximately 5,000 square feet of gross floor area devoted to ground floor commercial space that is anticipated to be occupied by a restaurant. The Project is designed to conform to the Mayor's initiative to create an Innovation District in the South Boston Seaport neighborhood of Boston by introducing uses and amenities that will complement the dynamic changes underway in this already vibrant neighborhood. The 319 A Street Project will involve a thorough renovation of the building interior, restoration of the historic facades including historically sensitive modifications and repairs to the building exterior such as the replacement of the damaged and deteriorated windows and doors, and the construction of an outdoor dining terrace for use by prospective restaurant tenants. New roof top equipment will be strategically located to minimize its visibility from the ground. No expansion of the existing building envelope is proposed with the exception of a new stairway headhouse and new elevator vestibule that will allow access to the roof.

1.2 Project Identification

The Proponent has been an active member of the Fort Point Channel neighborhood for several years, and was recently involved in the conversion of 381 Congress Street to rental apartments. The Project team has worked extensively in the neighborhood, and includes:

Developer:	BRG 319A, LLC c/o Boston Residential Group 221 Massachusetts Avenue, Suite 402 Boston, MA 02215 (617) 424-0775 Curtis Kemeny
Architect:	ADD Inc. 381 Summer Street Boston, MA 02210 (617) 234-3100 Larry Grossman Matt Roberts

Legal Counsel:	Goulston & Storrs 400 Atlantic Avenue Boston, MA 02110 (617) 482-1776 Matthew Kiefer Brian Judge
Permitting Consultants:	Epsilon Associates, Inc. 3 Clock Tower Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Cindy Schlessinger Talya Moked

1.3 Neighborhood Context

The Project site is located in the Fort Point neighborhood of South Boston within the boundaries of the Innovation District and the Fort Point Channel Landmark District, an area where the City is focused on attracting startup companies and innovation industries by introducing new models of housing and commercial space that fit the range of lifestyles and needs of the innovation workforce. The surrounding neighborhood has evolved from primarily industrial uses to a mix of uses including commercial, retail, office, artist live/work units, and residential uses. Most buildings in the vicinity of the Project site range from approximately four to six stories.

The Project is located within two blocks of the MBTA Silver Line at Courthouse Station, a five-minute walk to four bus routes, and less than a 10 minute walk from South Station. This proximity to public transit makes the area an ideal location for transit-oriented development.

1.4 Community Benefits

The Project represents a substantial investment by the Proponent that will provide significant benefits to the Fort Point neighborhood and the City of Boston, including new temporary and permanent jobs, market-rate and affordable housing and additional tax revenues. As a result of this investment, an aging former warehouse building will be converted into a vibrant and attractive mixed-use development that enhances the pedestrian and residential vitality of the Fort Point neighborhood. The public benefits of the Proposed Project include the following:

Urban Design Benefits and Site Improvements

- Preserve and rehabilitate, rather than demolish, the existing building on the site to preserve the historic scale and character of the 100 Acres, a primary goal of the 100 Acres Master Plan and the PDA Master Plan.

- Redevelop an underutilized urban site into a vibrant transit- and pedestrian-oriented mixed-use development.

- Provide for a Project design that was carefully developed to complement the urban design characteristics of the surrounding area.

- Site commercial uses near Summer Street and the Boston Convention & Exhibition Center, as called for in the PDA Master Plan, as an extension of Summer Street's commercial character and the commercial development on the waterfront north of Summer Street.

- Increase pedestrian activity and liveliness along A Street by virtue of the new commercial and residential uses.

- Promote the use of alternative modes of transportation and encourage pedestrian activity.

Transportation Improvements

- Enhance pedestrian safety and circulation through improved/upgraded sidewalks and improved illumination of pedestrian walkways and Pastene Alley.

- Provide new transit-accessible commercial and residential uses with proximity to the MBTA Silver Line, several bus routes, commuter rail and Amtrak at South Station.

- Facilitate loading on-site.

- Provide bicycle racks on-site for commercial customers and employees, as well as covered/secured storage bicycles for residents.

Environmental Improvements

- Incorporate state-of-the-art sustainable features into the design of each component of the Project where feasible and reasonable, including rehabilitation of an existing historic building, new low flow plumbing fixtures to reduce water consumption, new energy-efficient MEP systems and appliances, user-controlled thermostats, user-controlled and energy-efficient lighting, natural ventilation via operable windows,

recycling program, construction waste management program, recycled content and regional materials, certified wood products, and low VOC paints, adhesive, sealants, and flooring systems.

Economic and Community Benefits

- Create up to 48 new dwelling units, and meet the requirements for affordable housing, in accordance with the Mayor's Executive Order Regarding Inclusionary Housing, dated February 29, 2000.

- Encourage the 24-hour vibrancy for the site and surrounding neighborhood envisioned by the 100 Acres Master Plan by providing new housing units in close proximity to downtown Boston along with supporting commercial uses.

- Enhance the economy within the Fort Point neighborhood by providing new construction and permanent job opportunities and a source of customers for local retail and service establishments.

- Increase annual property tax revenue for the City of Boston

The Project will support the Innovation District by providing the following features for residents, members of the community, and visitors to the district:

- Smaller, more affordable micro units

- Thermostat control by smartphone for increased energy efficiency

- Garden planters on the rooftop for vegetables and herbs, reducing stormwater runoff and potentially providing produce to neighborhood restaurants;

- Direct delivery of fresh food from Community Supported Agriculture (CSA) service; and

- Restaurant interface with Facebook and Twitter where menus are directly responsive to digital feedback from the community.

The 319 A Street Project will contribute greatly to the fabric of the historic neighborhood. It will increase the residential presence in the Fort Point Channel neighborhood and is expected to provide a top quality restaurant, adding to the vibrancy and growing appeal of the district.

Chapter 2.0

Project Information

2.0 PROJECT INFORMATION

2.1 Project Description

The Project site is an approximately 22,833 square foot site located in South Boston, and is bound by Pastene Alley to the north, A Street to the west, land now or formerly owned by the United States Postal Service to the south and the recently developed "315 on A" apartment building to the east. The existing building on the site currently consists of offices and artist work space.

The Project includes the rehabilitation of the existing building to a mixed-use residential building with approximately 48 residential units (approximately 41,000 square feet) on the upper four floors and approximately 5,000 square feet (sf) of ground floor restaurant space. The restaurant space is anticipated to include an approximately 540 sf outdoor dining area along the Pastene Alley side of the building. Table 2-1 presents the Project program.

Table 2-1 Project Program

Project Element	Approximate Dimension	Approximate Unit Size
Residential	**41,000 sf**	
Micro	28	450-615 sf
1-bedroom	8	605-770 sf
1-bedroom +	4	775-785 sf
2-bedroom	8	1,038-1,052 sf
Total Units	48	
Total Bedrooms	56	
Restaurant	5,000 square feet	
Total Square Footage	**46,000**	

No new on-site parking will be provided. On-site bicycle storage will be provided for up to 24 bikes. Public bicycle racks will be provided for up to eight bicycles around the site. Loading and trash removal for the building will occur at a new exterior door at grade on Pastene Alley and will be scheduled to minimize conflicts with 315 A Street operations as well as other neighbors abutting Pastene Alley.

2.1.1 Sustainable Design Features

The Proponent is committed to sustainable design. Sustainable features for this Project include (but will not be limited to) the following:

- Rehabilitation of an existing historic building;
- New low flow plumbing fixtures that will contribute to water use reduction;
- New energy efficient MEP systems and appliances that will be stretch code compliant;

- User controlled thermostats;
- User controlled and energy efficient lighting;
- Natural Ventilation via operable windows;
- Recycling program;
- Construction waste management program;
- Recycled content and regional materials;
- Certified wood products;
- Low VOC paints, adhesives, sealants, flooring systems; and
- Natural daylight in each unit.

2.1.2 Accessibility

319 A Street is ideally located to benefit from accessible public transportation and parking. The surrounding sidewalks were recently improved and have accessible ramps that will allow safe passage to the proposed restaurant and residences. There will also be a drop off area at the main entry in the northeast corner of the building across from the 315 A Street residential entrance for visitors and residents. Both the residential entry and drop off area and the restaurant entry on A Street on the southwest corner of the building will include lifts to accommodate those with mobility impairments. The condominium building will also have a new elevator that will provide universal access to each floor of the building as well as to the new rooftop terrace.

A completed Accessibility Checklist is included in Appendix A.

2.2 Urban Design

The urban design goals for the 319 A Street Project stem from the rehabilitation of this historic asset and the desire to introduce additional 24/7 uses to this edge of the Seaport and Innovation Districts.

The rehabilitation of this building will improve and enhance pedestrian movement along A Street to a new destination restaurant and residential building, thereby complementing the ever improving links between the Fort Point Channel area and the Boston Convention and Exhibition Center.

The Project's design parameters acknowledge the importance of this location as a public amenity, nestled in the landmark district and the future promise of new buildings to the South, and the unique cultural heritage of this neighborhood. The program of smaller, market rate, for-sale units and a new restaurant will preserve the spirit of the neighborhood as one filled with a workforce history, and more recently, with a young and creative demographic.

The exterior and interior of the building will be rehabilitated in a manner consistent with the standards and criteria for the Fort Point Channel Landmark District. The interior design will seamlessly blend classic early 20th century industrial architecture of exposed brick and beam elements with contemporary finishes throughout.

Existing site and building conditions, proposed site and floor plans, proposed elevations and section, and a comparison of existing and proposed views are included in Appendix B.

2.3 Traffic, Parking and Vehicular and Pedestrian Access

Information regarding traffic, parking, and vehicular and pedestrian access is included in the Transportation Fact Sheet in Appendix C.

Chapter 3.0

Site Control and Zoning

3.0 SITE CONTROL AND ZONING

3.1 Site Control

The Proponent, an affiliate of the Boston Residential Group, acquired the site in June 2014. Access to the site for pedestrians and vehicles is from A Street (a public way), Pastene Alley, a private way closed to public travel, and the driveway extending from A Street along the southern exterior wall of the existing building on-site, underneath a one-story overhang of such building, and connecting to Pastene Alley. Pastene Alley and the driveway are entirely within the boundaries of the site owned by the Proponent.

The Project shares a party wall with the "315 on A" building adjacent to the site. Under a recorded Party Wall and Restrictions Agreement dated September 30, 2011, the owner of the "315 on A" property recognized the Proponent's right to construct an addition to the existing building on-site subject to certain setback and screening requirements which the Proponent intends to conform with.

3.2 Zoning

The property is located entirely within (i) the M-4 Restricted Manufacturing District, (ii) Area "D" of the Fort Point Waterfront Subdistrict of the South Boston Waterfront Interim Planning Overlay District ("South Boston IPOD"), (iii) the Restricted Parking Overlay District, (iv) the Groundwater Conservation Overlay District ("GCOD"), (v) the area of the Fort Point neighborhood governed by the Master Plan for Planned Development Area No. 69 South Boston/The 100 Acres ("100 Acres PDA"), and (vi) the Fort Point Channel Landmark District. The 100 Acres PDA superseded all underlying zoning. Accordingly, the provisions applicable within the South Boston IPOD are not applicable to the Project.

The proposed Project has been designed to be consistent with the guidelines set forth in "The Fort Point District 100 Acres Master Plan" approved by the BRA on September 7, 2006, which served as the planning basis for the 100 Acres PDA, with those set forth in the 100 Acres PDA itself, and with the Fort Point Channel Landmark District Standards and Criteria Design (Design Guidelines) promulgated by the Fort Point Channel Landmark District Commission.

In addition to Small Project Review under Article 80 of the Boston Zoning Code, the proposed Project is also subject to design approval from the Fort Point Channel Landmark District Commission. The Proponent will also submit a Planned Development Area development plan for the proposed Project to the Boston Redevelopment Authority for its approval in accordance with the terms of the 100 Acres PDA. The proposed Project is under the thresholds for review by the Boston Civic Design Commission under Article 28 of the Zoning Code.

