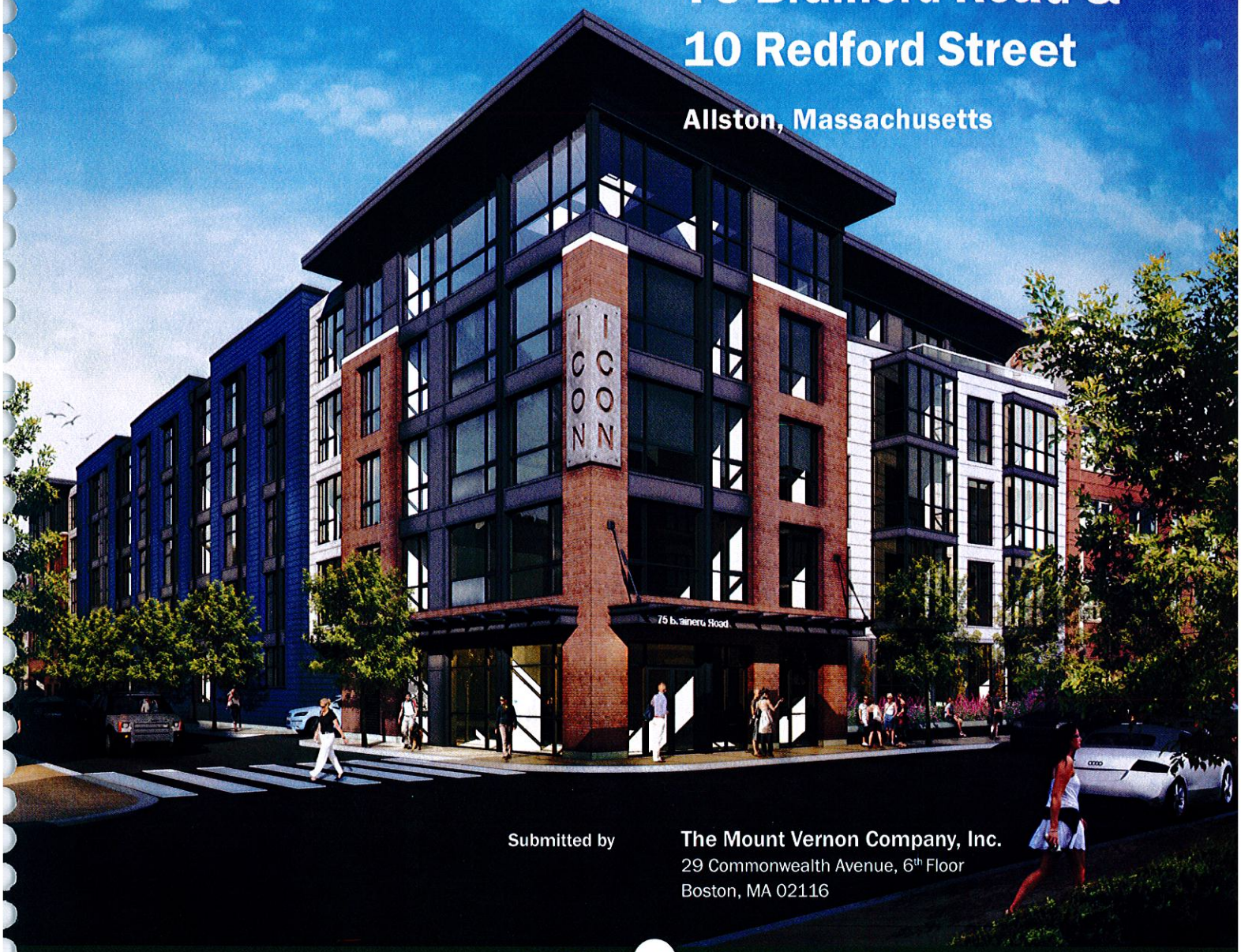
ICON

Expanded Project Notification Form

75 Brainerd Road & 10 Redford Street

Allston, Massachusetts



Submitted by

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Howard/Stein-Hudson Associates, Inc.
Nitsch Engineering, Inc.
McPhail and Associates, Inc.
Smith Duggan Buell & Rufo, LLP
Waypoint Construction Consultants, Inc.

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Project Description and Impact Summary

Project Description

The Mount Vernon Company, as the manager of 75 Brainerd Road LLC (herein referred to as the "Proponent"), proposes to develop Icon - a residential development to be constructed at 75 Brainerd Road and 10 Redford Street in the Allston-Brighton neighborhood of Boston. As currently planned, the Project will include construction of 108 rental apartment units with 108 off-street parking spaces. The Mount Vernon Company is a 26 year old local apartment owner and manager with portfolio properties in the Allston-Brighton, Back Bay, and Beacon Hill neighborhoods of Boston. Mount Vernon forged its Boston reputation as a local owner and property manager, with recent successes in the acquisition and renovation of properties such as 1298 and 1302 Commonwealth Avenue. The Mount Vernon Company has established its reputation in the marketplace based on five guiding principles:

- Acquire and manage only high-quality properties.
- Choose the most desirable locations.
- Restore and maintain properties to the highest standards.
- Place tenant satisfaction as a primary measure of success.
- Make community service an integral part of their business.

