ARLINGTON-BOYLSTON REALTY TRUST
c/o The Druker Company, Ltd.
50 Federal Street
Boston, Massachusetts 02110

September 17, 2019

Brian B. Golden, Director
Boston Planning and Development Agency
One City Hall Plaza, 9th Floor
Boston, Massachusetts 02201

Re: Notice of Project Change for Lapse of Time
350 Boylston Street, Boston

Dear Director Golden:

Arlington-Boylston Realty Trust (the "**Proponent**") is pleased to submit this Notice of Project Change ("**NPC**") for Lapse of Time pursuant to Article 80A-6(1) of the Boston Zoning Code (the "**Zoning Code**") for the 350 Boylston Street project (the "**Project**").

EXECUTIVE SUMMARY:

As described in the Article 80B review documents and in the Adequacy Determination issued on January 16, 2009, the Project consists of a mixed use nine-story building at the southwest corner of Arlington and Boylston Streets, to contain approximately 221,230 square feet of zoning gross floor area (calculated in accordance with the definition of Gross Floor Area in the Zoning Code), including ground floor retail and restaurant space, upper level office space, approximately 150 parking spaces and an approximately 6,000 square foot fitness center and spa for the building's office tenants. As the design of the Project has evolved, the second floor of the Project may be also be used for retail and restaurant space or for office space, or some combination thereof. In addition, secure indoor bicycle parking will be provided for approximately 66 bicycles, with access for employees to shower facilities.

The Project was fully approved through Large Project Review in 2009, the various BPDA and BTD agreements were fully executed in 2010, a building permit application was submitted in 2010 and relief from the Zoning Board of Appeals was issued and extended through and including December 2019. However, the difficulties with the financial markets in 2008 and subsequent years made securing tenants and investors difficult, so that the Project has been unable to proceed. The Proponent has been continuously engaged in efforts to secure tenants and financial partners for this Project.

As stated below, this Notice of Project Change (NPC) is only for Lapse of Time, as the Project is consistent with the Project as originally approved. The chart included below summarizes the originally approved and current Project features. Appendix A includes updated graphics.

Project Feature	As Originally Approved	Current Project	Comment
Uses	Office with approximately 6,000 sf fitness center and spa and ground-floor retail and restaurant uses	Office with approximately 6,000 sf fitness center and spa, ground/2nd floor office, retail and restaurant uses	No change except retail/restaurant space may be located on the 2nd floor
Total Floor Area	Approximately 221,230 sf	Approximately 221,230 sf	No change
Height	9 stories	9 stories	No change
Number of Parking Spaces	Approximately 150 spaces	Approximately 150 spaces	No change

The Proponent is now pleased to report that the Project is poised to commence approximately in the 3rd quarter of 2020, subject to approval of this Notice of Project Change for Lapse of Time, completion of design review and receipt of minor remaining approvals. As discussed below, the lapse of time has not significantly increased the impacts of the Project as set forth in Section 80A-6(2) of the Zoning Code. Accordingly, we respectfully request that the Director determine that no further review be required, and that the Project may proceed.

BACKGROUND:

Article 80B Large Project Review:

The Project was fully reviewed and approved under Large Project Review, as follows:

The Proponent submitted a Project Notification Form on December 18, 2007. The Boston Redevelopment Authority (the "**Authority**") issued a Scoping Determination on March 20, 2008. On June 3, 2008, the Proponent submitted a Draft Project Impact Report ("**DPIR**") in response to the Scoping Determination. On October 16, 2008, the Authority authorized the Director to issue a Preliminary Adequacy Determination (the "**Determination**") waiving the requirement of further review. The Determination was issued on January 16, 2009.

Agreements with the Authority and Boston Transportation Department:

The Proponent has entered into the various agreements consisting of Article 80B agreements which remain in full force and effect, including (i) a Development Impact Project Agreement dated May 13, 2010, (ii) Cooperation Agreement dated May 13, 2010, (iii) Transportation Access Plan Agreement dated December 2, 2010, (iv) Boston Residents Construction Employment Plan dated May 13, 2010, and (v) Memorandum of Understanding and First Source Agreement dated May 13, 2010. The Proponent submitted a Disclosure of Beneficial Interests as required under Article 80B of the Zoning Code on August 27, 2010.

Other Approvals:

In addition, the Proponent submitted a building permit application in 2010 and relief from the Zoning Code was issued by the Zoning Board of Appeal in BZC 30642 which was filed with the Inspectional Services Department on December 2, 2010. The Zoning Relief remained valid under the Permit Extension Act until December 2, 2016 and was subsequently extended by the Board of Final Arbiter on three (3) occasions through and including December 2, 2019. The Proponent anticipates securing a further extension through and including December 2, 2020 consistent with the current timeframe anticipating commencement of construction in approximately the 3rd quarter of 2020.

The Project also was approved by the Boston Civic Design Commission in 2008, updated in 2009, and commenced design review and received conditional schematic and design development approvals from the Urban Design Department of the Authority in 2010 and 2011, and recently received an updated design approval from the BPDA's Urban Design Department in July 2019. A demolition delay period issued by the Boston Landmarks Commission expired on October 21, 2008. Various approvals were also received in 2009 from the Public Improvement Commission.

THERE HAVE BEEN NO SIGNIFICANT INCREASES TO THE IMPACTS OF THE PROJECT DUE TO THE LAPSE OF TIME:

Section 80B-6(2) sets forth the criteria to be considered by the Director in determining whether a lapse of time significantly increases the impacts of a Project. The Proponent submits that there has been no increase in any of the relevant factors which would significantly increase the impacts of the Project, as follows:

► (a): There has been no increase in the Project size or intensity of use. The possible substitution of retail/restaurant uses on the second floor for all or part of the office use of that floor will not increase either the Project size or be a more intense use.

► (b): There is no generation of additional or greater impacts of the type that may be examined by the applicable review. Since there has been no change to either the massing or use of the building, there is no generation of additional or greater impacts of the type that were examined in the DPIR (viz. Wind, Shadow, Air Quality, Hazardous Waste, Water Quality/Stormwater, Flood Hazard, Noise, Geotechnical, Construction Impacts, Historical/Archeological, Infrastructure).

► (c): There is no increase in traffic impacts or increase in the number of proposed parking spaces. Attached as Appendix B is a statement from VHB, Inc., the traffic engineer, confirming that the Project is expected to generate the same transportation demand (in terms of trip generation) as studied in the DPIR, and that no new or additional Project-related transportation impacts are expected. There is no increase in the number of proposed parking spaces. In addition, in conformance with current BTD guidance, 66 secure indoor bicycle parking spaces will be provided, along with access for employees to shower facilities.

►(d): There has been a change in the expected commencement date to approximately the 3rd quarter of 2020 and a change in the expected completion date to approximately 30 months from commencement. However, as noted herein, these changes will not significantly increase the impacts of the Project.

►(e): There has been no change in the Project Site.

►(f): There is no need for additional zoning relief, beyond extension of the zoning relief previously granted in 2009.

►(g): There has been no change in the surrounding area which would increase the impacts of the Project. The Project is located in the Back Bay and is bounded by Boylston Street to the north, Arlington Street to the east, Providence Street to the south and an existing building located at 364 Boylston Street to the west. This Site, at the southwest corner of Arlington and Boylston Streets, is in a fully-developed urban area. The Site is diagonally across from Boston's famous Public Garden and is at a corner shared with the Arlington Street Church to the north and The Heritage On The Garden complex to the east. There has been no change in the surrounding area which would increase the impacts of the Project.

THE PROJECT WILL MEET CURRENT GUIDELINES AS TO CLIMATE CHANGE PREPAREDNESS, ACCESSIBILITY, SMART UTILITIES AND BROADBAND:

Notwithstanding the foregoing, the Proponent recognizes that, since the approval of the Project in 2009-2010, the BPDA has enhanced Article 80B Large Project Review by requiring certain additional analyses as to Climate Change Preparedness and Resiliency, Accessibility, Smart Utilities and Broadband consistent with the BPDA's urban planning objectives. The Project will adhere to these most-recent policies. Attached are the following appendices reflecting the current guidelines and standards:

Appendix B-1: Preliminary LEED Scorecard and Description and Climate Resiliency Checklist. The Project is anticipated to be LEED certifiable at the silver level.

Appendix B-2: Accessibility Checklist.

Appendix B-3: Smart Utilities Policy Checklist.

Appendix B-4: Broadband Ready Buildings Questionnaire.

CONCLUSION:

As discussed above, the lapse of time has not significantly increased the impacts of the Project as set forth in Section 80A-6(2) of the Zoning Code. Upon determination by the Director that no further review is required, the Project will proceed to complete the remaining approval process consisting primarily of completion of the design review process, issuance of a Certification of Compliance, extension of the Zoning Board of Appeal relief, remaining PIC approvals, Site Plan approval by Boston Water and Sewer Commission, and issuance of a building permit.

The Project will be a long-awaited iconic building to be constructed at the prestigious southwest corner of Arlington and Boylston Streets, which will provide a strong visual and architectural statement and will enliven the street edge and add vitality to the gateway to Boylston Street.

The Proponent is pleased to report that the Project is now poised to move forward, and requests your determination that no further review is required under Article 80B due to lapse of time.

Please feel free to contact me if any additional information would be helpful.

Sincerely,

Ronald M. Druker
On behalf of Arlington-Boylston Realty Trust

cc: Jonathan Greeley
Raul Duverge
Lisa Richardson

Appendix A

Graphics

Current Design
- approved July 18, 2019
by Michael Cannizzo

VIEW FROM THE PUBLIC GARDEN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

DD Approved Design - approved 2010

VIEW FROM THE PUBLIC GARDEN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

VIEW LOOKING SOUTH ON ARLINGTON STREET

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

VIEW LOOKING WEST ON BOYLSTON STREET

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

VIEW OF ARLINGTON STREET

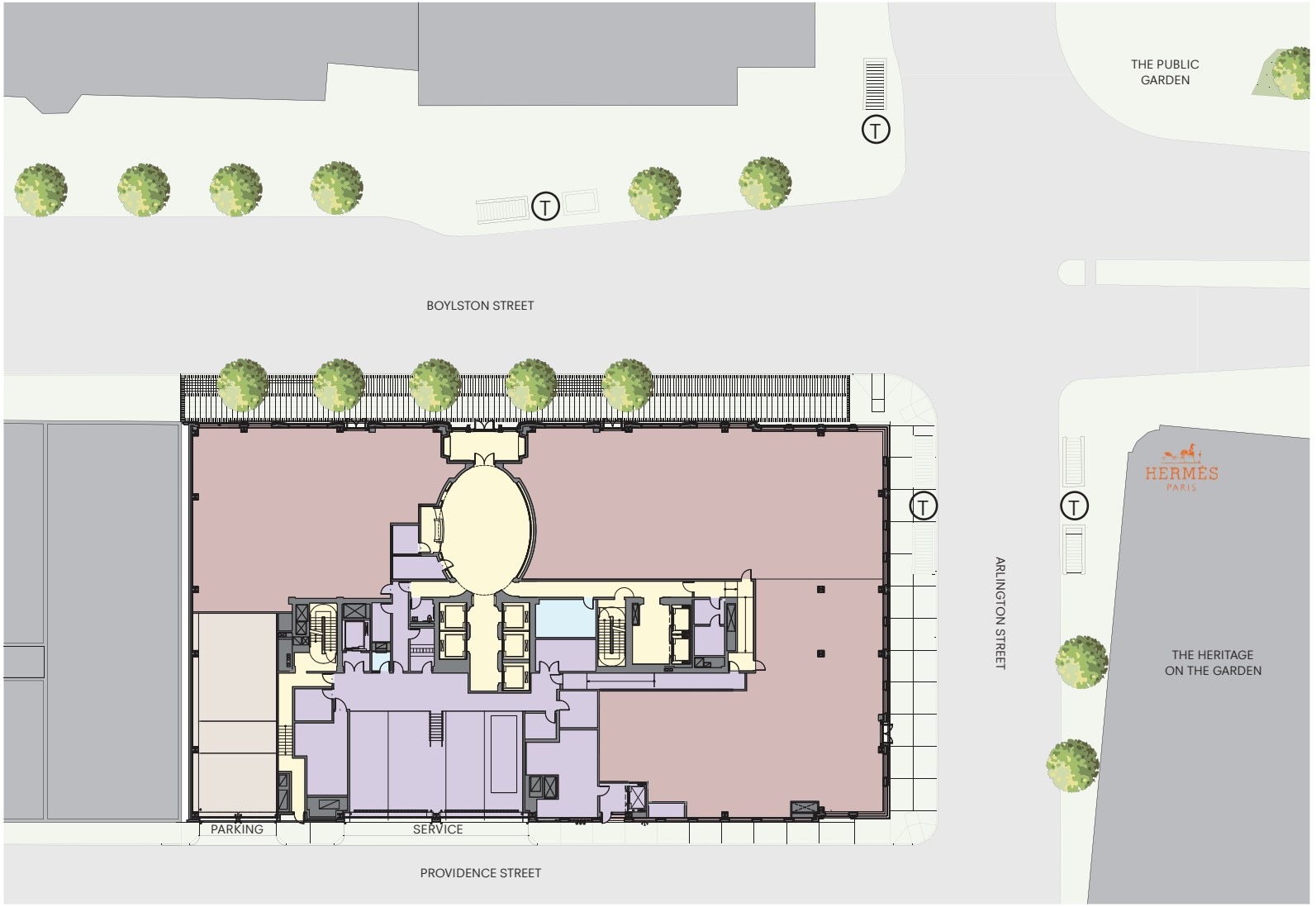
ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