The 100 Acres PDA sets a maximum building height and a maximum gross floor area ("GFA") for the building based on the existing conditions of the building at the time the 100 Acres PDA was approved. Notwithstanding these building height and GFA restrictions, the 100 Acres PDA allows existing buildings to be extended in certain respects, including by adding space to the rooftops of existing buildings (as is proposed for the Project) provided that certain conditions are met, all of which the proposed Project will meet.

The 100 Acres PDA also sets an initial maximum floor area ratio ("FAR") of 1.3 for "Parcel Grouping A1 – A7", of which the Site is a part (i.e. a portion of Parcel A2). The maximum FAR calculation excludes the gross floor area of any development that preexisted adoption of the 100 Acres PDA. Because FAR limits apply to the specified Parcel Groupings in the aggregate, individual sites within them (including the Site) may have higher or lower FAR's. The new FAR for the proposed Project will not cause the maximum FAR for Parcel Grouping A1 – A7 to be exceeded.

Consistent with the GCOD requirements of Article 32 of the Code, the Proponent will obtain a written determination from the Boston Water and Sewer Commission indicating that the proposed Project will result in no negative impact on groundwater levels within the property or adjacent lots. The proposed Project is not subject to the Green Building provisions of Article 37 of the Code but the proponent will prepare the Climate Change Preparedness and Resiliency Checklist, as well as the Accessibility Checklist, that are required for projects subject to Small Project Review under Article 80 of the Zoning Code.

3.3 Other Permits and Approvals

The proposed Project is not subject to review under the Massachusetts Environmental Policy Act. No state funding or permitting is required for the Proposed Project so it will also not be subject to review by the Massachusetts Historical Commission. The Proponent will enter into an affordable housing agreement with the BRA during the Article 80 review period in order to effectuate the Proponent's affordable housing commitment. Various other permits and approvals may also be required for the proposed Project and will be obtained at the appropriate time.

Appendix A

Accessibility Checklist

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

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

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

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

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

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

Accessibility Analysis Information Sources:

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

Article 80 | ACCESSIBILTY CHECKLIST

Project Information

Project Name:	319 A Condos
Project Address Primary:	319 A Street
Project Address Additional:	Boston, MA 02210
Project Contact (name / Title / Company / email / phone):	

Team Description

Owner / Developer:	BRG 319 A, LLC, an affiliate of Boston Residential Group (BRG)
Architect:	ADD Inc
Engineer (building systems):	RW Sullivan
Sustainability / LEED:	NA
Permitting:	Epsilon Associates
Construction Management:	TBD

Project Permitting and Phase

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

☑ Small Project Review	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

Article 80 | ACCESSIBILTY CHECKLIST

Building Classification and Description

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

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

What is the Construction Type – select most appropriate type?

☑ Wood Frame	☑ Masonry	Steel Frame	Concrete

Describe the building?

Site Area:	*22,833 SF*	Building Area:	*48,000 SF*
Building Height:	*74 Ft.*	Number of Stories:	*5 Flrs.*
First Floor Elevation:	*19.72 Boston City Base Elev.*	Are there below grade spaces:	***☑ Yes*** */ No*

Assessment of Existing Infrastructure for Accessibility:

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

Provide a description of the development neighborhood and identifying characteristics.	319A is located in South Boston's Fort Point Channel Innovation District. The neighborhood is home to many amenities including restaurants, employers, museums, shops and public transportation. Directly to the east is the 315 on A apartment building with parking lots and the Boston Convention & Exhibition Center beyond. The Post Office Employee Parking Lot is located directly to the South with restaurants, Wormwood Park and commercial uses beyond. To the west is the restaurant, Blue Dragon, Factory 63 live/work apartments, and commercial uses beyond. Directly to the North is an office building with restaurants, museums and commercial uses beyond. The surrounding sites are similar in height, with the exception of the 20-story, 315 on A building.

List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.	The 11 Bus at A Street & Necco Street is located 0.11 miles from the project site. The 4 and 7 Bus at Summer & Melcher Street are located 0.17 miles from the site. The Silver line, Red line and Commuter Rail are 0.42 miles from the site, located at South Station.
List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	Tufts Medical Center, Shriners Hospital for Children, Massachusetts General Hospital, Massachusetts Eye & Ear Infirmary, Spaulding Rehabilitation Hospital and Boston Medical Center are all located within 2 miles of the project site. Nearby schools within a mile of the project site include James Condon Elementary, Josiah Quincy Elementary School, St. Peter Academy and Edward W. Brooke Charter School 2. Long Term facilities include Marion Manor, Benjamin Healthcare Center, Boston Home, Inc., Don Orione Nursing Home, German Center for Extended Care and Goddard House – A Skilled Nursing & Rehab Center.
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	Wormwood Park, Binford Street Park, Boston Convention & Exhibition Center, Boston Fire Museum, Boston Police District C-6 and Condon Community Center are all located within 1 mile of the Project site.

Surrounding Site Conditions – Existing:

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

Are there sidewalks and pedestrian ramps existing at the development site?	Yes.
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	The existing sidewalk is concrete with granite curbing. The sidewalk is in new condition.
Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have the sidewalks and pedestrian ramps been verified as compliant? If yes, please provide surveyors report.	Yes. The sidewalks comply as they were updated in 2013.
Is the development site within a historic district? If yes, please	Yes. It is located in the Fort Point Channel Landmark District of South Boston.

identify.	

Surrounding Site Conditions – Proposed

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

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	The sidewalks are existing to remain. Disturbed existing concrete sidewalk will be replaced in kind.
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	N/A
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	The sidewalk at A Street has a furnishing zone width of 4'-0", pedestrian width of 5'-9" and no frontage zone.
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?	The existing A Street sidewalk is concrete. The A Street sidewalk is located on the City of Boston pedestrian right-of-way.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?	N/A
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	No. Sidewalk cafes or other furnishings are not programmed for the pedestrian right-of-way. Such features are located at the proposed outdoor seating area abutting the sidewalk at Pastene Alley.

If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	N/A

Proposed Accessible Parking:

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

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

Circulation and Accessible Routes:

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

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

Provide a diagram of the accessible route connections through the site.	See Figures A-2 through A-5
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	The Main Retail and Residential entries will have handicapped lifts. See attached Diagrams.
Are the accessible entrance and the standard entrance integrated?	Yes, the accessible entrances and standard entrances access the same lobby spaces.
If no above, what is the reason?	
Will there be a roof deck or outdoor courtyard space? If yes, include diagram of the accessible route.	Yes, a roof deck will be provided and will be accessible by elevator. See attached diagram.
Has an accessible routes way-finding and signage package been developed? If yes, please describe.	No

Accessible Units: (If applicable)

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

What is the total number of proposed units for the development?	48 condo units
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	All units are for sale.
How many accessible units are being proposed?	Since the project will be for sale condos, there are no accessible units. All unit entries will be accessible.

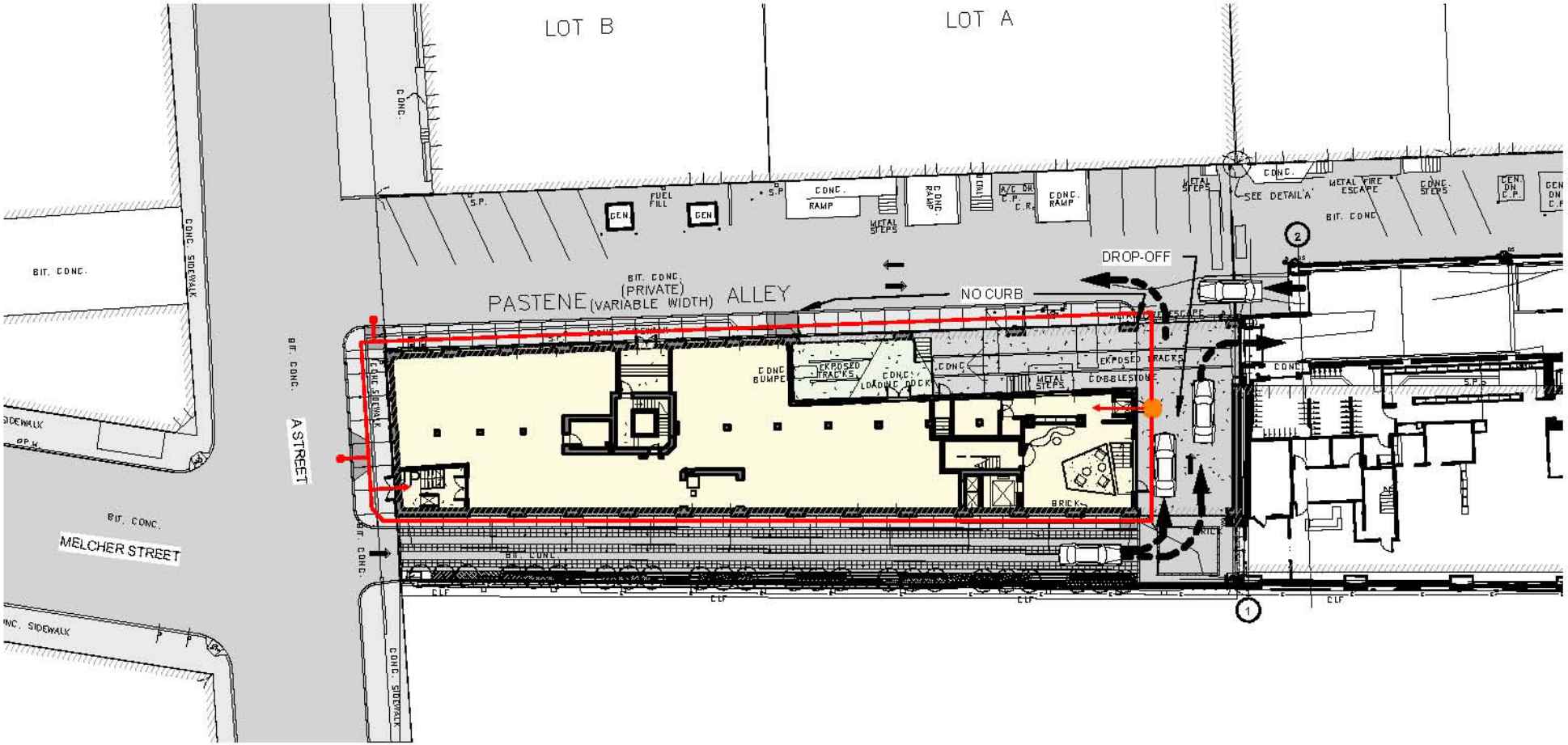
Article 80 | ACCESSIBILTY CHECKLIST

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

Thank you for completing the Accessibility Checklist!

