

---

---

## INTEROFFICE MEMORANDUM

---

---

**TO:** JEFF HIRSCH - URBAN SPACES LLC  
**FROM:** TIM CONDON - LIGHTSHIP ENGINEERING LLC  
**SUBJECT:** ENVIRONMENTAL SUMMARY - 5 WASHINGTON ST PROPERTY  
**DATE:** SEPTEMBER 2, 2015

---

---

As requested by Urban Spaces LLC (“Urban Spaces”), Lightship Engineering LLC (“Lightship Engineering”) has prepared this summary of environmental conditions at the so-called 5 Washington Street property located in Boston (Brighton), Massachusetts (the “Site”). Lightship Engineering’s summary is set forth below.

### **Background**

In April 2013, a Class B-2 Response Action Outcome (“RAO”) was submitted to the Commonwealth of Massachusetts Department of Environmental Protection (“MassDEP”) in connection with a release of petroleum related compounds (“PRCs”) encountered during a due diligence investigation conducted in November/December 2011. A level of No Significant Risk (“NSR”), as defined by the Massachusetts Contingency Plan (“MCP,” 310 CMR 40.0000), was achieved at the Site with the implementation of an Activity and Use Limitation (“AUL”)<sup>1</sup>. The AUL restricted the use of the Site to current uses and required that any activities that would result in exposure to soil and groundwater (*e.g.*, excavation) be managed consistent with the MCP. The AUL also required the installation of a sub-slab depressurization system (“SSDS”) or an open parking garage beneath any new buildings.

### **Proposed Redevelopment Activities**

Based upon information provided by Urban Spaces, redevelopment activities at the Site include the construction of a subsurface ventilated parking garage beneath a 6-story building. The first level of the building will be occupied by retail spaces and ground-level parking. The remaining five floors will consist of 118 residential units. Construction of the subsurface parking garage will require the excavation and off-Site disposal of soils to approximately 14 feet below grade across the entire Site and potentially some limited excavation dewatering. Following construction of the subsurface ventilated parking garage, the exposures that required implementation of the AUL will no longer be present at the Site and, therefore, the AUL can be terminated.

---

<sup>1</sup> The Site is comprised of two separate parcels and, as a result, a separate AUL was implemented for each of the parcels. The restrictions in the AULs are identical and, for the purpose of this summary, the two AULs are discussed as if one AUL was implemented.