VIEW OF BOYLSTON STREET

ROBERT A.M. STERN ARCHITECTS LLP
CBT

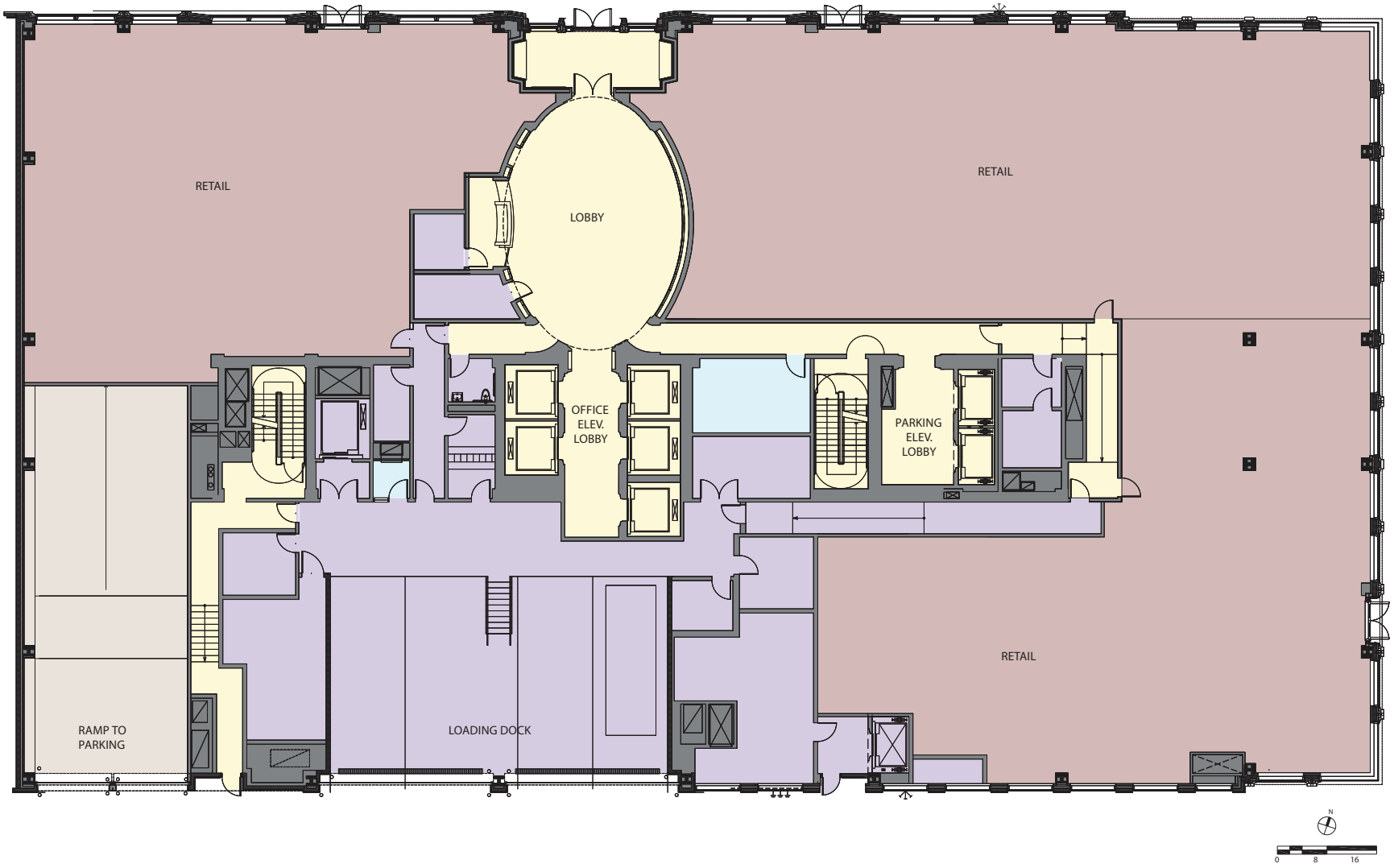
THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700



SITE PLAN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

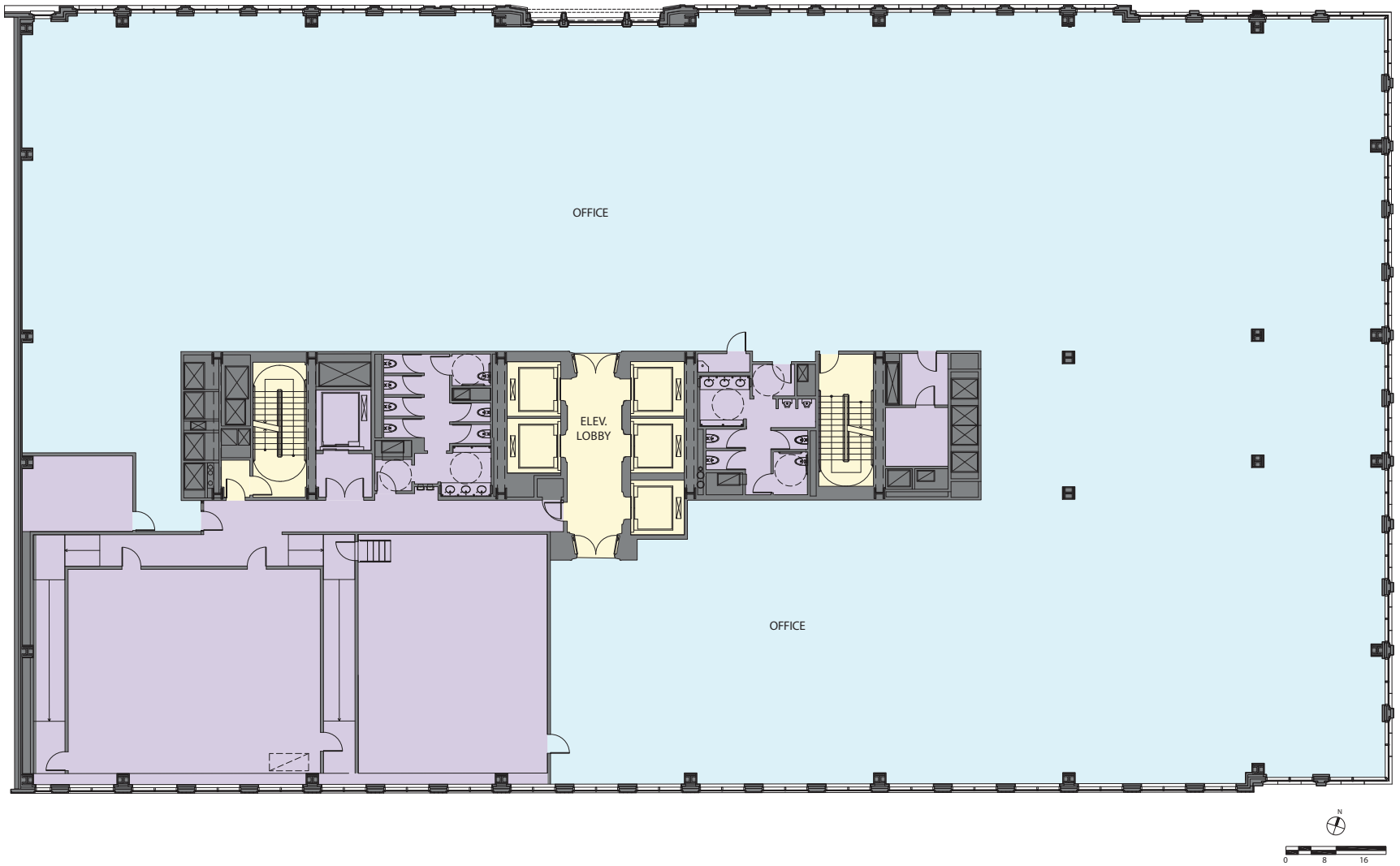
THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700



GROUND FLOOR PLAN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700



2ND FLOOR PLAN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

3RD FLOOR PLAN (4TH FLOOR SIMILAR)

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

5TH FLOOR PLAN (6TH FLOOR SIMILAR)

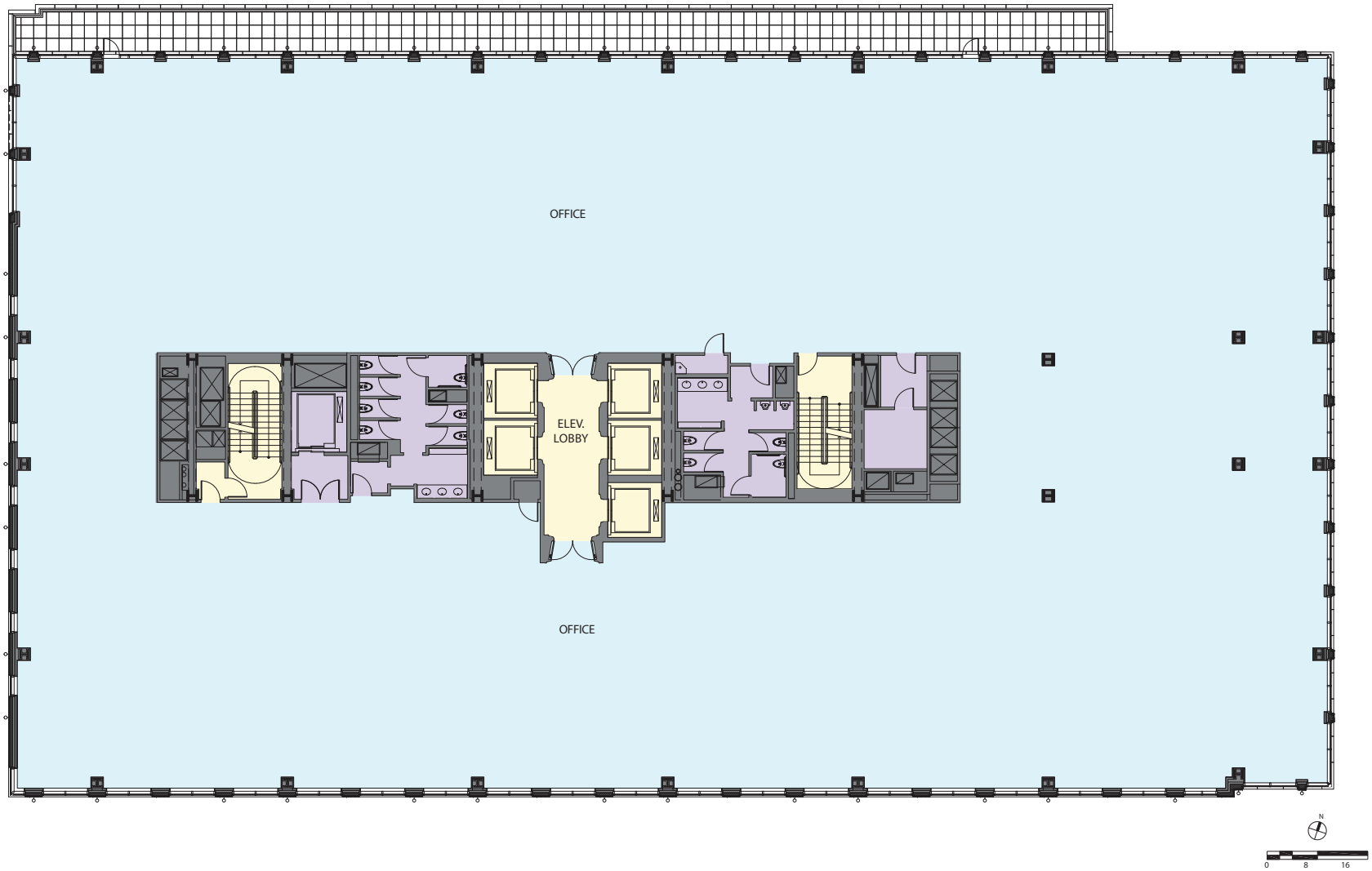
ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700

7TH FLOOR PLAN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

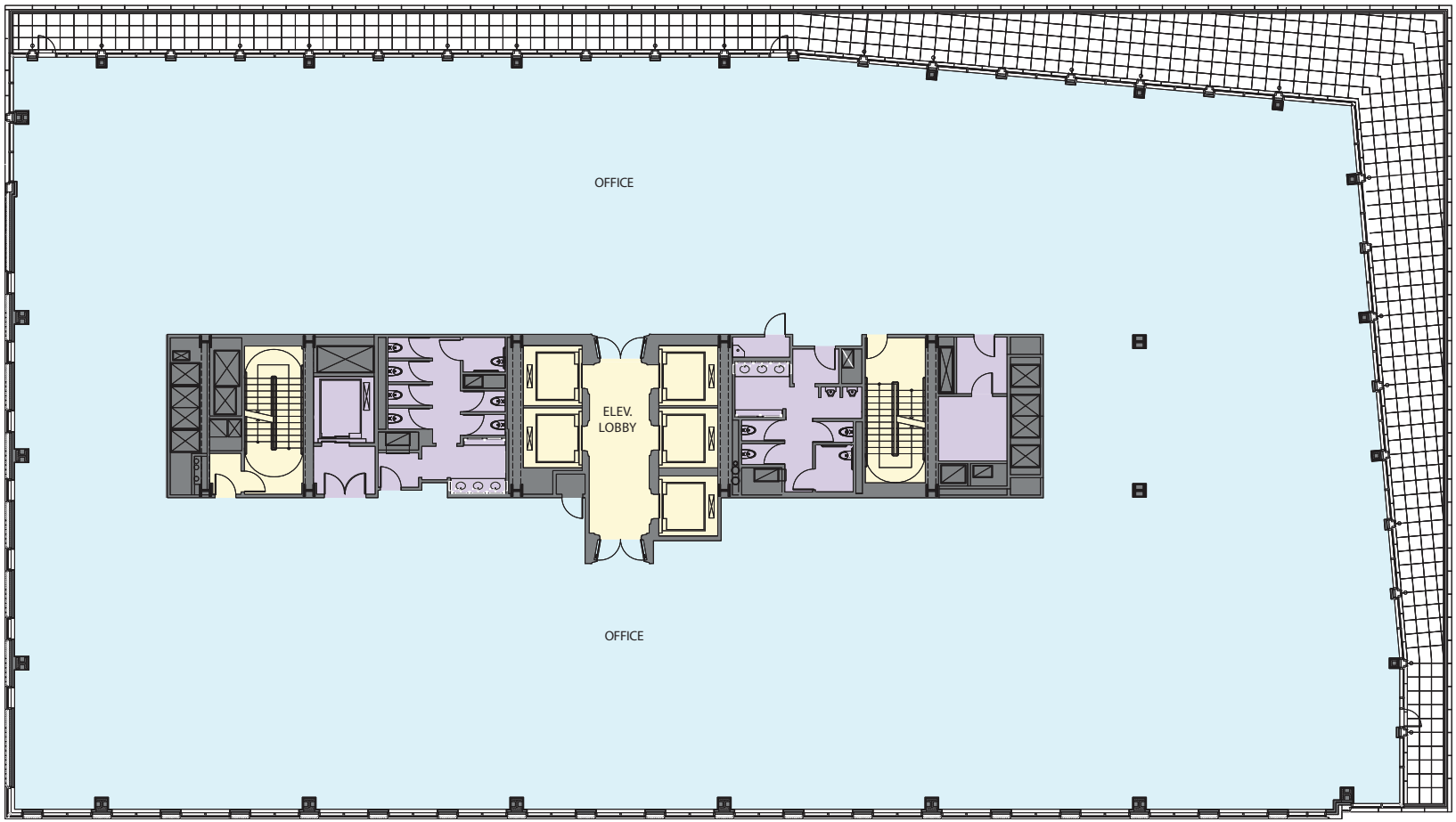
THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700