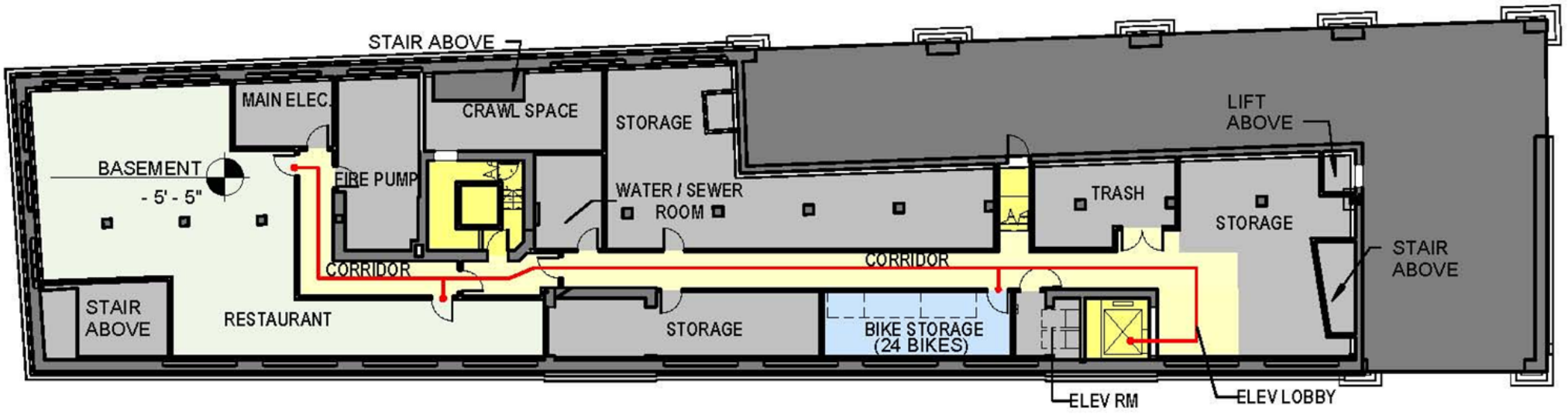
For questions or comments about this checklist or accessibility practices, please contact:

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



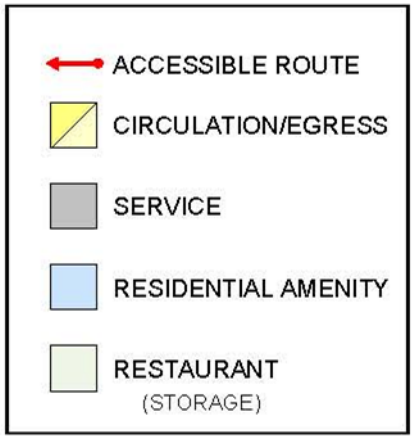
ACCESSIBLE ROUTE & UNITS - SITE PLAN

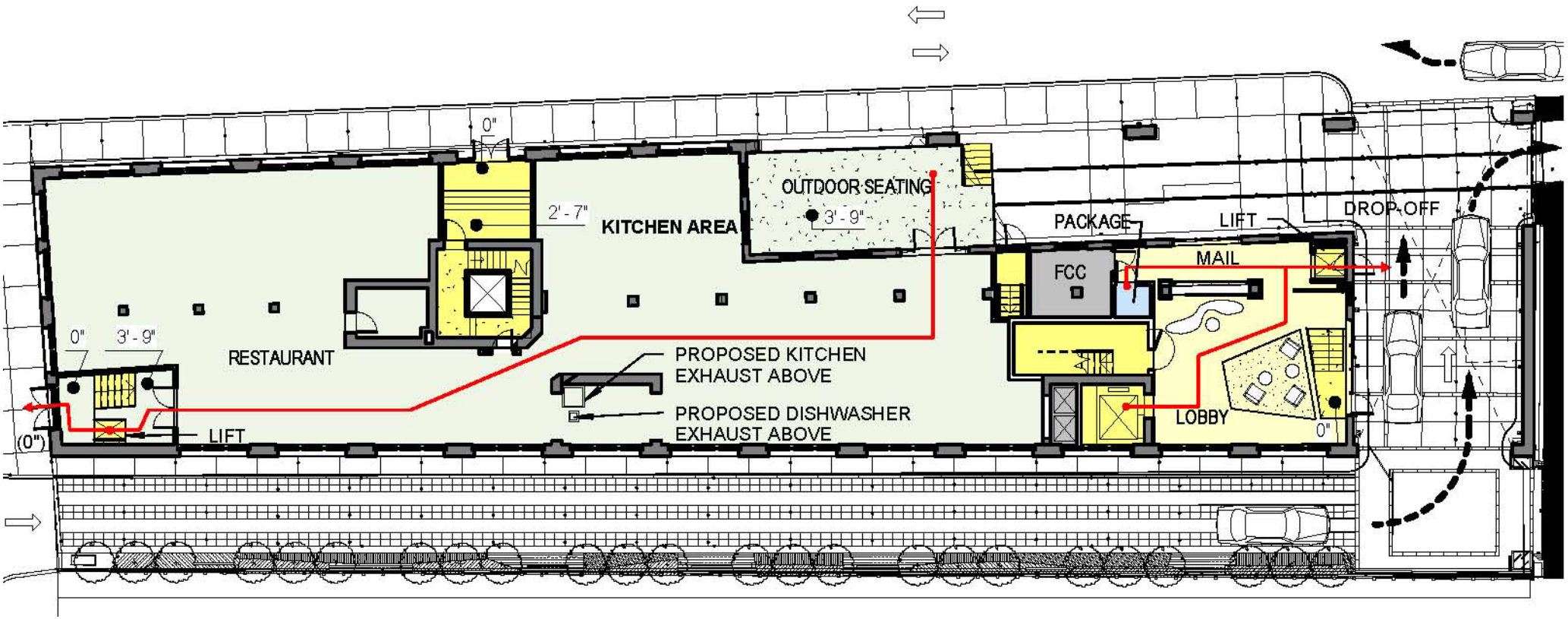
SCALE: 1" = 40'-0"



ACCESSIBLE ROUTE & UNITS - BASEMENT PLAN

SCALE: 3/64" = 1'-0"





ACCESSIBLE ROUTE & UNITS - LEVEL 1 PLAN

SCALE: 3/64" = 1'-0"

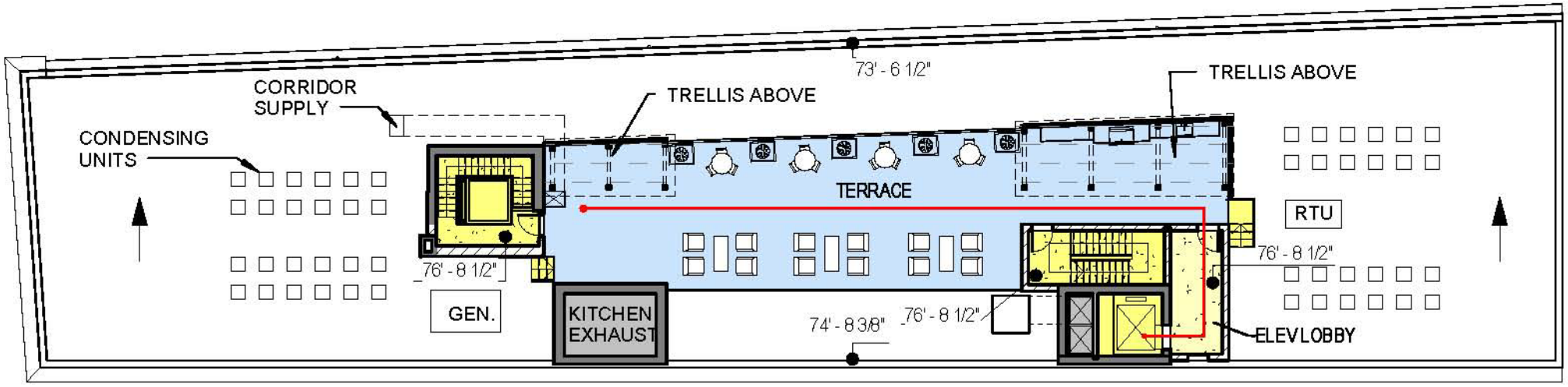
ACCESSIBLE ROUTE

CIRCULATION/EGRESS

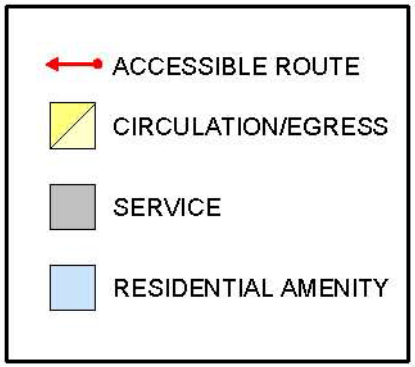
SERVICE

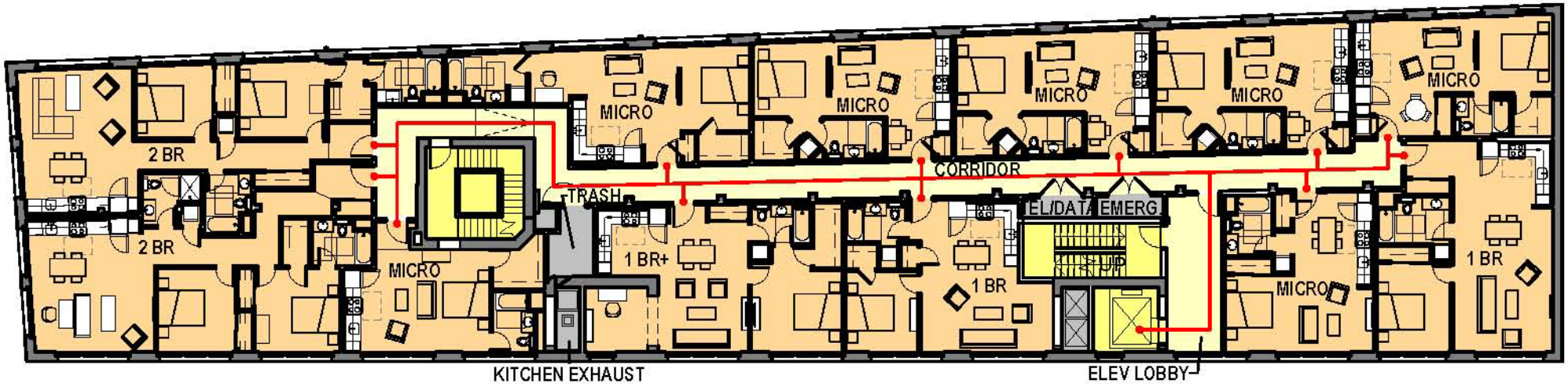
RESIDENTIAL AMENITY

RESTAURANT



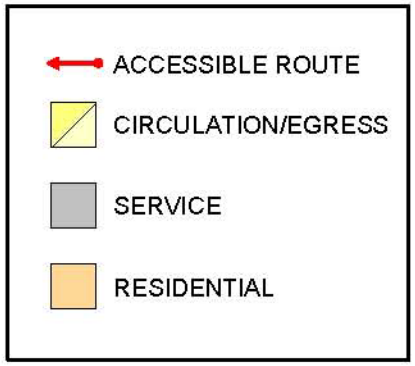
ACCESSIBLE ROUTE & UNITS - ROOF PLAN
SCALE: 3/64" = 1'-0"





ACCESSIBLE ROUTE & UNITS - TYPICAL UPPER LEVEL PLAN

SCALE: 3/64" = 1'-0"