8TH FLOOR PLAN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

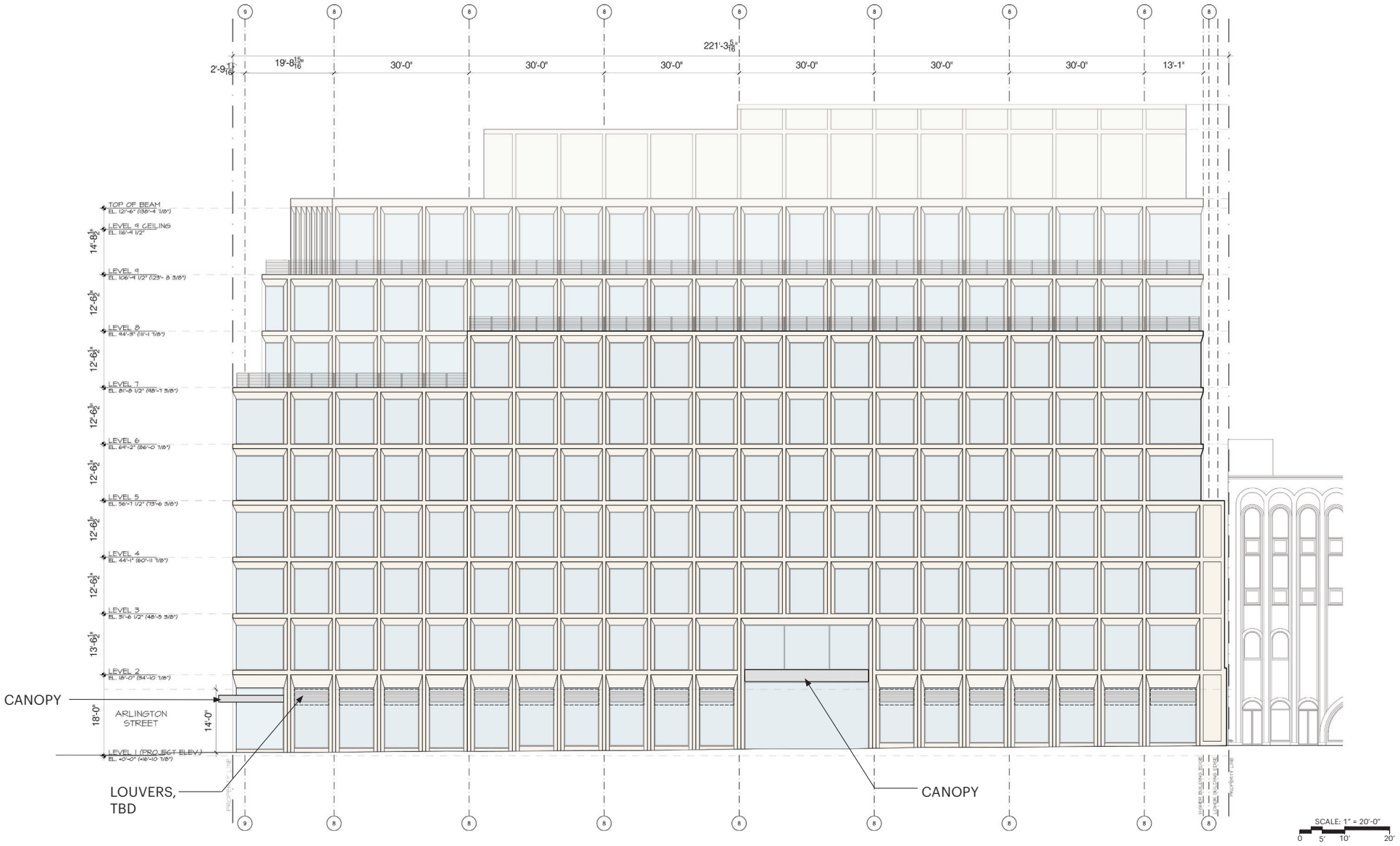
THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700



9TH FLOOR PLAN

ROBERT A.M. STERN ARCHITECTS LLP
CBT

THE DRUKER COMPANY, LTD
DEVELOPER
50 FEDERAL STREET
BOSTON, MA 02110
617-357-5700



350 BOYLSTON

BOSTON, MA

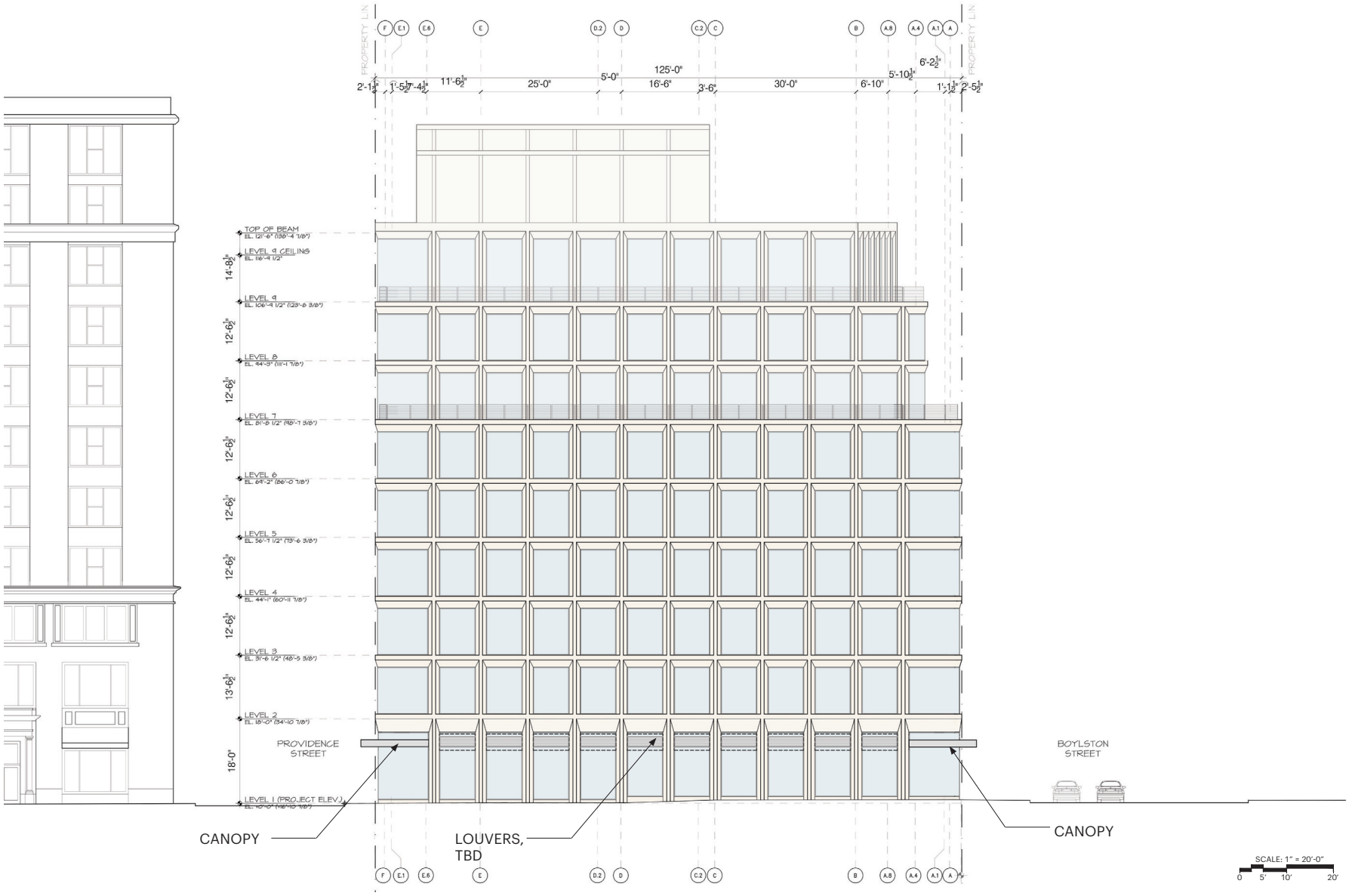
NOT INTENDED FOR CONSTRUCTION PURPOSES.

NORTH ELEVATION

THE DRUKER COMPANY

ROBERT A.M. STERN ARCHITECTS

SEPTEMBER 16, 2019



350 BOYLSTON

BOSTON, MA

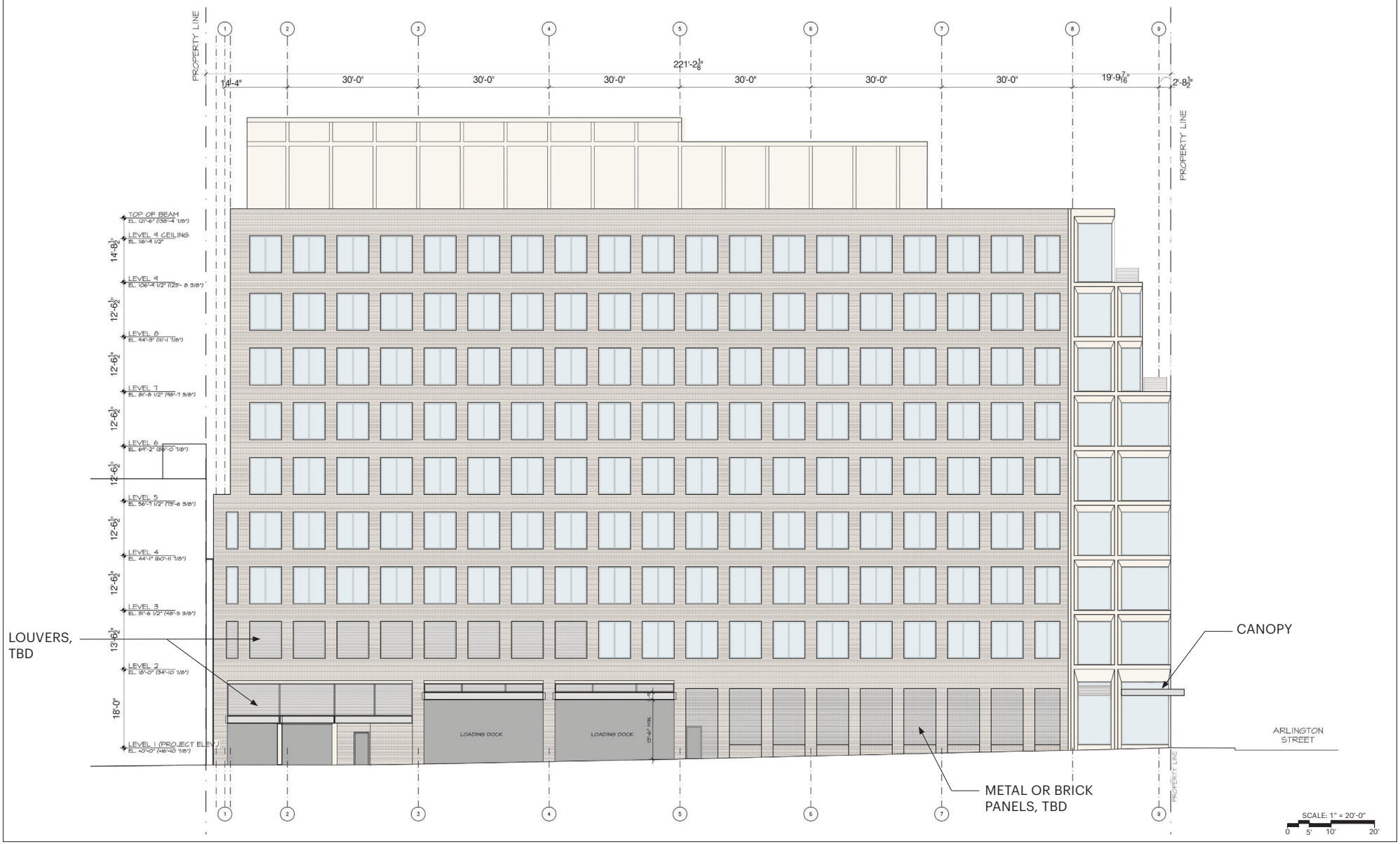
NOT INTENDED FOR CONSTRUCTION PURPOSES.

EAST ELEVATION

THE DRUKER COMPANY

ROBERT A.M. STERN ARCHITECTS

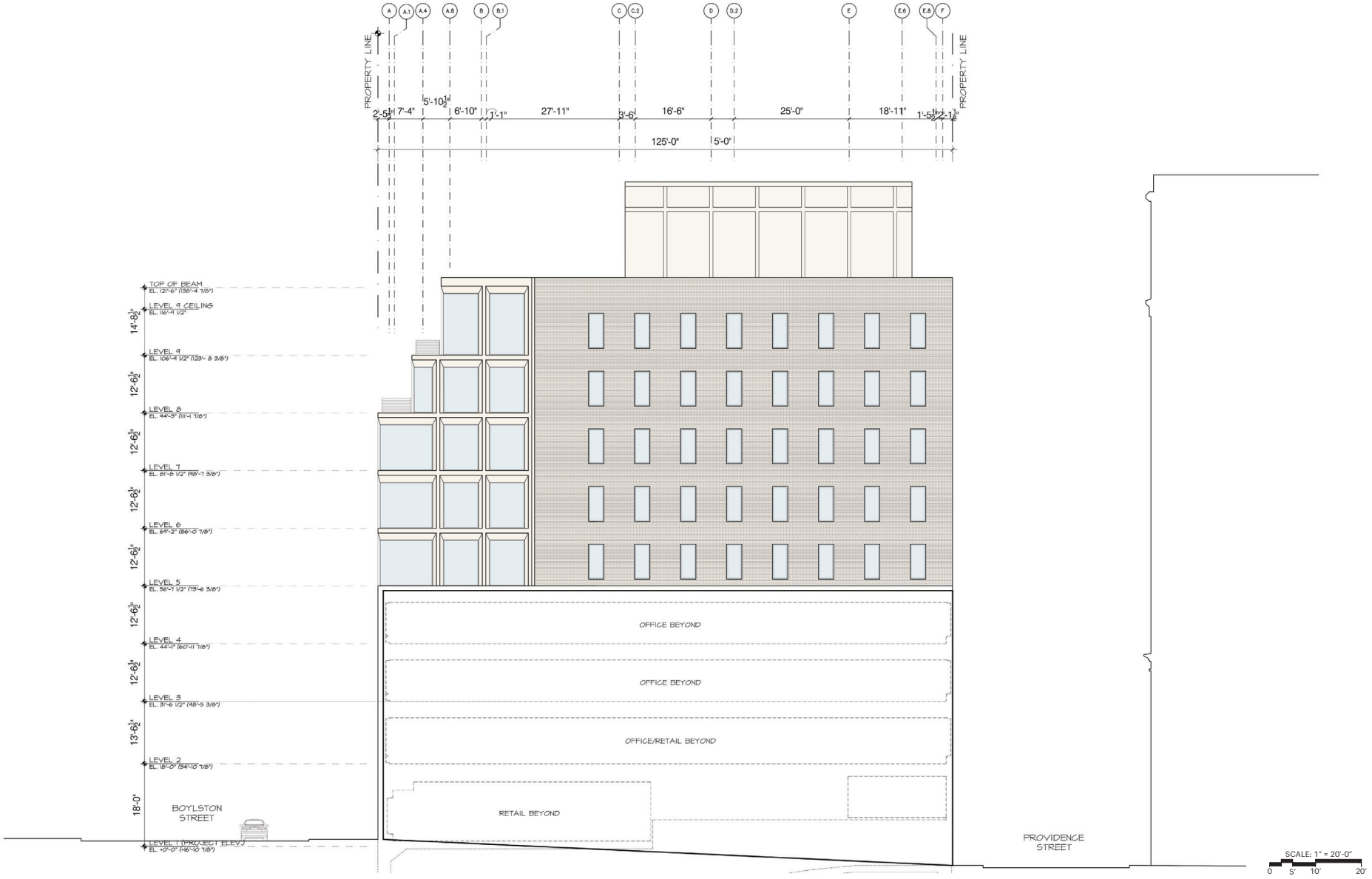
SEPTEMBER 16, 2019



350 BOYLSTON
BOSTON, MA
NOT INTENDED FOR CONSTRUCTION PURPOSES.

SOUTH ELEVATION

THE DRUKER COMPANY
ROBERT A.M. STERN ARCHITECTS
SEPTEMBER 16, 2019



350 BOYLSTON

BOSTON, MA

NOT INTENDED FOR CONSTRUCTION PURPOSES.

WEST ELEVATION

THE DRUKER COMPANY

ROBERT A.M. STERN ARCHITECTS

SEPTEMBER 16, 2019

Appendix B-1

Preliminary LEED Scorecard and Climate Resiliency Checklist

LEED v4 for BD+C: Core and Shell

Project Checklist

Project Name: 350 Boylston
Date: 14-Aug

Cosentini
A TETRA TECH COMPANY

Y	?	N			
	1		Credit	Integrative Process	1

19	0	1	**Location and Transportation**		**20**
			Credit	LEED for Neighborhood Development Location	20
2			Credit	Sensitive Land Protection	2
3			Credit	High Priority Site	3
6			Credit	Surrounding Density and Diverse Uses	6
6			Credit	Access to Quality Transit - V4.1 credit substitution	6
		1	Credit	Bicycle Facilities - V4.1 credit substitution.	1
1			Credit	Reduced Parking Footprint - V4.1 credit substitution	1
1			Credit	Green Vehicles	1

4	2	5	**Sustainable Sites**		**11**
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
	1	1	Credit	Site Development - Protect or Restore Habitat - V4.1 credit substitution	2
		1	Credit	Open Space	1
		3	Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
	1		Credit	Light Pollution Reduction	1
1			Credit	Tenant Design and Construction Guidelines	1

9	1	1	**Water Efficiency**		**11**
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
3			Credit	Outdoor Water Use Reduction	3
3	1	1	Credit	Indoor Water Use Reduction	5
2			Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

9	8	16	**Energy and Atmosphere**		**33**
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
4	2		Credit	Enhanced Commissioning	6
4	4	10	Credit	Optimize Energy Performance	18
		1	Credit	Advanced Energy Metering	1
		2	Credit	Demand Response	2
		3	Credit	Renewable Energy Production	3
1			Credit	Enhanced Refrigerant Management	1
	2		Credit	Green Power and Carbon Offsets	2

3	0	11	**Materials and Resources**		**14**
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		6	Credit	Building Life-Cycle Impact Reduction	6
1		1	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations - V4.1 credit substitution	2
		2	1	Building Product Disclosure and Optimization - Sourcing of Raw Materials - V4.1 credit substitution	2
1		1	Credit	Building Product Disclosure and Optimization - Material Ingredients - V4.1 credit substitution	2
1		1	Credit	Construction and Demolition Waste Management	2

4	2	4	**Indoor Environmental Quality**		**10**
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1	1		Credit	Enhanced Indoor Air Quality Strategies	2
2		1	Credit	Low-Emitting Materials - V4.1 credit substitution	3
1			Credit	Construction Indoor Air Quality Management Plan	1
		3	Credit	Daylight	3
	1		Credit	Quality Views	1

5	1	0	**Innovation**		**6**
1			Credit	Exemplary Performance: Heat island Reduction	1
1			Credit	Exemplary Performance: Access to Quality Transit	1
1			Credit	Innovation: O+M Starter Kit	1
1			Credit	Innovation: Green Building Education, Occupant Comfort Survey	1
	1		Credit	Pilot	1
1			Credit	LEED Accredited Professional	1

1	1	2	**Regional Priority**		**4**
	1		Credit	Bonus point for Indoor Water Use Reduction - 4 pts	1
1			Credit	Bonus point for High Priority Site - 2 pts	1
		1	Credit	Bonus point for Rainwater Mgt - 2 pts	1
		1	Credit	RP: Renewable Energy 2 pts, Optimize Energy 8 pts, Building Lifecycle 2pt	1

54	16	40	**TOTALS**	Possible Points:	**110**

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

SUSTAINABLE DESIGN AND CLIMATE CHANGE PREPAREDNESS

1.1 Introduction

As required by Article 37 of the Zoning Code, 350 Boylston Street will show certifiability under the Leadership in Energy and Environmental Design (LEED) V4 Building Design and Construction (BD+C) rating system for Core and Shell projects. Where beneficial to the project, LEED V4.1 credits have been substituted as is permitted by U.S. Green Building Council (USGBC). The Project seeks to leverage the many benefits of the site location including to minimize parking needs, encourage use of multi-modal transportation, and seek construction and operating methods, and materials to minimize the Project's environmental impact and provide for a high-quality experience for residents and employees within the building. The Project may seek LEED Certification. A description of the Project's approach to showing compliance with LEED is provided in this section. The Project team is currently targeting 54 points, which would earn LEED Silver if all identified credit points are attained. The LEED strategy will continue to be evaluated as the design progresses, and some credits may be added, while others may be determined to be unachievable. A preliminary LEED scorecard is included in Section 4.2.

1.2 Green Building

The approach to achieve certifiability under the LEEDv4 BD+C rating system is described below.

Integrative Process

The proposed design was guided by a sustainability kick off meeting and advanced site analysis which will result in a planned building that is optimized for sustainability. Initial energy analysis has been performed which has positioned the project to realize significant energy savings while reducing the initial construction costs and improving occupant comfort. Potable and non-potable water analyses will be performed in order to maximize the building's water savings.

Location and Transportation

The Project is located on a previously developed site surrounded by Boston Common, Boston Public Garden, buildings and infrastructure, providing easy access to multiple services (food, retail, services, education, restaurants, child care, cultural arts, medical and civic) and public transportation options (providing over 750 weekday and 450 weekend trips daily). Covered bicycle storage is provided for tenants and employees. The Project is providing bicycle storage and shower and changing facilities for employees.

With ample adjacent public and alternative transportation options, the project's proposed number of parking spaces will be well below the International Transportation Engineer (ITE) handbook baseline as referenced by LEED. The project will support the transition to clean transportation by providing electric vehicle charging stations and future proofing the parking area by installing infrastructure that would enable charging at all parking spaces.

Sustainable Sites

Construction will meet all applicable federal, state and local environmental regulations. An Erosion and Sedimentation Control Plan will be implemented, monitored, and documented. The Project will meet the stormwater standards required by the City of Boston and the Groundwater Conservation Overlay District. Rainwater storage and groundwater recharge will be implemented in order to reduce runoff from the site.

The sidewalk will consist of light-colored materials to reduce heat island effect. Street trees on Boylston Street will provide shade and a pleasant experience for pedestrians. The building will be designed to reduce the heat island effect by providing plantings and installing highly reflective roof materials on the building.

Water Efficiency

All vegetation planned for the Project will be drought-resistant and native. Potable water demand will be reduced by using sustainable practices such as proper species selection, drip irrigation and/or moisture sensors.

The building will be designed with the goal of being at least 35% more efficient than the LEED water baseline. All plumbing fixtures will be highly water efficient and Water Sense labeled. The Project will have ultra-water efficient toilets, urinals, showerheads, bathroom faucets and showers.

Energy Efficiency

The Project will implement building commissioning, including verification of systems submittals, equipment testing, and report all results back to the owner. The design will be energy efficient, featuring a building envelope with high performance glazing, high wall and roof R-values, and reduced infiltration. Building mechanical equipment will include efficient heating and cooling systems and reduced lighting power density. The building will have a full Energy Management and Control System (EMCS) and designed to be least 10% more efficient than the LEED energy baseline (ASHRAE 90.1-2010) by cost.

All building heating, ventilation, air conditioning, and refrigeration (HVAC&R) systems will be free from chlorofluorocarbons. Additionally, the Project will explore procuring renewable energy certificates and carbon offsets to further mitigate the environmental impact of the building and support renewable energy production.

Materials and Resources

The Project will institute a robust Construction Waste Management plan that includes tracing for all waste materials leaving the site. At least 50% of demolition and construction waste and at least three material streams will be recycled, with the potential for a higher landfill diversion rate if materials are on or off-site separated and weighed prior to recycling.

As the design progresses, the team will implement a materials strategy to fulfill the LEED requirements for Building Product Disclosure and Optimization (BPDO), including environmental product declarations and material ingredients. The Project expects to implement LEED v4.1 credit substitutions for the two BPDO credits being pursued.

The Project will include dedicated areas to collect single-stream recycling items (including glass, plastic, metal/cans, paper, and cardboard), consistent with the City of Boston requirements. Additional waste management options will be provided for safe collection and disposal of batteries and electronic waste.

Indoor Environmental Quality

The Project will emphasize the selection of systems and materials that will provide superior indoor air quality for building occupants. To promote sustainability and energy efficiency, the Project will be mechanically ventilated and may meet the comfort requirements of 30% more fresh air than required by ASHRAE 62.1-2010 standard. ASHRAE 62.1 specifies minimum ventilation rates and other measures intended to provide indoor air quality that is acceptable to human occupants and that minimizes adverse health effects. The ventilation strategy may consider demand controlled ventilation or dedicated outdoor air systems. Enhanced indoor quality strategies will include an entryway system, interior cross-contamination prevention, advanced filtration and/or carbon dioxide monitoring.