Appendix B

Plans, Elevations, Section and Photographs

A

VIEW FROM CORNER OF MELCHER AND A STREET

B

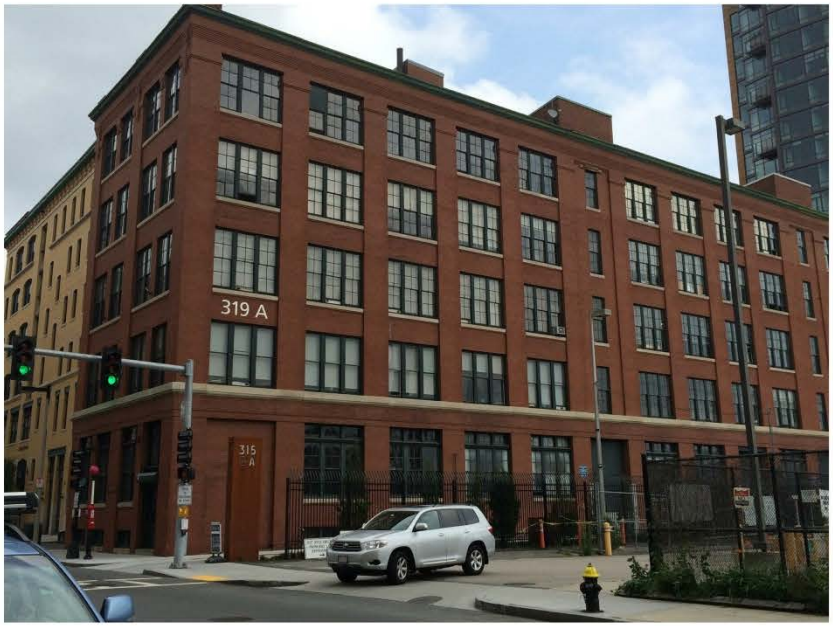
VIEW FROM MELCHER STREET

319 A Street Boston, Massachusetts

ADD Inc

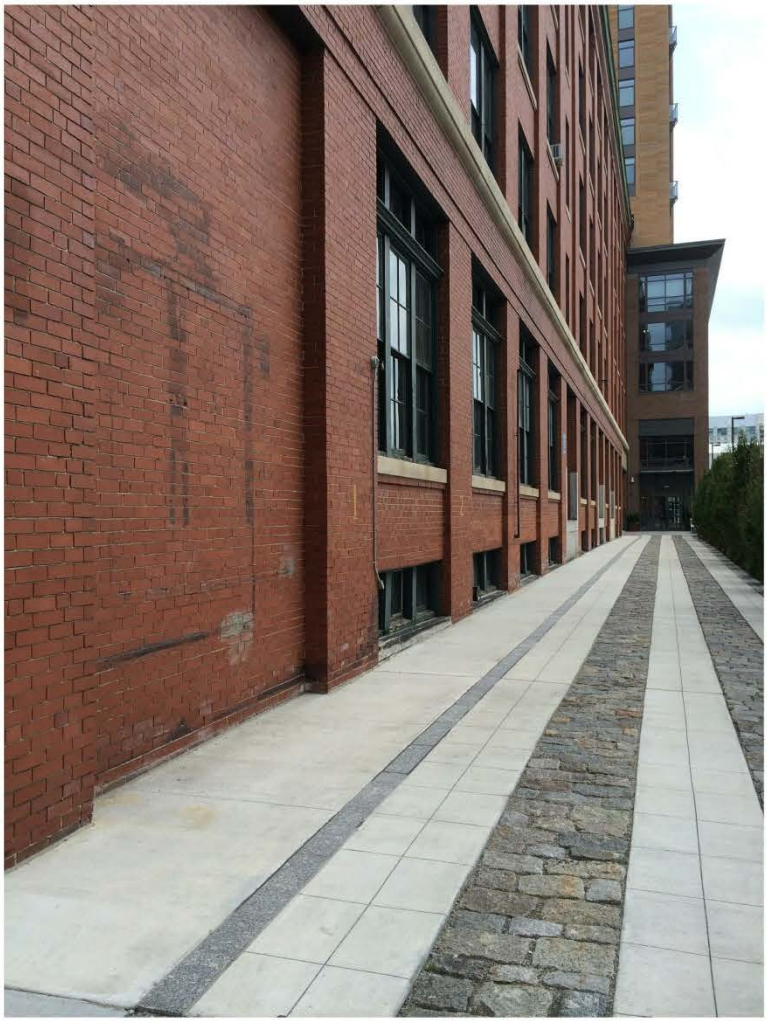
Figure B-1

Existing Site Conditions



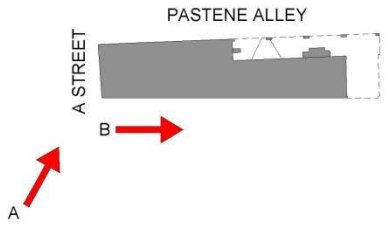
VIEW FROM A STREET

A



VIEW FROM 315 ON A ENTRANCE

B



319 A Street Boston, Massachusetts

ADD Inc

Figure B-2

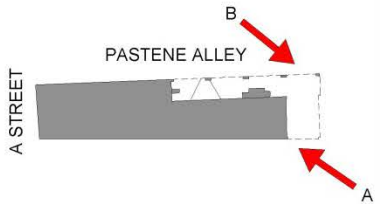
Existing Site Conditions

OVERHEAD DOOR - PROPOSED NEW LOBBY ENTRY

A

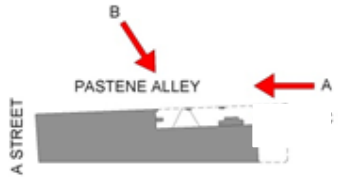
EXISTING FIRE ESCAPE LADDER

B



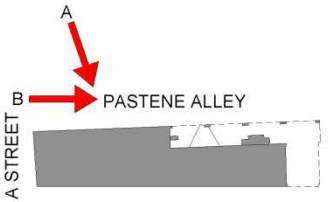
EXISTING LOADING AREA A

EXISTING LOADING AREA B



ENTRANCE AT PASTENE ALLEY A

VIEW FROM PASTENE ALLEY B



319 A Street Boston, Massachusetts

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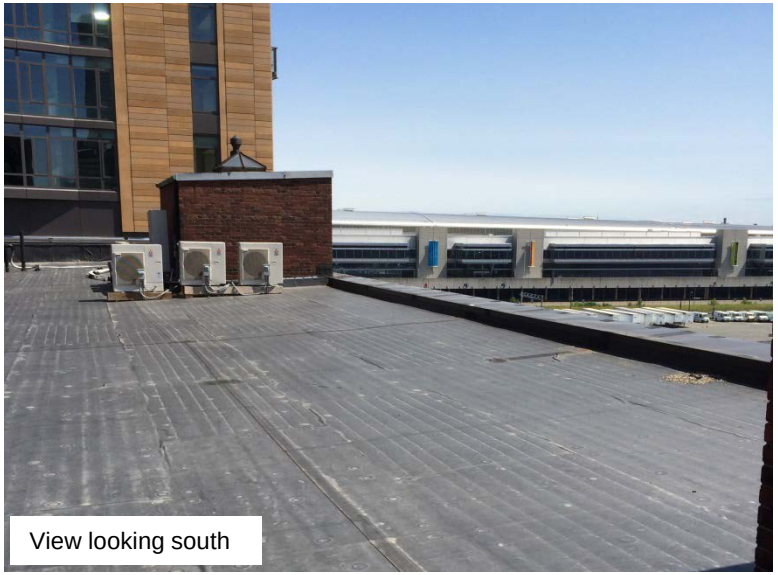
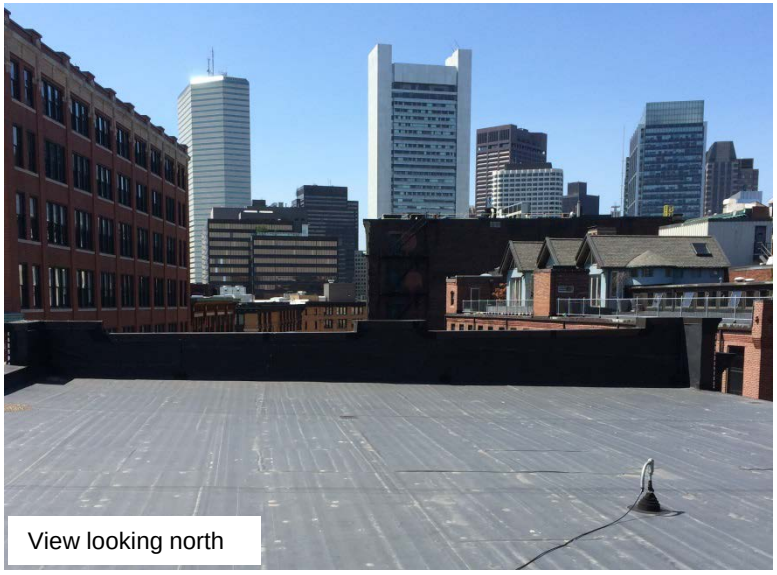
Figure B-5

Existing Site Conditions

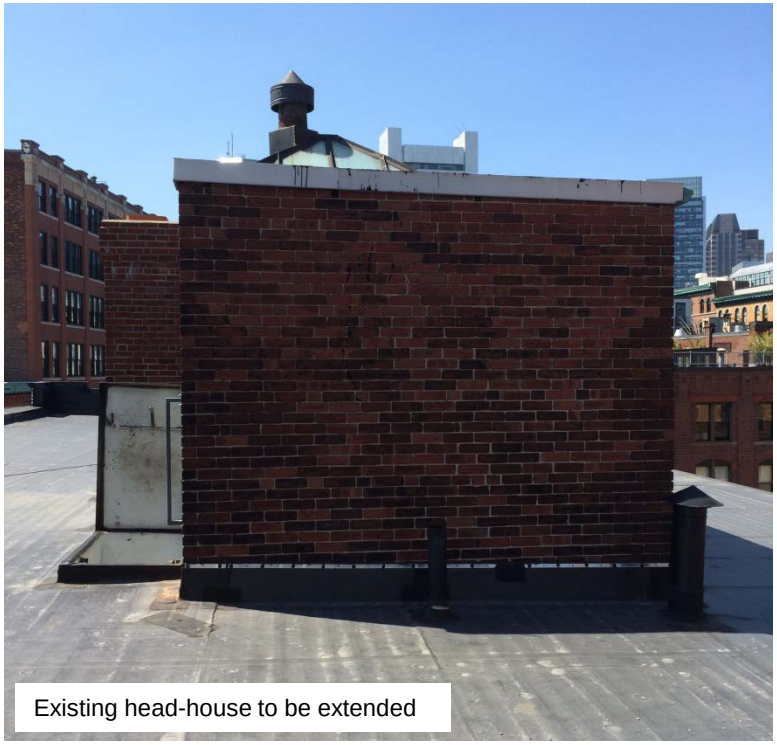


View looking south



View looking north

Existing head-house to be extended

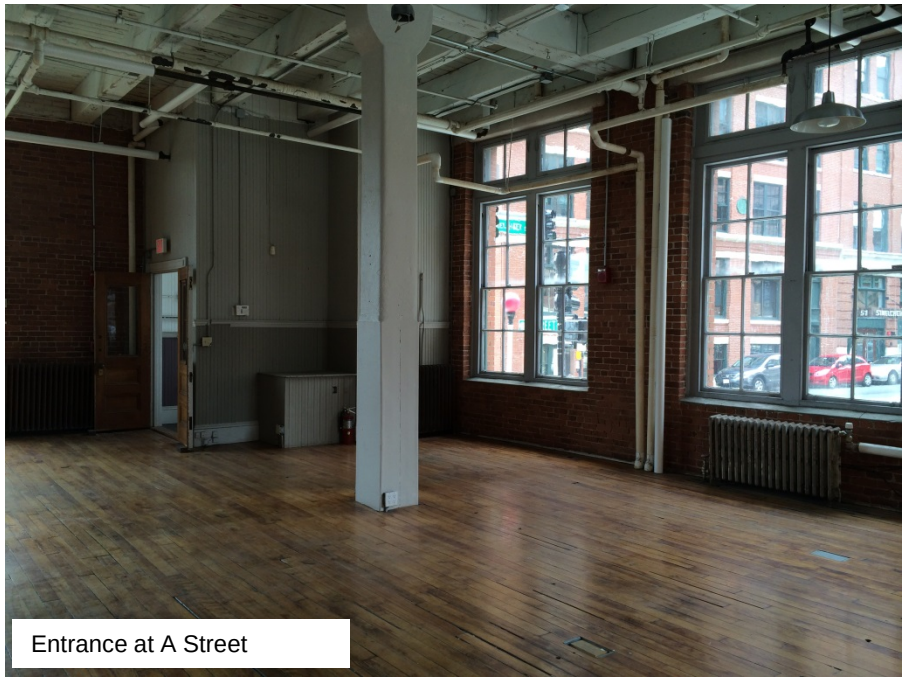


Existing head-house to be extended

319 A Street Boston, Massachusetts

Figure B-6

Existing Roof Conditions



Entrance at A Street

Lobby entry at Pastene Alley

319 A Street Boston, Massachusetts

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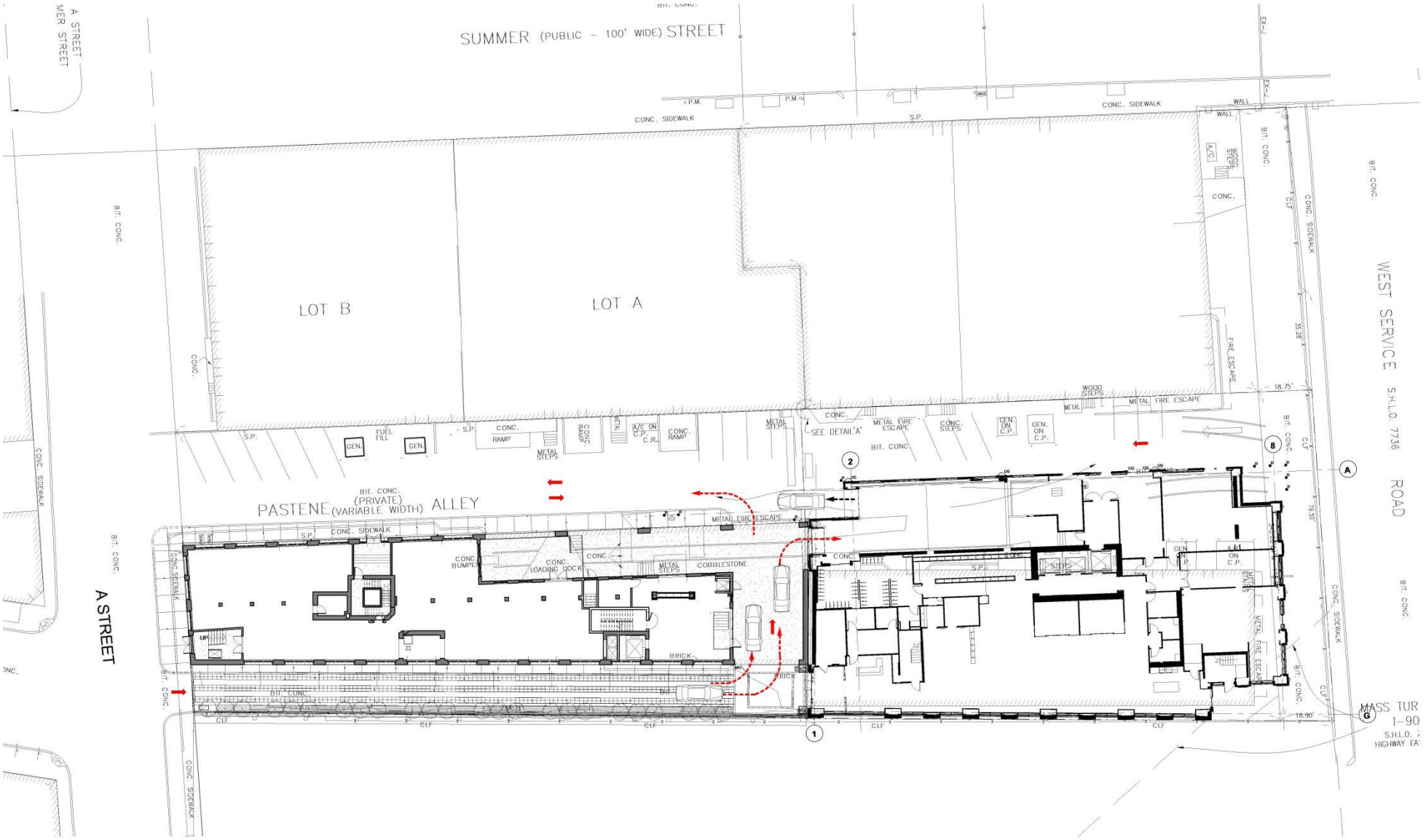
Figure B-7

Existing Building Conditions – First Floor

319 A Street Boston, Massachusetts

Figure B-8

Existing Building Conditions – Basement



SITE PLAN
1/16" = 1'-0"

0' 8' 16' 32'

319 A Street Boston, Massachusetts

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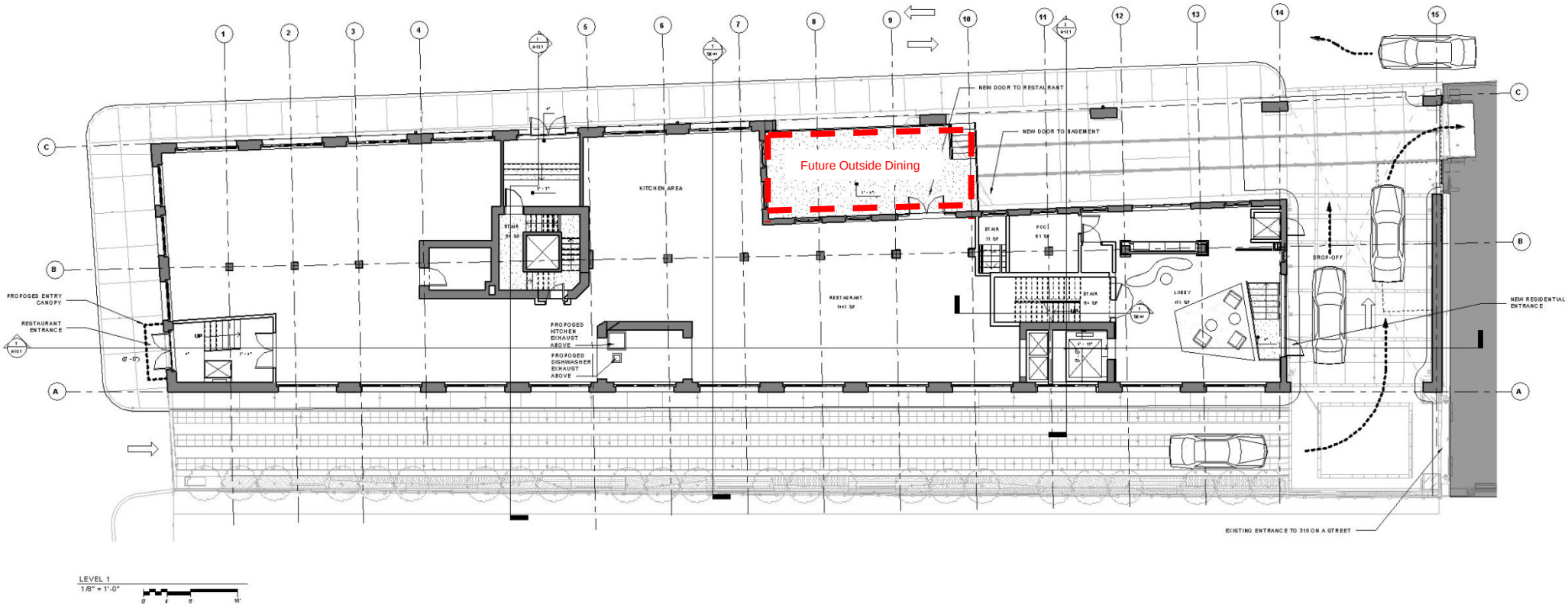
Figure B-9

Proposed Site Plan



319 A Street Boston, Massachusetts

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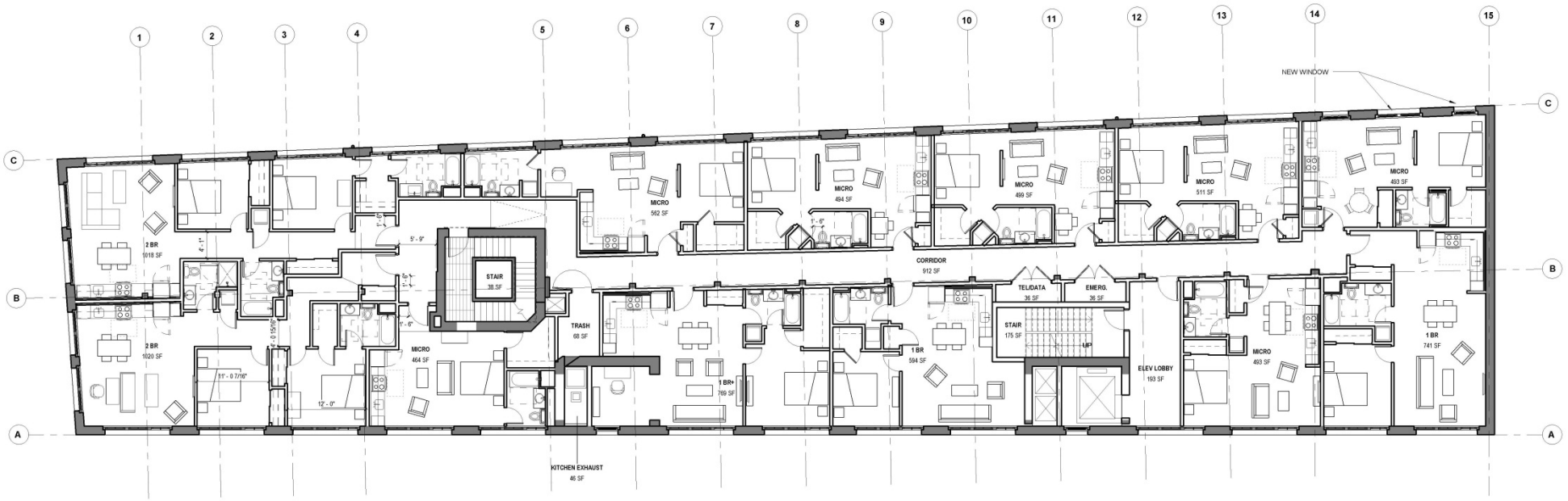
Figure B-10

Proposed Level 01 Plan



TYPICAL UPPER LEVEL PLAN
1/8" = 1'-0"

0' 4' 8' 16'