The finishes selection will prioritize zero and low volatile organic compound (VOC) products, including paints, coatings, adhesives, and sealants. Any selected flooring materials, including hardwood, laminate, and carpet will be non/low-emitting and compliant with California Department of Public Health (CDPH) Standard Method v1.2–2017. Any composite wood products, including millwork, will not contain added urea formaldehyde and will be tested to ensure ultra-low formaldehyde emissions. Ceiling and wall products will be vetted for compliance with California Department of Public Health (CDPH) Standard Method v1.2–2017

The general contractor will be required to implement an Indoor Air Quality Management Plan, including strategies such as protection of absorptive materials from moisture, appropriate storage of materials, good practices for construction scheduling, verification of selected finish materials, prevention of moisture/condensation and mold, elimination of dust from construction activities, and proper handling of any required HVAC equipment/ductwork. Proposed materials and finishes will be vetted for compliance with LEED-requirements during design and confirmed during construction.

The project will be smoke-free during construction and once the building is operational. To minimize and control the entry of pollutants into buildings and subsequent cross-contamination of regularly occupied areas, the buildings will feature walk off mats, local exhaust systems and self-closing doors where required.

The building will feature windows designed for optimal views to the outdoors. Appropriate, high performance glazing will be selected to maximize light, reduce heat gain and glare and provide unobstructed views.

Innovation in Design and Regional Priority

The Project may implement a number of Innovation in Design strategies including green building education, occupant comfort survey, operation and maintenance starter kit, and/or potentially a few pilot credits, such as lead risk reduction, green training for contractors, social equity within design and construction team. Exemplary Performance and Regional Priority credits have also been identified as part of the overall LEED strategy.

Boston Planning & Development Agency
Climate Resiliency Report Summary

boston planning & development agency

Submitted: 09/16/2019 14:05:46

A.1 - Project Information

Project Name:	350 Boylston Street			
Project Address:	350 Boylston Street			
Filing Type:	Initial (PNF, EPNF, NPC or other substantial filing)			
Filing Contact:	Fiona Vardy	Epsilon Associates, Inc.	fvardy@epsilonassociates.com	9784616243
Is MEPA approval required?	No	MEPA date:		

A.2 - Project Team

Owner / Developer:	Arlington Boylston Realty Trust
Architect:	RAMSA-Design Architect / CBT - Architect of Record
Engineer:	Nitsch Engineering
Sustainability / LEED:	Cosentini Associates
Permitting:	Epsilon Associates, Inc.
Construction Management:	John Moriarty & Associates

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Office
List the First Floor Uses:	Retail, Lobby
List any Critical Site Infrastructure and or Building Uses:	N/A

Site and Building:

Site Area (SF):	27654	Building Area (SF):	221230
Building Height (Ft):	122	Building Height (Stories):	9
Existing Site Elevation – Low (Ft BCB):	12.89	Existing Site Elevation – High (Ft BCB):	19.24
Proposed Site Elevation – Low (Ft BCB):	13.06	Proposed Site Elevation – High (Ft BCB):	19.18
Proposed First Floor Elevation (Ft BCB):	18.54	Below grade spaces/levels (#):	3

Article 37 Green Building:

LEED Version - Rating System:	LEED v4 BD+C	LEED Certification:	No
Proposed LEED rating:	Silver	Proposed LEED point score (Pts.):	54

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Building Envelope:

When reporting R values, differentiate between R discontinuous and R continuous. For example, use "R13" to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	30	Exposed Floor :	TBD
Foundation Wall:	7.5	Slab Edge (at or below grade):	TBD

Vertical Above-grade Assemblies (%'s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	5	Wall & Spandrel Assembly Value:	0.080
Area of Framed & Insulated / Standard Wall:	48	Wall Value:	11.4
Area of Vision Window:	46	Window Glazing Assembly Value:	0.38
		Window Glazing SHGC:	.038
Area of Doors:	1	Door Assembly Value :	0.77

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	Whole building energy simulation with 8,760-hour bin weather data.		
Annual Electric (kWh):	2502756	Peak Electric (kW):	800
Annual Heating (MMbtu/hr):	1725	Peak Heating (MMbtu):	1.2
Annual Cooling (Tons/hr):	375883	Peak Cooling (Tons):	450
Energy Use - Below ASHRAE 90.1 - 2013 (%):	12	Have the local utilities reviewed the building energy performance?:	No
Energy Use - Below Mass. Code (%):	12	Energy Use Intensity (kBtu/SF):	33

Back-up / Emergency Power System

Electrical Generation Output (kW):	500	Number of Power Units:	1
System Type (kW):	Standby Generator	Fuel Source:	Diesel

Emergency and Critical System Loads (in the event of a service interruption)

Electric (kW):	500	Heating (MMbtu/hr):	2.2
		Cooling (Tons/hr):	0

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing greenhouse gas emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon-neutrality by 2050 the performance of new buildings will need to progressively improve to carbon net zero and net positive.

B.1 – GHG Emissions - Design Conditions

For this filing - Annual Building GHG Emissions (Tons): 1863

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

The energy model, following ASHRAE App. G has been used as a design tool to test various design options for envelope, glazing, lighting & HVAC considerations.

Describe building specific passive energy efficiency measures including orientation, massing, building envelop, and systems:

High performance building envelope, access to outdoor spaces, compact massing.

Describe building specific active energy efficiency measures including high performance equipment, controls, fixtures, and systems:

High performance chiller plant and chilled beams, lighting controls, LPD reductions, and DHW savings.

Describe building specific load reduction strategies including on-site renewable energy, clean energy, and storage systems:

The team is exploring the potential for solar PV.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

None proposed.

Describe any energy efficiency assistance or support provided or to be provided to the project:

The Project will work with Eversource and National Grid to determine what programs and incentives will be available for the Project.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

Mechanical equipment will be able to be swapped out in the future when more efficient equipment is developed from both an operational and space standpoint.

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2˚F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low (Deg.):	7	Temperature Range - High (Deg.):	91
Annual Heating Degree Days:	5621	Annual Cooling Degree Days	2938

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90° (#):	60	Days - Above 100° (#):	30
Number of Heatwaves / Year (#):	6	Average Duration of Heatwave (Days):	5

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

High SRI roofing, terrace pavers and sidewalk paving will be utilized.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

HVAC systems have been sized to design weather factors with safety factors included.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

High performance building envelope; access to exterior spaces.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25”. There is a significant probability that this will increase to at least 6” by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

Boston Planning & Development Agency

Climate Resiliency Report Summary

boston planning & development agency

What is the project design precipitation level? (In. / 24 Hours)	5.1

Describe all building and site measures for reducing storm water run-off:

On-site stormwater retention will be provided by a tank that will capture stormwater for the building roof, which takes up the whole site. Stormwater will be routed from the tank to infiltrate it into the ground prior to overflow to the City storm drainage system.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

Additional stormwater retention capacity will be studied for the possibility of additional on-site stormwater retention.

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, the sea level in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA Special Flood Hazard Area?	No	What Zone:	
What is the current FEMA SFHA Zone Base Flood Elevation for the site (Ft BCB)?			
Is any portion of the site in the BPDA Sea Level Rise Flood Hazard Area (see SLR-FHA online map)?	No		

If you answered YES to either of the above questions, please complete the following questions.
Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented by the Sea Level Rise Flood Hazard Area (SLR-FHA), which includes 3.2' of sea level rise above 2013 tide levels, an additional 2.5" to account for subsidence, and the 1% Annual Chance Flood. After using the SLR-FHA to identify a project's Sea Level Rise Base Flood Elevation, proponents should calculate the Sea Level Rise Design Flood Elevation by adding 12" of freeboard for buildings, and 24" of freeboard for critical facilities and infrastructure and any ground floor residential units.

What is the Sea Level Rise - Base Flood Elevation for the site (Ft BCB)?

What is the Sea Level Rise - Design Flood Elevation for the site (Ft BCB)?

What are the Site Elevations at Building (Ft BCB)?

First Floor Elevation (Ft BCB):

What is the Accessible Route Elevation (Ft BCB)?

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

Thank you for completing the Boston Climate Change Checklist!

For questions or comments about this checklist or Climate Change best practices, please contact:
John.Dalzell@boston.gov

Appendix B-2

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

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

Accessibility Analysis Information Sources:

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

Glossary of Terms:

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

1. Project Information:

If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	**350 Boylston Street**
Primary Project Address:	**350 Boylston Street, Boston MA**
Total Number of Phases/Buildings:	**1 / 1**
Primary Contact (Name / Title / Company / Email / Phone):	**David Proch-Wilson / The Druker Company, Ltd. / dproch-wilson@drukerco.com / (617) 357-5700**
Owner / Developer:	**Arlington-Boylston Realty Trust**
Architect:	**RAMSA – Design Architect; CBT Architects, Architect of Record**
Civil Engineer:	**Nitsch Engineering**
Landscape Architect:	**To be determined**
Permitting:	**Epsilon Associates, Inc.**
Construction Management:	**John Moriarty & Associates**

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)? ***If yes,*** identify and explain.	The Proponent does not anticipate filing for any variances with the MAAB

2. Building Classification and Description:

This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project?

Site Area:	*27,654 SF*	Building Area:	*221,230 ZGSF*
Building Height:	*122 FT.*	Number of Stories:	*Nine Flrs.*
First Floor Elevation:	18.54 lobby BCB	Is there below grade space:	*3 stories*

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:	Retail and restaurant space			

3. Assessment of Existing Infrastructure for Accessibility:

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

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The Project site is located in an urban setting characterized by residential and commercial retail development in downtown Boston. The site is essentially level at the same approximate topographic gradient as the surrounding properties. The topography of the area is best described as flat. The site is in close proximity to several MBTA public transit routes and MBTA local bus routes. The site is also located near green space areas such as the Boston Common, Boston Public Garden, Commonwealth Avenue Mall, and Copley Square.
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Arlington MBTA Green Line (184 ft); Copley MBTA Green Line (0.3-mile); Back Bay Station (0.5-mile); Hynes Convention Center Station (0.9-mile); Arlington Street at Saint James Avenue MBTA bus stop (436 ft); Boylston Street at Berkeley Street MBTA bus stop (410 ft); Saint James Avenue at Clarendon Street MBTA bus stop (0.3-mile).
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Department of Veterans' Services; Action for Boston Community Development, Inc.; Hale House; Regional Home care; Medical Resources Home Health; Boston Center for Independent Living; Curtin Home Care; Tufts Medical Center; Boston University Affiliated Physicians in Copley Square; Boston Housing Authority; Mass Pike Towers; Bay State College; Boston Center for Adult Education; Boston Adult Technical Academy; Berklee College of Music; Boston Architectural College.
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Boston Public Library; The Puppet Free Library; French Cultural Center; Enterprise Community Partners; Big Sister Association of Greater Boston; Boston Chinatown Neighborhood Center; Massachusetts Office on Disability; Mindful Modern Living; Blackstone Community Center; Hynes Convention Center; Back Bay Events Center; Berklee Performance Center.

4. Surrounding Site Conditions – Existing:

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

Is the development site within a historic district? ***If yes,*** identify which district:	The Project is not located in a locally designated historic district.

Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	There are existing sidewalks and pedestrian ramps. The sidewalk and pedestrian ramp material consist of cement concrete. a. Boylston Street Sidewalk: 14'1" back of curb to closest face of building. b. Arlington Street Sidewalk: 14'3" back of curb to closest face of building. c. Providence Street Sidewalk: 6'4" back of curb to closest face of building. d. Pedestrian Ramps -Corner of Boylston Street and Arlington Street on Boylston Street: i. Material: concrete ii. Detectible Warning Composite Panel cast in concrete: Light Gray. iii. Ramp Dimensions: 1. Center Panel: 4' wide x 6'10" deep 2. Wings: 5'8" wide x 6'10" deep (curb 1. Center Panel: 4' wide x 6'-10" deep 2. Wings: 5'-8" wide x 6'-10" deep (Curb height ranges from 3"-7") e. Pedestrian Ramp-Corner of Boylston Street and Arlington Street on Arlington Street: i) Material: Concrete ii) Detectible Warning Composite Panel cast in concrete: Light Gray iii) Ramp Dimensions: (1) Center Panel: 4' wide x 6'-10" deep (2) Wings: Width varies (3.4' and 4.5') x 6'-10" deep (Curb height ranges from 3"-9") f. Pedestrian Ramp-Corner of Arlington Street and Providence Street on Providence Street: i) Material: Concrete ii) Detectible Warning Panel: None iii) Ramp Dimensions: (1) Center Panel:3'-8" wide by 3' deep (2) Wings: 3'-4" wide x 3' deep (Curb height ranges from 2" to 3.5")
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	The existing sidewalks and pedestrian ramps are not proposed to remain.

5. Surrounding Site Conditions – Proposed

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.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	The proposed sidewalk cross sections will be identified and coordinated with the applicable City Agencies.
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	The proposed sidewalk dimensions and slopes will be coordinated with the applicable City Agencies.
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 proposed materials will be identified and coordinated with the applicable City Agencies.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	No.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	Yes.
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	Yes. The Project will go through PIC for Specific Repairs for sidewalk surface improvements and may require a Pedestrian Easement.
6. 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 – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	150 parking spaces, all within the garage

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?	Five accessible spaces are provided; four accessible vehicle spaces and one van accessible space
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	The Project does not include on-street parking.
Where is the accessible visitor parking located?	None provided.
Has a drop-off area been identified? ***If yes,*** will it be accessible?	No.
7. Circulation and Accessible Routes: *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.*	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	All entryways are flush conditions.
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no****,* what is the reason?	Yes, all entrances are flush conditions.
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	All entrances are accessible and therefore wayfinding is not necessary.
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *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.*	
What is the total number of proposed housing units or hotel rooms for the development?	N/A

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?	N/A
If a residential development, how many accessible Group 2 units are being proposed?	N/A
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	N/A
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.	N/A
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. ***If yes***, provide reason.	N/A
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes***, describe:	N/A
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.*	
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?	Community Mitigation has been determined through consultation with the BPDA.