319 A Street Boston, Massachusetts

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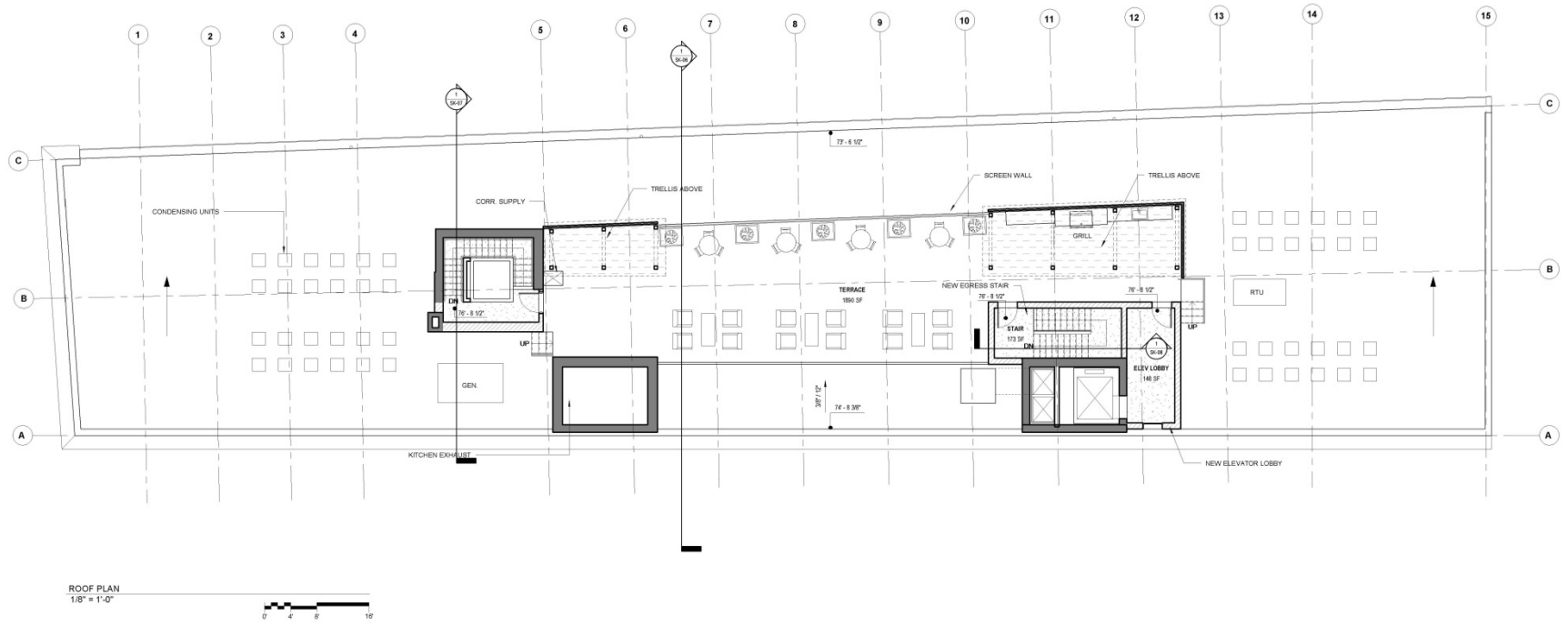
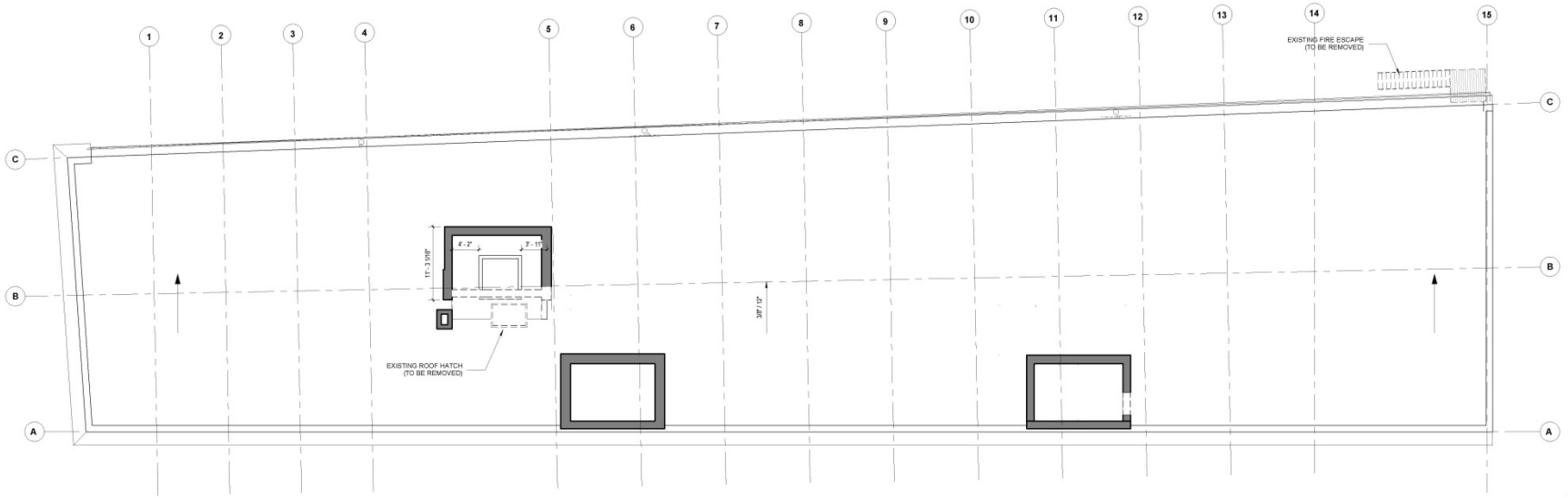
Figure B-11

Proposed Typical Upper Level Plan



ROOF PLAN
1/8" = 1'-0"



EXISTING ROOF PLAN
1/8" = 1'-0"

319 A Street Boston, Massachusetts

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Figure B-12

Proposed Roof Plan & Existing Roof Plan

319 A Street Boston, Massachusetts

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Figure B-13

Proposed South Elevation

319 A Street Boston, Massachusetts

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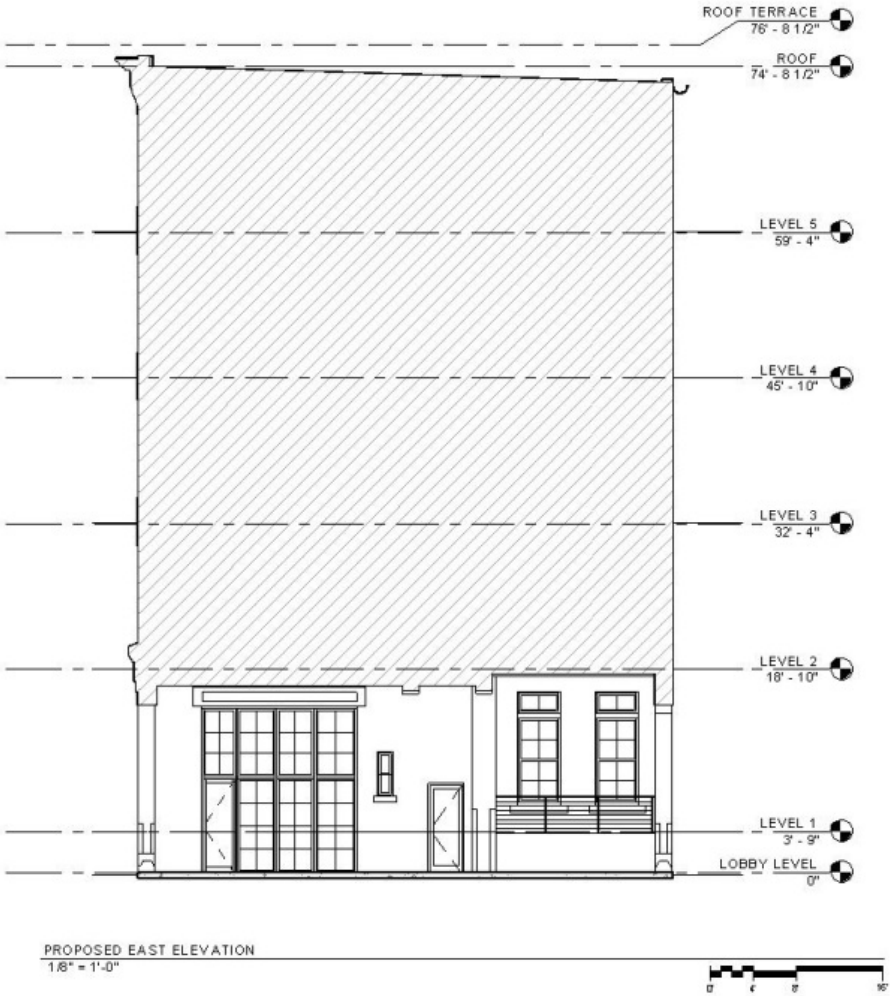
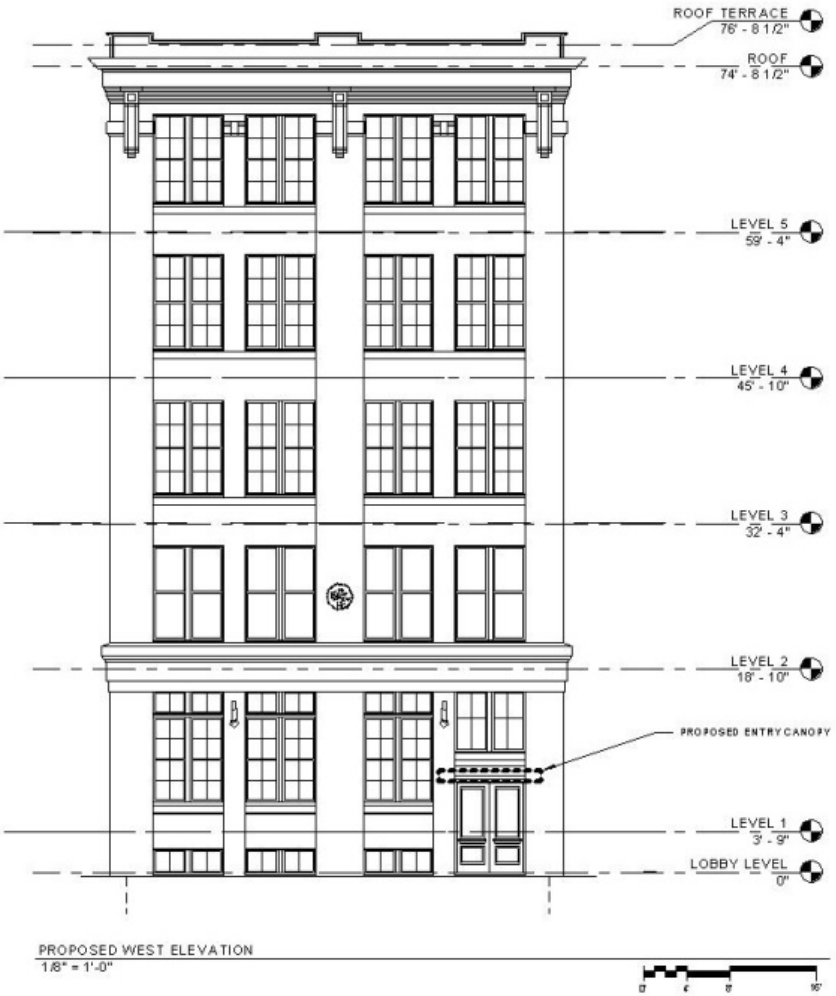
Figure B-14