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

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. See attached figure, Site Accessibility.
Provide a diagram of the accessible route connections through the site, including distances. Same as above.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) A possible future roof deck may be provided; if provided, the deck will be accessible.
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. Not applicable – not a residential or hotel project.
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. • See attached figure, Site Accessibility.. • • •

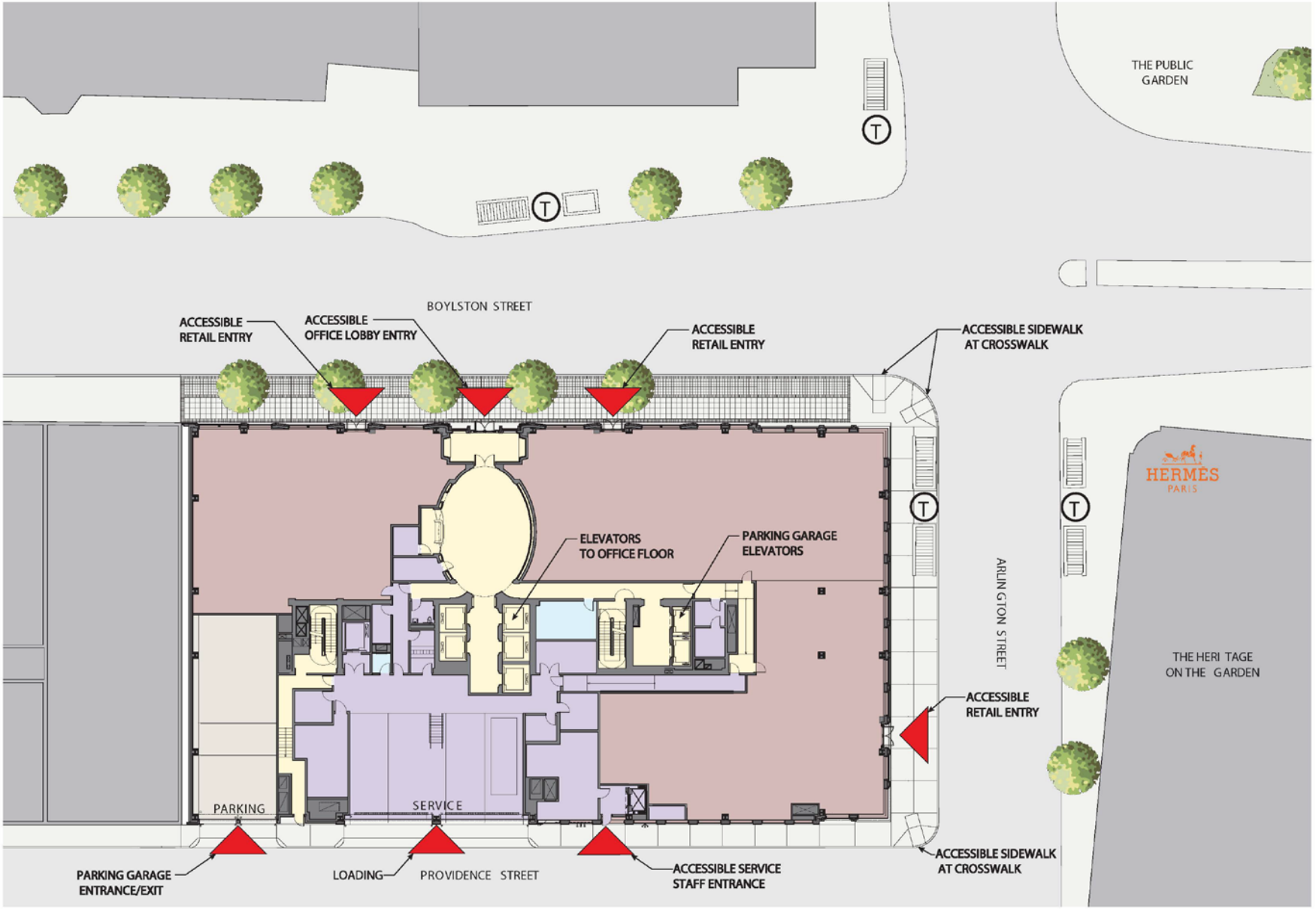
This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open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

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

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

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682


THE PUBLIC GARDEN
BOYLSTON STREET
ACCESSIBLE RETAIL ENTRY
ACCESSIBLE OFFICE LOBBY ENTRY
ACCESSIBLE RETAIL ENTRY
ACCESSIBLE SIDEWALK AT CROSSWALK
HERMÈS PARIS
ELEVATORS TO OFFICE FLOOR
PARKING GARAGE ELEVATORS
ARLINGTON STREET
THE HERITAGE ON THE GARDEN
ACCESSIBLE RETAIL ENTRY
PARKING
SERVICE
PARKING GARAGE ENTRANCE/EXIT
LOADING
PROVIDENCE STREET
ACCESSIBLE SERVICE STAFF ENTRANCE
ACCESSIBLE SIDEWALK AT CROSSWALK
0
8
16

Appendix B-3

Smart Utilities Policy 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

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.

Part 1 - General Project Information

1.1 Project Name	350 Boylston Street
1.2 Project Address	350 Boylston Street, Boston MA
1.3 Building Size (square feet) **For a multi-building development, enter total development size (square feet)*	221,230 ZGSF
1.4 Filing Stage	Draft Project Impact Report submitted and BPDA Design Approved
1.5 Filing Contact Information	
1.5a Name	David Proch-Wilson

Boston Smart Utilities Checklist

1.5b Company	The Druker Company, Ltd.
1.5c E-mail	Dproch-wilson@drukerco.com
1.5d Phone Number	(617) 357-5700

1.6 Project Team

1.6a Project Owner/Developer	Arlington-Boylston Realty Trust
1.6b Architect	RAMSA – Design Architect; CBT-Architect of Record
1.6c Permitting	Epsilon Associates, Inc.
1.6d Construction Management	John Moriarty & Associates

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

Please email submission to 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>>

Boston Smart Utilities Checklist

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

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>>

Boston Smart Utilities Checklist

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.

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

Please email submission to manuel.esquivel@boston.gov

4.1 Consultant Assessing/Designing Green Infrastructure (if applicable)	Nitsch Engineering, Inc.
4.2 Date Green Infrastructure Map/Diagram was submitted	
4.3 Types of Green Infrastructure included in the project (select all that apply)	Not applicable. Most of the development site will be covered by the building and only includes a small portion of sidewalks not located over the building structure.
4.4 Total impervious area of the development (in square inches)	3,982,176

Boston Smart Utilities Checklist

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"*	4,977,720
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)	

Part 5 - Adaptive Signal Technology (AST)

Fill out this section if as part of your project BTD 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

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	

Boston Smart Utilities Checklist

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 regarding AST? (select all that apply)	<<5.5 Which of the following have you had engagement/review meetings with regarding AST? (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

6.1 Consultant Assessing/Designing Smart Street Lights (if applicable)	Nitsch Engineering, Inc.

6.2 Date Smart Street Lights Map/Diagram was submitted	To be coordinated with the Public Improvement Commission.

Boston Smart Utilities Checklist

6.3 Which of the following have you had engagement/review meetings with regarding Smart Street Lights? (select all that apply)	To be scheduled with the Public Improvement Commission.
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)	

Part 7 - Smart Utility Standards

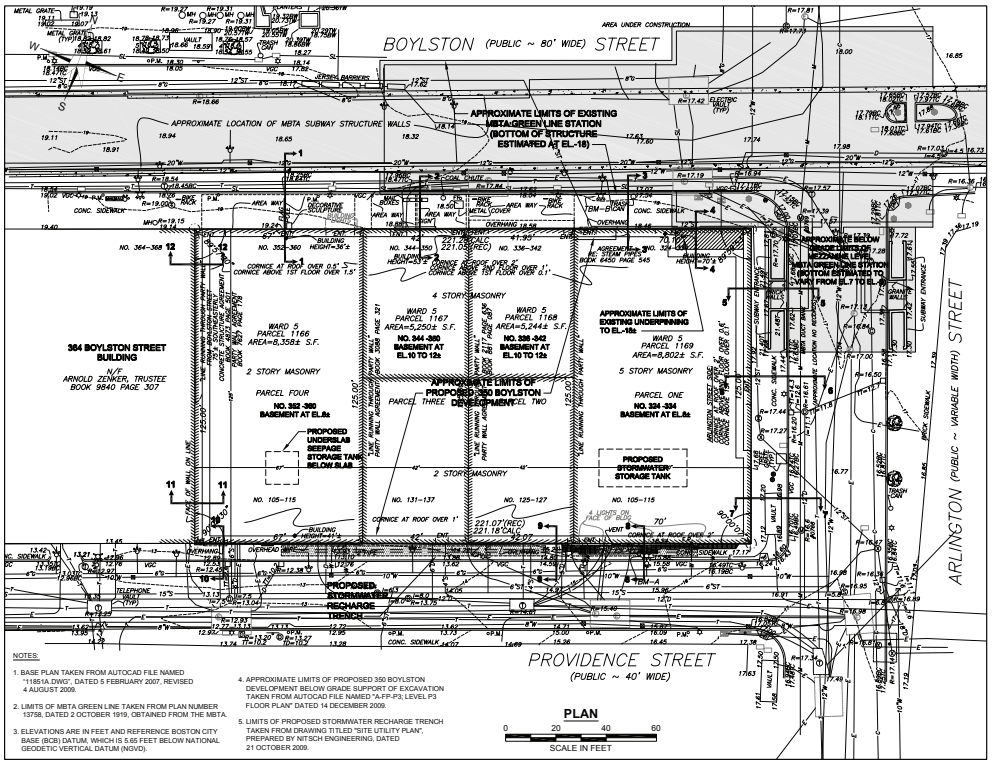
The Smart Utility Standards set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The Smart Utility Standards are intended to serve as guidelines for developers, architects, 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

7.1 Date Cross Section Diagram(s) was submitted	See Figures 1 through 4.
7.2 Date Lateral Diagram(s) was submitted	Not Applicable.



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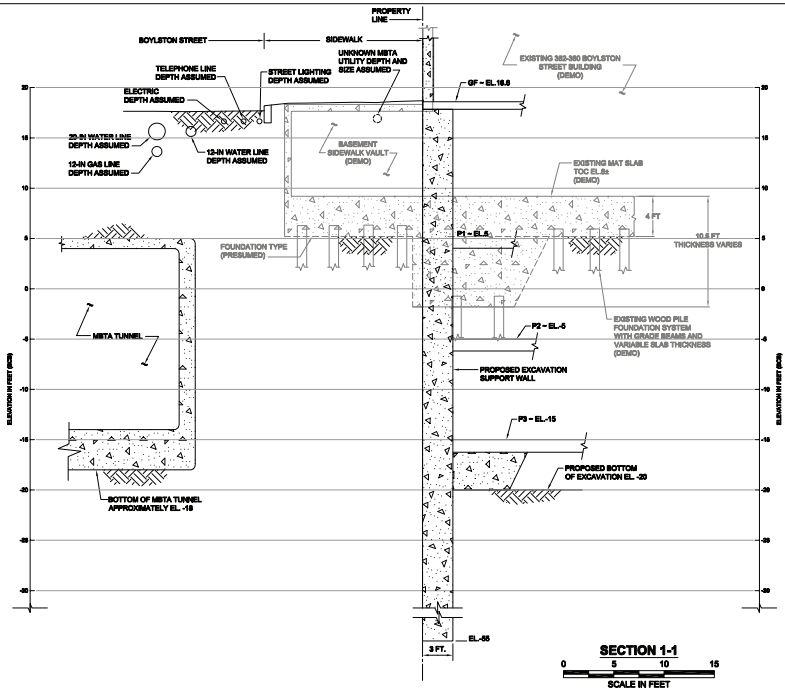

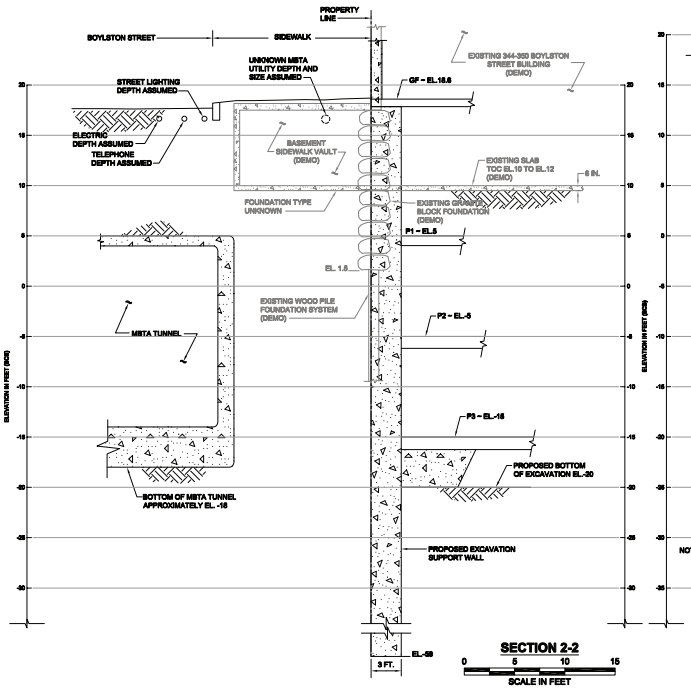

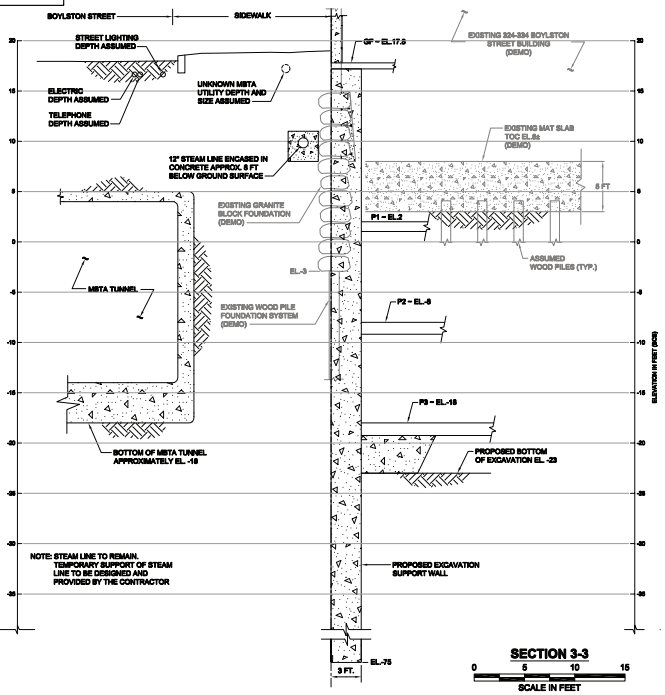

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AS SHOWN	06765.00	10.Dec.2010