Proposed North Elevation

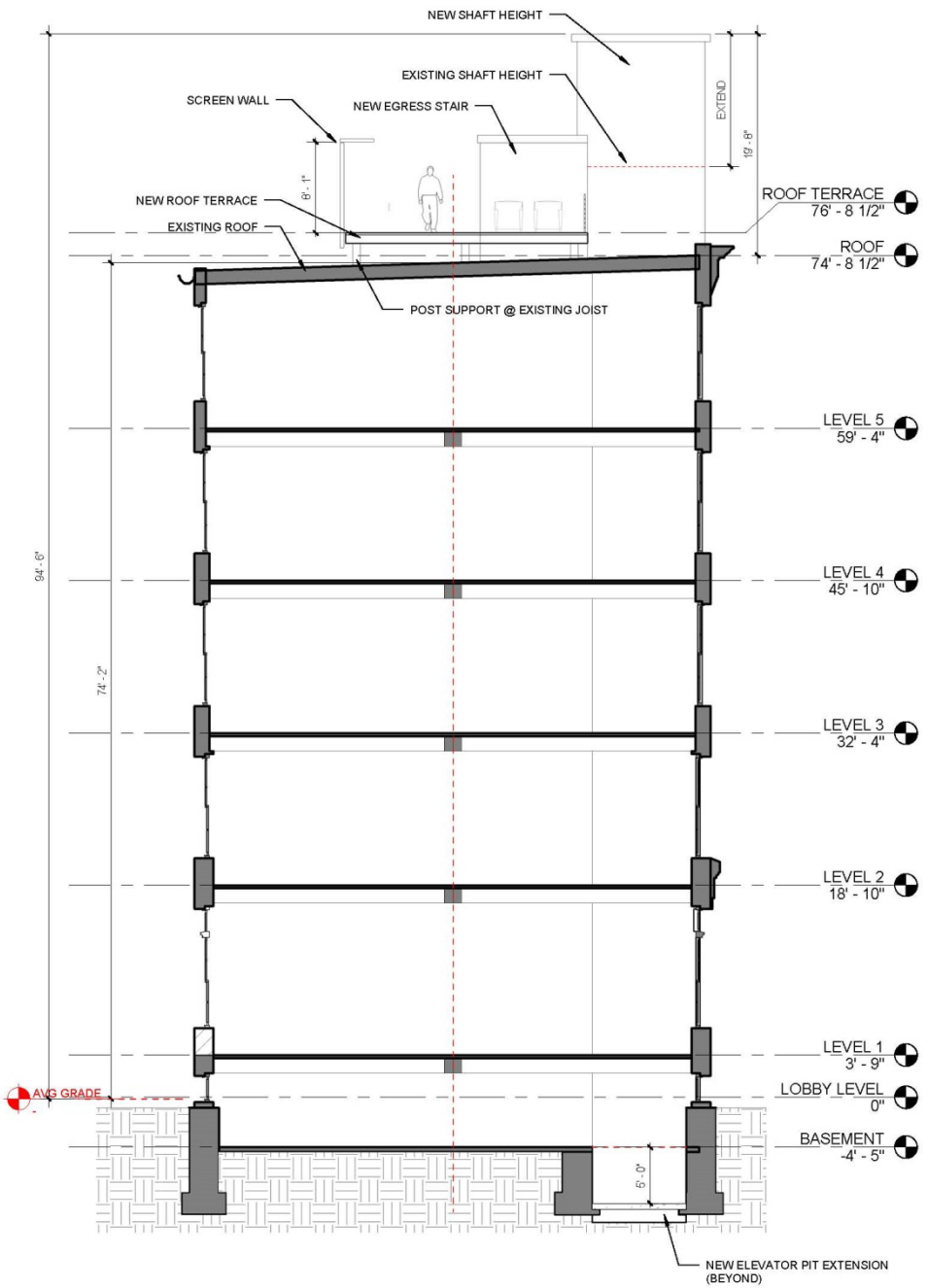




319 A Street Boston, Massachusetts

Figure B-15

Proposed East & West Elevations


NEW SHAFT HEIGHT
EXISTING SHAFT HEIGHT
SCREEN WALL
NEW EGRESS STAIR
EXTEND
19' - 8"
8' - 1"
NEW ROOF TERRACE
EXISTING ROOF
ROOF TERRACE
76' - 8 1/2"
ROOF
74' - 8 1/2"
POST SUPPORT @ EXISTING JOIST
LEVEL 5
59' - 4"
LEVEL 4
45' - 10"
LEVEL 3
32' - 4"
LEVEL 2
18' - 10"
LEVEL 1
3' - 9"
LOBBY LEVEL
0"
BASEMENT
-4' - 5"
94' - 6"
74' - 2"
AVG GRADE
5' - 0"
NEW ELEVATOR PIT EXTENSION
(BEYOND)
SECTION_ROOF TERRACE
1/8" = 1'-0"
0'
4'
8'
16'

319 A Street Boston, Massachusetts

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Figure B-17

Existing View From A Street

319 A Street Boston, Massachusetts

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Figure B-18

Proposed View From A Street

319 A Street Boston, Massachusetts

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Figure B-19

Existing View From Boston Wharf Road

319 A Street Boston, Massachusetts

ADD Inc

Figure B-20

Proposed View From Boston Wharf Road

Appendix C

Transportation Fact Sheet

TRANSPORTATION FACT SHEET

August 14, 2014

319 A Street
Boston, Massachusetts

Project Description

The Project consists of the rehabilitation of an existing five-story building located at 319 A Street in the Fort Point Channel neighborhood in Boston. The redevelopment will consist of 48 residential units (of which, 28 will be micro-units) and approximately 5,000 square feet (sf) of gross floor area (GFA) of commercial space that is anticipated to be occupied by a restaurant. The restaurant space is anticipated to include approximately 540 sf of outdoor dining area along the Pastene Alley side of the building. A site location plan is provided in **Figure 1**.

Site Access

As shown on the site plan is provided in **Figure 2**, the residential lobby will be in the northeast corner of the building across from the 315 A Street residential entrance and will share a pick-up/drop-off area. Primary access to the commercial space will be located on A Street on the southwest corner of the building. The building will be retaining an entrance/egress on Pastene Alley. Use of Pastene Alley will continue to be shared by the immediately adjacent building of 315 A Street and by four building along Summer Street (311, 321, 327 and 337 Summer Street).

Residential vehicular access to the site will be from A Street via the driveway located along the Southern exterior of the

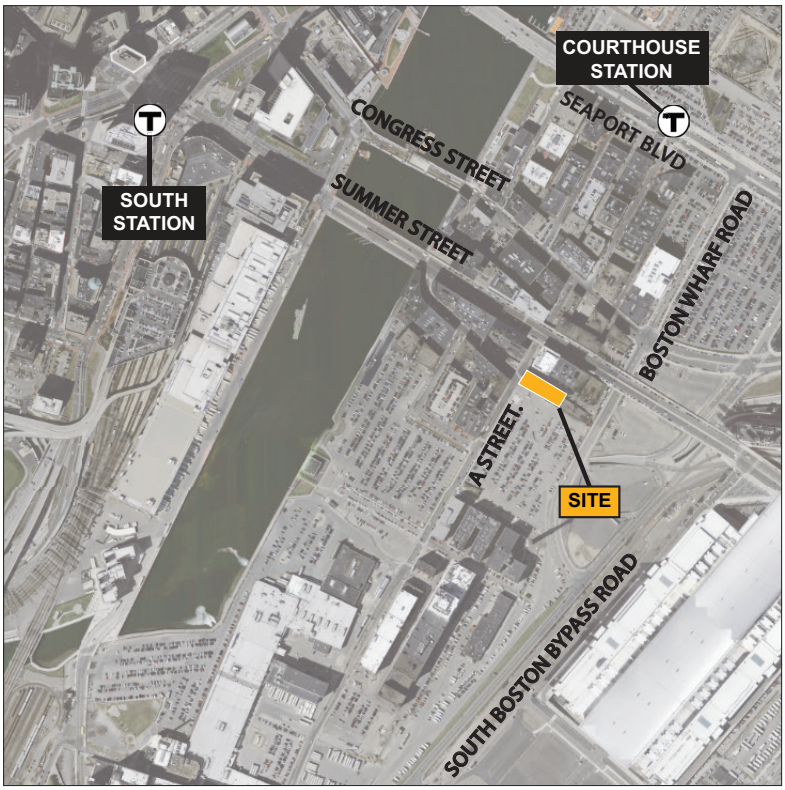

Figure 1. Site Location

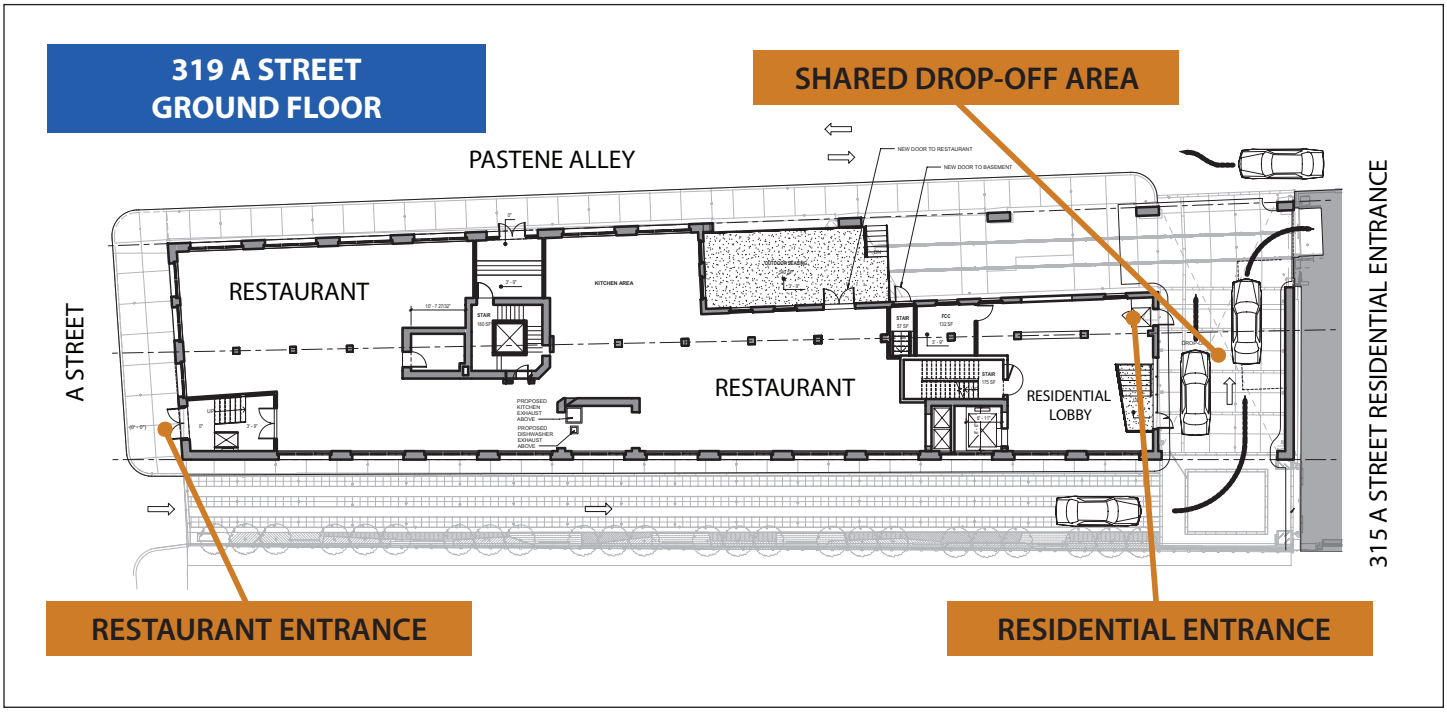

Figure 2. Site Plan

building and providing access to the 315 A Street/319 A Street shared drop-off area. Pastene Alley, which can be accessed from either A Street or West Service Road, will service all delivery vehicles to the Project site. All vehicles exiting the Project site will do so onto A Street via Pastene Alley.

Parking and Bicycle Accommodation

Parking will not be provided on-site. Current trends in parking in this area of Boston would indicate a demand of about 10 spaces from the standard units and 8 spaces from the micro-units. If a resident does own a vehicle, there are a significant number of locations to park in the surrounding area with 16 public parking lots and garages within a ¼ mile (5-10 minute walk).

Secure/covered bicycle storage will be provided on-site for up to 24 bicycles in the basement. Public bicycle racks will be provided for up to 8 bicycles around the site.

Loading/Building Servicing

All deliveries will occur from Pastene Alley. Residential deliveries are typically infrequent and generally involve overnight delivery service and postal delivery as well as the occasional furniture delivery with restaurant deliveries more frequent. Residential move-in/move-out activity will also occur along Pastene Alley. Trash and recycling pick-up will be provided by a private contractor and will occur on Pastene Alley.

Public Transportation

This Project site is conveniently located in proximity to several MBTA subway stations and bus routes as shown on **Figure 3**. The MBTA Courthouse Station which connects South Station with the Design Center and Logan Airport is within a ¼ mile and the South Station transportation hub containing the Red Line, Silver Line, Commuter Rail, Amtrak, and bus station is within a ½ mile (15 minute walk).

MBTA local bus routes #4, #7, and #11 and express bus routes #448, #449, and #459 are all also within a ¼-mile of the Project site. MBTA bus route #4 travels between North Station and Tide Street via The World Trade Center and MBTA bus route 7 travels between Otis Street in Downtown Crossing to City Point in South Boston via Summer Street. MBTA bus route #7 operates frequently with service every five minutes or less during peak hours, and every 15 minutes or less throughout the day. MBTA bus route #11 only provides service in the outbound direction from Downtown Crossing to City Point in South Boston. During the peak hour, the Route 11 runs every 20 minutes. Along Congress Street, about two blocks from the Project, the three express bus routes primarily serve commuters between the North Shore (Salem and Marblehead) and the South Boston Waterfront.

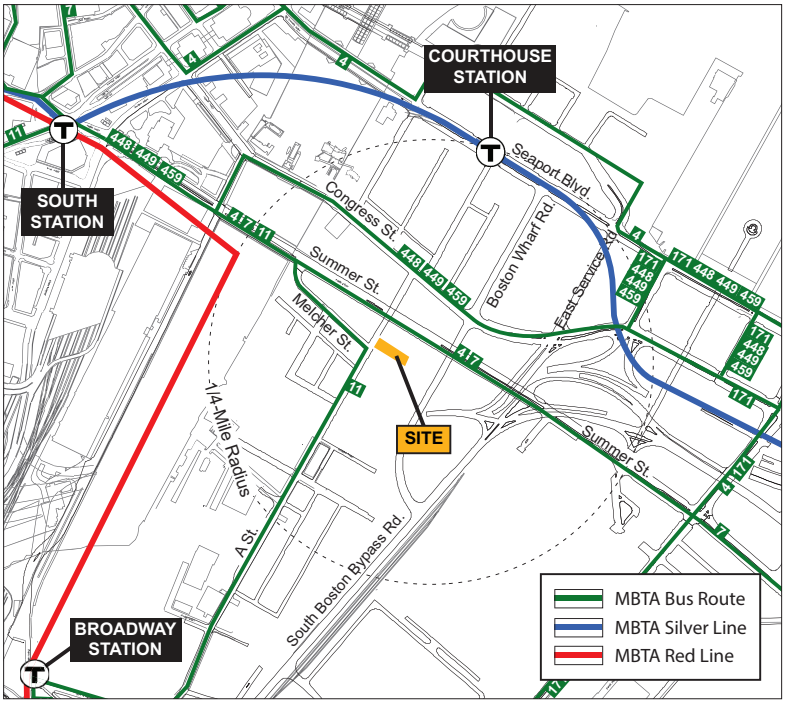

Figure 3. Public Transportation

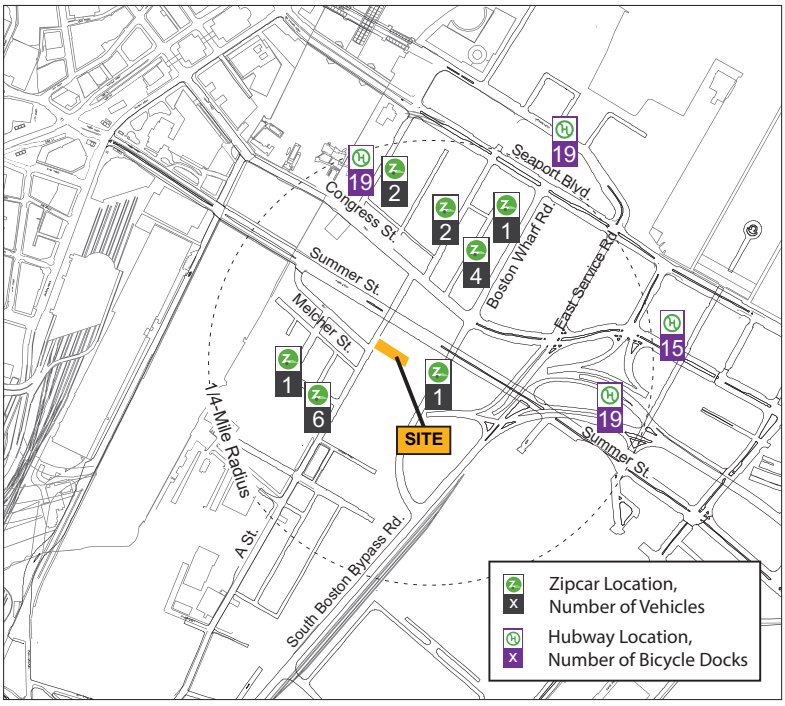

Figure 4. Hubway and Zipcar Locations

Car Share and Bicycle Share

As shown in **Figure 4**, the Project is in close proximity to 16 Zipcar spaces and 4 Hubway stations. Convenient car sharing and/or bicycle sharing services provide significant incentives to lower automobile ownership, vehicle trips, and parking demand.

Travel Mode Split

Travel mode-split statistics for the area provided by the Boston Transportation Department (Area 13) and is presented in **Table 1**.

Trip Generation

Trip generation estimates for the Project are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, Ninth Edition. Trips generated by the 48 residential condominiums were estimated using Land use Code (LUC) 230 – Residential Condominium/Townhouse and trips associated with commercial space that is anticipated to be a restaurant was estimated using LUC 931 – Quality Restaurant. Outdoor seating was included in the trip generation estimates to ensure a conservative calculation of overall Project related trips. These estimated person trips were then assigned to travel mode shares for South Boston and are presented in **Table 2**. The Project is expected to generate approximately 9 vehicle trips during the a.m. peak hour and 26 vehicle trips during the p.m. peak hour. The larger number of vehicle trips during the p.m. peak hour is due to the restaurant only generating trips during the p.m. peak. Since parking is not provided on-site, these vehicle trips will be dispersed along the roadway network to various parking facilities.

Other Area Development Projects

The following development projects in the general vicinity of the Project site are either permitted, under construction, or currently under review through the City of Boston's Article 80 process:

Pier 4 Development is a mixed-use development with the first phase under construction consisting of 383 residential units, 12,600 sf of restaurant/retail space, 20,000 sf of civic space, and 258 parking spaces located north of Seaport Boulevard.

338 Congress Street is a mixed-use development currently in the permitting stage consisting of 9 residential units with ground floor retail.

399 Congress Street is a permitted residential development yet to start construction consisting of 414 rental units parking for 114 vehicles.

Fan Pier is a mixed-use phased development consisting of office, residential, hotel, restaurant, and cultural space located north of Old Northern Avenue, much of which is completed or under construction.

TIME PERIOD	MODE	RESIDENTIAL IN	RESIDENTIAL OUT	RESTAURANT IN	RESTAURANT OUT
Daily	Transit	19%	19%	5%	5%
	Walk	34%	34%	43%	43%
	Auto	47%	47%	52%	52%

Table 1. Travel Mode Split – Area 13

	Transit Trips	Bicycle/ Walk Trips	Vehicle Trips
Daily	**72**	**622**	**362**
Entering	36	311	181
Exiting	36	311	181
AM Peak Hour	**3**	**19**	**9**
Entering	1	5	3
Exiting	2	14	6
PM Peak Hour	**7**	**61**	**26**
Entering	5	44	16
Exiting	2	17	10

Table 2. Peak Hour Trip Generation

D Street Development is a mixed-use development consisting of 500 hotel rooms, 26,300 sf of retail space, and 1,350 parking spaces located at 401 D Street.

Seaport Square Development is a large mixed-use development located in several parcels generally along Seaport Boulevard between Sleeper Street and East Service Road. Currently under construction are a hotel on Sleeper Street (Block A), offices at 101 Seaport Boulevard (Block L1), and Watermark Residences on Seaport Boulevard (Block K). Soon to be under construction is a large residential/ retail development between Seaport Boulevard and Northern Avenue (Block B & C).

Summary

Overall vehicle trip generation attributable to the proposed Project is not substantial due to the overall relatively small size of Project. Both residential and restaurant uses in this area of Boston are heavily non-automobile dependent. A significant proportion of the trips will occur by foot, by transit, or by bicycle, particularly during the a.m. and p.m. peak commuter periods when vehicle traffic congestion is most notable.

The Project is expected to generate approximately one new vehicle trip every seven minutes during the a.m. peak hour and one new vehicle trip every two minutes during the p.m. peak hour. Vehicle trips will be dispersed to various parking facilities in the area. The very low number of expected new vehicle trips that will result from the project is expected to be negligible. Impact on the nearby roadways and intersections is not expected to produce undue burden on the transit system.

Appendix D

Climate Change Preparedness and Resiliency Checklist

Climate Change Preparedness and Resiliency Checklist for New Construction

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

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

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

Climate Change Analysis and Information Sources:

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

Checklist

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

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

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

A.1 - Project Information

Project Name:	**319 A Condos**
Project Address Primary:	**319 A Street**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	

A.2 - Team Description

Owner / Developer:	**319 A, LLC, an affiliate of Boston Residential Group (BRG)**
Architect:	**ADD Inc**
Engineer (building systems):	**RW Sullivan**
Sustainability / LEED:	**NA**
Permitting:	**Epsilon Associates**
Construction Management:	**TBD**
Climate Change Expert:	

A.3 - Project Permitting and Phase

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

☑ Small Project Review Submission	☐ Draft / Final Project Impact Report Submission	☐ BRA Board Approved	☐ Notice of Project Change
☐ Planned Development Area	☐ BRA Final Design Approved	☐ Under Construction	☐ Construction just completed:

A.4 - Building Classification and Description

List the principal Building Uses:	Residential, restaurant
List the First Floor Uses:	*Restaurant*

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

☑ Wood Frame	☑ Masonry	☐ Steel Frame	☐ Concrete

Describe the building?

Site Area:	*22,833 SF*	Building Area:	*48,000 SF*
Building Height:	*74 Ft.*	Number of Stories:	*5 Flrs.*
First Floor Elevation (reference Boston City Base):	*19.72 Elev.*	Are there below grade spaces/levels, if yes how many:	*No /1 Number of Levels*

A.5 - Green Building

Not Applicable

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

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

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

Registered:	*Yes / No*	Certified:	*Yes / No*

A.6 - Building Energy-

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

Electric:	*1,400 (kW)*	Heating:	*1,600 (MMBtu/hr)*
What is the planned building Energy Use Intensity:	*(kWh/SF)*	Cooling:	*96 (Tons/hr)*

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

Electric:	*300 (kW)*	Heating:	*None (MMBtu/hr)*
		Cooling:	*None (Tons/hr)*

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

Electrical Generation:	*300 (kW)*		Fuel Source:	*Diesel*
System Type and Number of Units:	☑ Combustion Engine	☐ Gas Turbine	☐ Combine Heat and Power	*(Units)*

B - Extreme Weather and Heat Events

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

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	☐ 10 Years	☐ 25 Years	☑ 50 Years	☐ 75 Years

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

Select most appropriate:	☐ 10 Years	☑ 25 Years	☐ 50 Years	☐ 75 Years

What time span of future Climate Conditions was considered?

Select most appropriate:	☐ 10 Years	☐ 25 Years	☑ 50 Years	☐ 75 Years

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

8/91 Deg.	Based on ASHRAE Fundamentals 2013 99.6% heating; 0.4% cooling

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

95 Deg.	*5 Days*	*6 Events / yr.*

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

30-90 Days	*0.2 Events / yr.*

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

45 Inches / yr.	*4 Inches*	*0.5 Events / yr.*

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

130 Peak Wind	*10 Hours*	*0.25 Events / yr.*

B.2 - Mitigation Strategies

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

Building energy use below code:	*20%*
How is performance determined:	Energy Model

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

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

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

Roof:	*Existing to remain*	Walls / Curtain Wall Assembly:	*Existing to remain*
Foundation:	*Existing to remain*	Basement / Slab:	*Existing to remain*
Windows:	*R = / U =TBD*	Doors:	*R = / U =TBD*

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

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

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems?

Select all appropriate:	☐ Connected to local distributed electrical	☐ Building will be Smart Grid ready	☐ Connected to distributed steam, hot, chilled water	☐ Distributed thermal energy ready

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

	Yes / No	If yes, for how long:	*Days*
If Yes, is building "Islandable?			
If Yes, describe strategies:			

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

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

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

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

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

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

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

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

C - Sea-Level Rise and Storms

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

C.1 - Location Description and Classification:

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

	Yes / No

Describe site conditions?

Site Elevation – Low/High Points:	15.5/16.3 Boston City Base Elev.(Ft.)
Building Proximity to Water:	715 Ft.

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

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

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

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

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

0 Ft.

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

C - Sea-Level Rise and Storms

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

C.2 - Analysis

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

Sea Level Rise:	3 Ft.	Frequency of storms:	0.25 per year

C.3 - Building Flood Proofing

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

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

Flood Proof Elevation:	19.72 Boston City Base Elev.(Ft.)	First Floor Elevation:	19.72 Boston City Base Elev. (Ft.)

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

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

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

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

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

Yes / No

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

Yes / No	If yes, to what height above 100 Year Floodplain:	*19.72 Boston City Base Elev. (Ft.)*

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

Yes / No

If Yes, describe:

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

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

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

C.4 - Building Resilience and Adaptability

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

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

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

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

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

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

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

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

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