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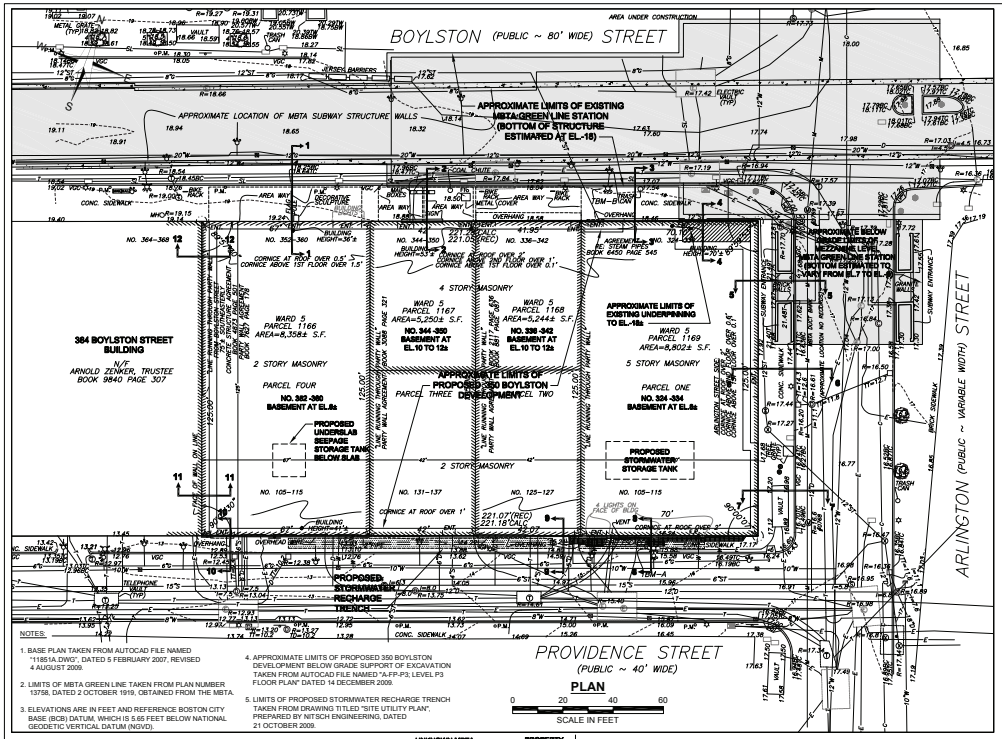

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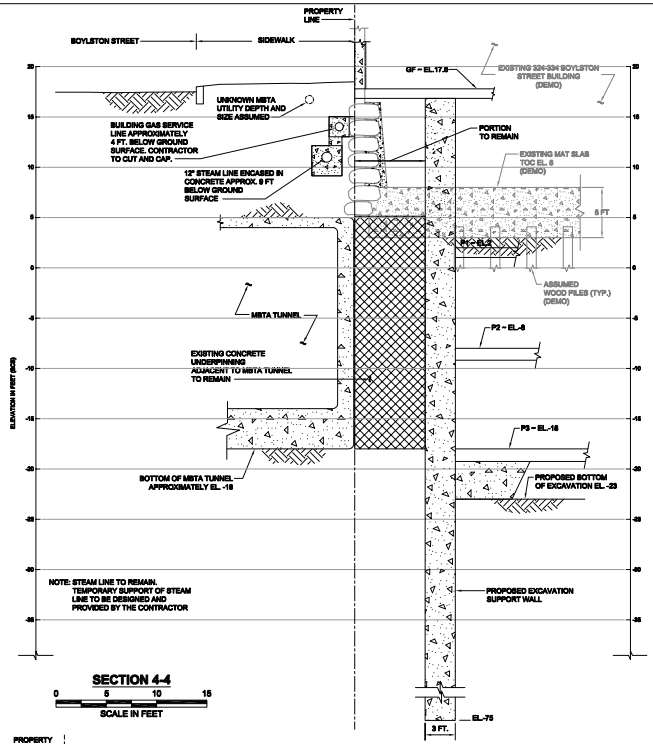

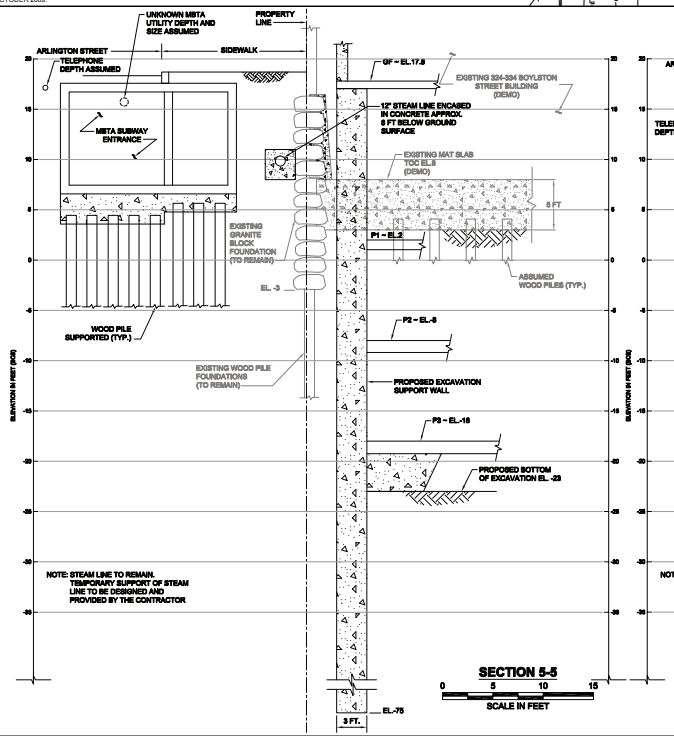

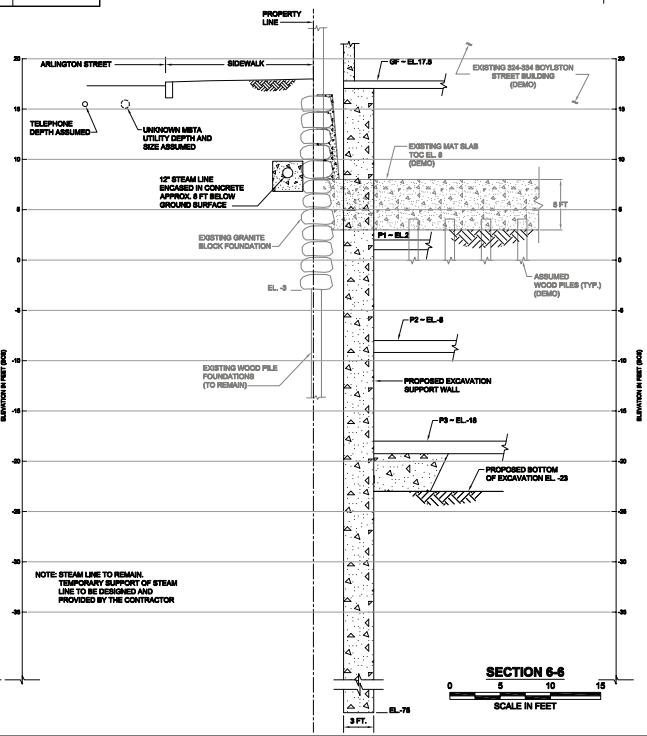

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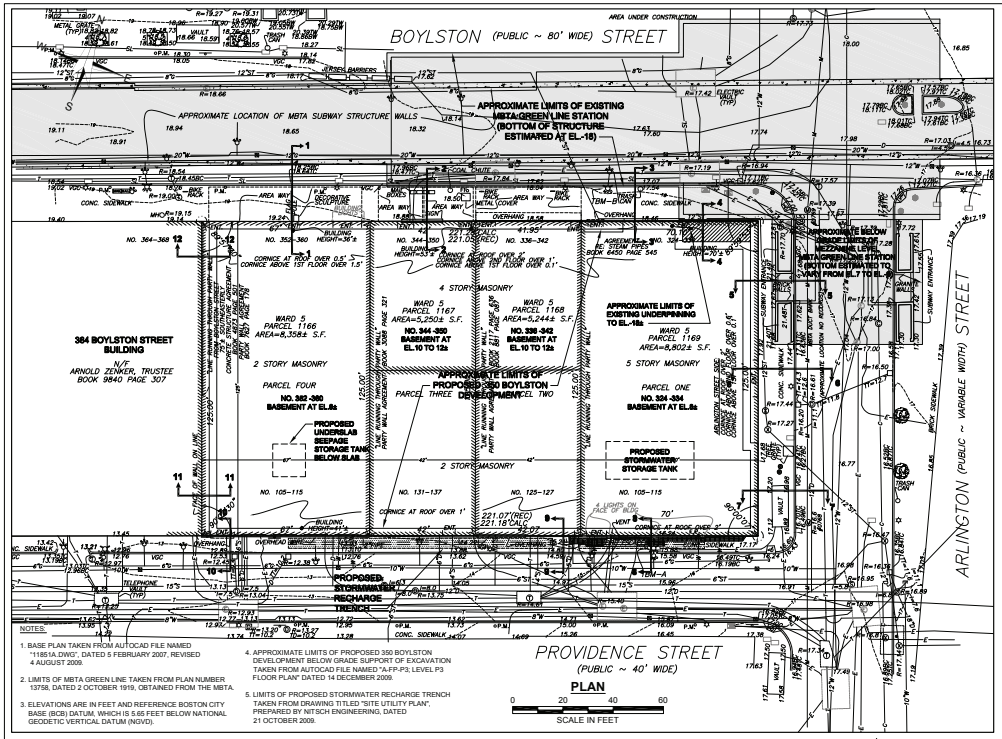

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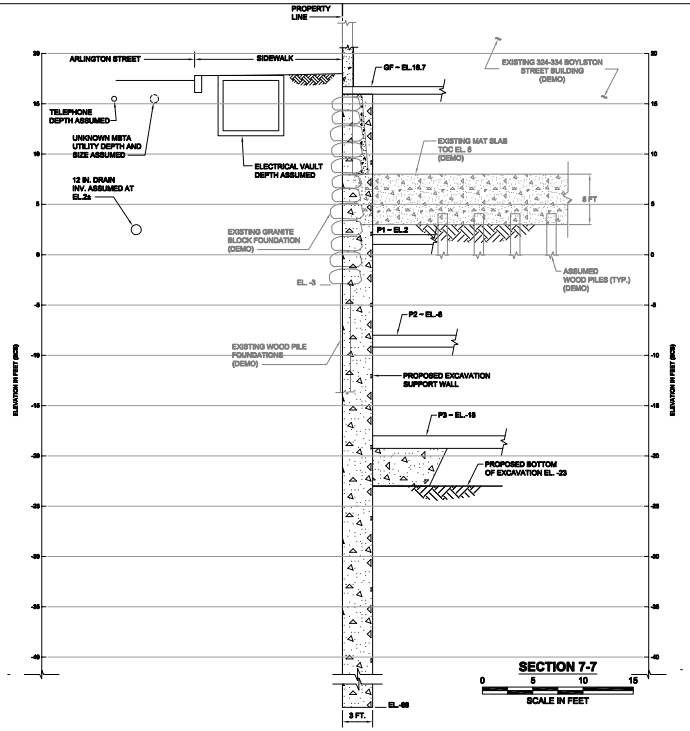

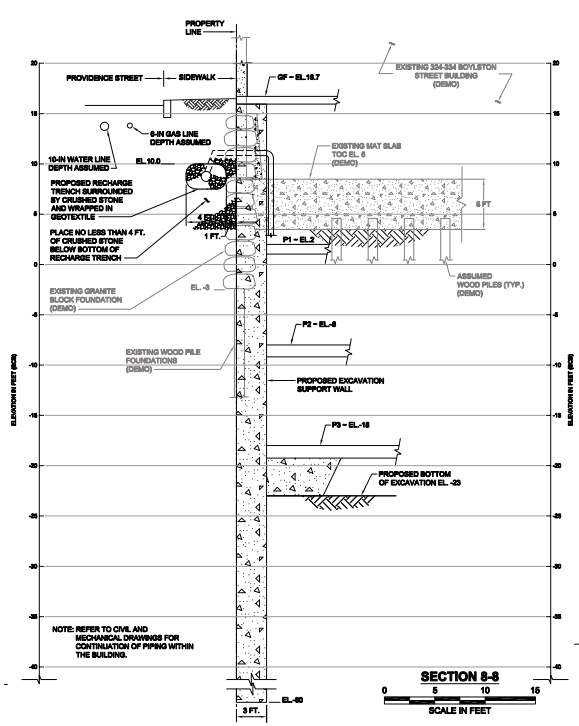

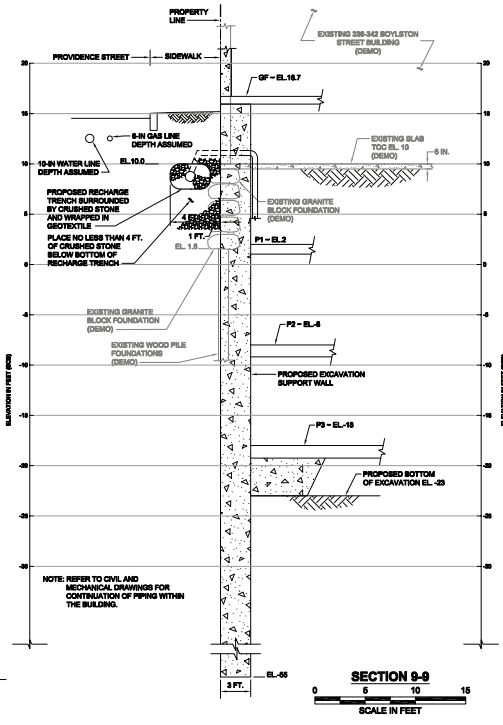

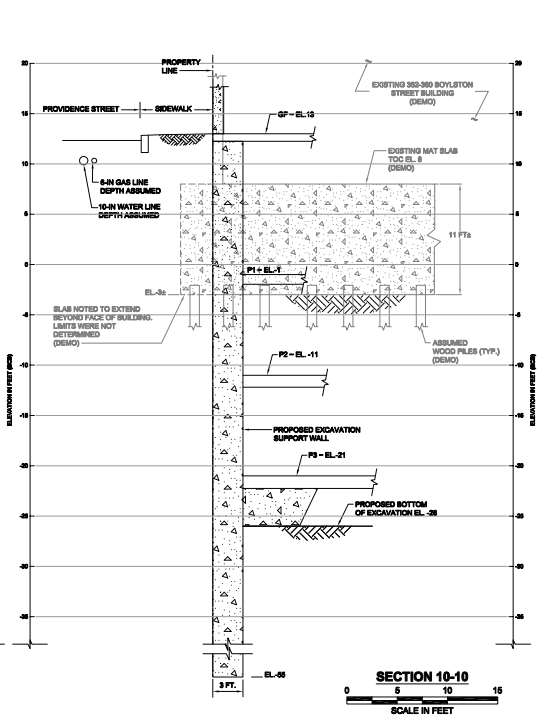

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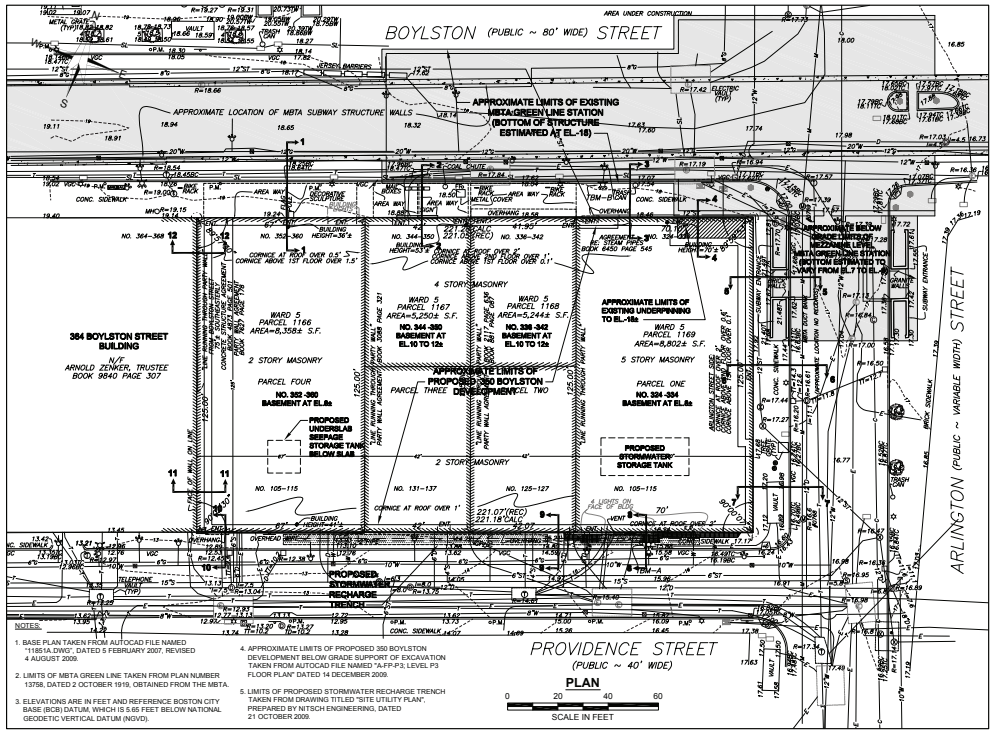

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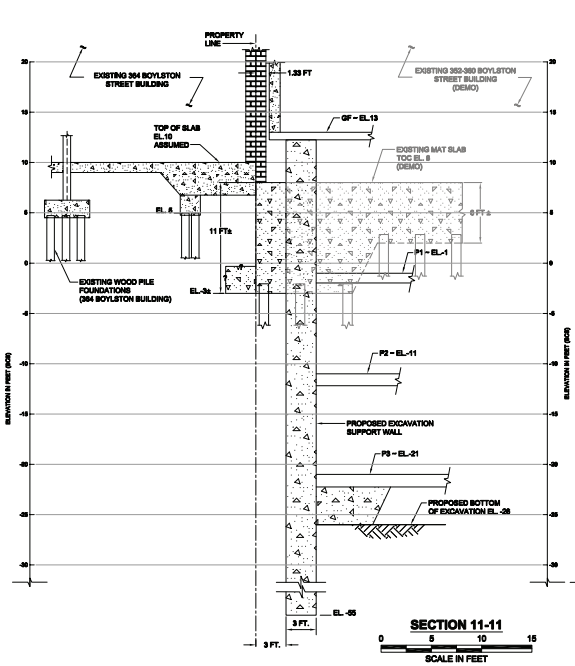

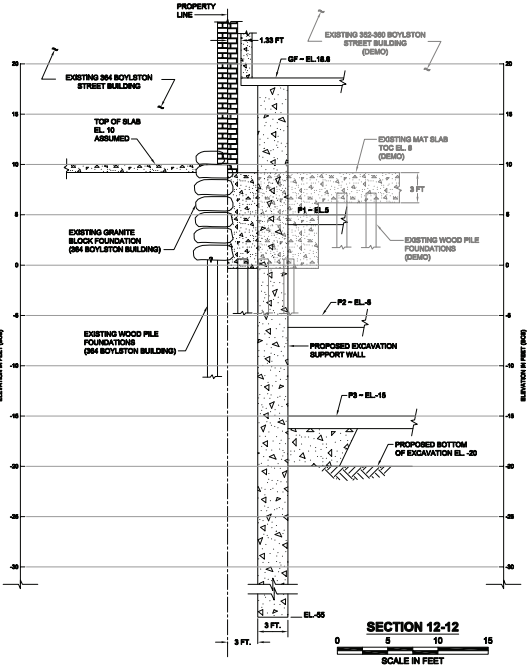

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ROCKLAND, MA 02370
p. 781 421 2025 f. 781 792 0163

CODE CONSULTANT

R.W. SULLIVAN ENGINEERING
529 MAIN STREET; SUITE 203
BOSTON, MA 02129
p. 617 523 8227 f. 617 523 8016

SPECIFICATIONS

KALIN ASSOCIATES, INC.
1121 WASHINGTON STREET
NEWTON, MA 02465
p. 617 964 5477 f. 617 964 5788

SUSTAINABLE DESIGN CONSULTANT

INTEGRATED ENVIRONMENTAL SOLUTIONS
43 KINGSTON STREET, 5TH FLOOR
BOSTON, MA 02111
p. 617 426 1881 f. 617 840 7071

PRECONSTRUCTION SERVICES

JOHN MORIARITY & ASSOCIATES, INC.
3 CHURCH STREET
WINCHESTER, MA 01890
p. 781 729 3900 f. 781 729 8456

TRAFFIC CONSULTANT

VHB / VANASSE HANGEN BRUSTLIN, INC.
99 HIGH STREET, 10TH FLOOR
BOSTON, MA 02110
p. 617 607 2906 f. 617 728 7782

ACOUSTICAL CONSULTANT

ACENTECH
33 MOULTON STREET
CAMBRIDGE, MA 02138
p. 617 499 8000 f. 617 499 8074

DESIGN DEVELOPMENT

PERIMETER CROSS SECTIONS EXISTING AND PROPOSED

SCALE	PROJECT #	DATE ISSUED
AS SHOWN	06765.00	10.Dec.2010

GT-4.4

J:\GRAPHICS\3414\3414-110-E081.DWG (E084)

Appendix B-4

Broadband Ready Buildings Questionnaire

17				*09/04/2019 13:59:00*
		Form Publisher Template		
09/04/2019				

This is a simple template document automatically generated by Form Publisher.
Feel free to personalize it like any other Google Spreadsheet.

Questions list:				
Project Name::				
Project Address Primary: :				
Project Address Additional: :				
Project Contact (name / Title / Company / email / phone): :				
Expected completion date:				
Owner / Developer:	Arlington-Boylston Realty Trust			
Architect:	RAMSA - Design Architect; CBT Architects - Architect of Record			
Engineer (building systems)::	Nitsch Engineering			
Permitting::	Epsilon Associates, Inc.			
Construction Management:	John Moriarty & Associates			
Number of Points of Entry:	Single point of entering Tel/Com Service proposed.			
Locations of Points of Entry:	Service enters at ground floor, Tel/Com Service room			
Quantity and size of conduits:	Four at 4-inches each			
Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line) :	TBD			
Other information/comments:	N/A			
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			
Number of risers:	Single rise location via floor Tel/Com closet			
Distance between risers (if more than one):	N/A			
Dimensions of riser closets:	TBD			
Riser or conduit will reach to top floor :	Yes			
Number and size of conduits or sleeves within each riser:	TBD			
Proximity to other utilities (e.g. electrical, heating):	Located in the core adjacent to other services			
Other information/comments:	N/A			
What is the size of the telecom room?:	TBD			
Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits):	TBD			

Will the telecom room be located in an area of the building containing one or more load bearing walls?:	Yes			
Will the telecom room be climate controlled? :	Yes			
If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?:	Yes			
Will the telecom room be located on a floor where water or other liquid storage is present?:	Yes			
Will the telecom room contain a flood drain?:	Unknown			
Will the telecom room be single use (telecom only) or shared with other utilities?:	Unknown			
Other information/comments:	N/A			
Will building/developer supply common inside wiring to all floors of the building? :	Unknown			
If yes, what transmission medium (e.g. coax, fiber)? Please enter ‘unknown’ if these decisions have not yet been made or you are presently unsure.:	N/A			
Is the building/developer providing wiring within each unit? :	Unknown			
If yes, what transmission medium (e.g. coax, fiber)? Please enter ‘unknown’ if these decisions have not yet been made or you are presently unsure.:	N/A			
Will the building conduct any RF benchmark testing to assess cellular coverage?:	Unknown			
Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?:	Unknown			
Will the building be providing an in-building solution (DAS/ Small cell/ booster)? :	Unknown			
If so, are you partnering with a carrier, neutral host provider, or self-installing?:				
Will you allow cellular providers to place equipment on the roof?:	Unknown			
Will you allow broadband providers (fixed wireless) to install equipment on the roof? :	Unknown			
Will you allow broadband providers (fixed wireless) to install equipment on the roof? :	Unknown			
Date contacted:				
Does Comcast intend to serve the building?:				
Transmission Medium:				
If no or unknown, why?:				
Date contacted:				
Does RCN intend to serve the building?:				
Transmission Medium:				

If no or unknown, why?:				
Date contacted:				
Does Verizon intend to serve the building?:				
Transmission Medium:				
If no or unknown, why?:				
Date contacted:				
Does netBlazr intend to serve the building?:				
Transmission Medium:				
If no or unknown, why?:				
Date contacted:				
Does WebPass intend to serve the building?:				
Transmission Medium:				
If no or unknown, why?:				
Date contacted:				
Does Starry intend to serve the building?:				
Transmission Medium:				
If no or unknown, why?:				
Do you plan to abstain from exclusivity agreements with broadband and cable providers? :	Unknown			
Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?:	Unknown			

Appendix C

VHB Transportation Memo

Memorandum

To: Ronald M. Druker
The Druker Company

Date: July 24, 2019

Project #: 99901.15

From: David Black

Re: 350 Boylston Street

VHB understands that The Druker Company proposes to move forward with the construction of the proposed 350 Boylston Street mixed-use office and retail project in Back Bay (the Project). The Project was the subject of review under the City of Boston Article 80 review process and subsequent Board approval by the Boston Planning and Development Agency (BPDA), formerly the Boston Redevelopment Authority (BRA). VHB previously prepared a detailed analysis of potential Project-related transportation impacts (positive or negative), as presented in the Draft Project Impact Report (DPIR) dated June 3, 2008. Subsequently, the proponent's transportation commitments to support the Project were codified in a Transportation Access Plan Agreement (TAPA) executed with the Boston Transportation Department (BTD) on December 2, 2010.

VHB further understands that no changes are proposed for the Project, and that the square footage and uses in the Project will remain the same as approved. In addition, vehicle and pedestrian access, servicing and loading accommodations and parking to support the Project will remain the same. As a result, the Project is expected to generate the same transportation demand in terms of Project trip generation, as presented in the DPIR, and no new or additional Project-related transportation impacts would be expected. The Transportation Demand Management (TDM) plan and other transportation commitments included in the TAPA continue to be valid.

Please do not hesitate to contact me if you have any questions.

99 High Street
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Boston, MA 02110-2354
P 617.728.7777