In part with these guidelines, the Proponent has permitted two quality apartment buildings within Allston and near the Proposed Project site. In 2012, the construction of the Element Building, located on Griggs Street, was completed. Very strong demand to move into this new building quickly followed, and Mount Vernon quickly recognized the opportunity to rejuvenate this Allston neighborhood that has great redevelopment potential. In 2012, Mount Vernon permitted The Edge Project, a 79-unit residential project to be built at 60-66 Brainerd Road. Construction of this Project is expected to commence in the spring of 2013. An aerial of the neighborhood is shown in **Figure 1-1** and **Figure 1-2** with respect to conditions as they were in the year 2010 and the future conditions with the two permitted projects and the proposed Icon building in 2014, respectively. These two buildings with the Proposed

Project Program Summary

Table 1-1 summarizes the proposed development program for the Icon Project. In total, the Proposed Project will include the construction of approximately 66,760 gross square feet of apartment space. The development is designed to include 108 parking spaces. Thirty-eight of the parking space are located on the ground floor level and seventy in a below grade parking accessed via a single ramp on the north side of the site. A single one-way lane loops from the north to the south of the building for access to the ground floor parking.

Table 1-1 Proposed Building Program

Unit Types	Number of Units	Gross Square Feet (GSF)
Studio	50	26,170
One Bedroom	58	40,590
Grand Total	108	66,760

Site and Access Improvements

The proposed site plan for The Icon Project is illustrated in **Figure 1-6**. The Proposed Project site will be accessed via three driveways on Redford Street, including two separate driveways for access to and egress from the surface-level parking garage, and a third driveway providing two-way access to the subsurface parking garage. Parking for 108 vehicles will be provided on-site within the two-level garage (1 space per unit). The Proposed Project would close an existing curb cut on Brainerd Road.

Primary pedestrian access to the building's lobby will be provided on Brainerd Road. Secondary pedestrian access will be provided between the main lobby and the surface level parking garage where residents will also be able to access the indoor bike storage room. Bicycle racks will also be provided near the main entrance for visitors.

Trash and recyclables will be stored on-site within a dedicated room on the surface level of the building and wheeled to the curb for pick-up on collection days. Private trash-removal will be used for the Proposed Project. All loading and service activity, including trash pick-up, move-in/out will occur from the dedicated on-street parking area along Redford Street, a private way. Where possible, building management will schedule loading activities in this area during off-peak periods.

The Proposed Project will also construct a new sidewalk along the eastern side of Redford Street adjacent to the Project site to provide improved pedestrian connection between Brainerd Road and Commonwealth Avenue (there is no sidewalk connection here today). The sidewalk would replace approximately 20 existing angled parking spaces. The Project would reconfigure this parking to accommodate

Project Impacts

This section summarizes Project impacts, including transportation and environmental protection. Impacts to infrastructure and a discussion regarding historic resources are also presented. Overall, as described below, the Proposed Project will not have significant environmental impacts.

Transportation

A series of actions have been developed to reduce the impact of the Project on neighborhood streets and generally improve the pedestrian access realm both within and surrounding the Project site. The proposed parking for the Project will satisfy the expected parking demands generated by the Project. Finally, the Proponent will explore proactive Transportation Demand Management measures (TDM) and supporting amenities to encourage and support the use of transit, walking, and cycling.

A summary of key findings of the transportation analysis for the Project is as follows:

- On-site parking will be provided at a 1.0 ratio of parking spaces to apartment units.
- With the addition of new vehicle trips generated by the Project, all intersections will operate at the same level of service as under No-Build conditions, except for two individual approaches at the intersections of Commonwealth Avenue/Harvard Avenue and Brainerd Road/Griggs Street.
- Move-in/move-out activities will be managed curbside with a permit from the BTD.
- Trash and recyclables will be stored on-site within a dedicated room on the surface level of the building and wheeled to the curb for pick-up on collection days.
- The Proponent is also committed to providing a wide array of Transportation Demand Management (TDM) measures as discussed in greater detail in Chapter 4, *Transportation*.

Environmental Protection

The Proposed Project will have no significant environmental impacts as compared to the existing site. The Proposed Project will upgrade Project site access conditions, improve stormwater runoff quality, and the aesthetic character of the Project site and the surrounding area.

Details of each of these environmental components are provided in Chapter 5, *Environmental Protection*.

Groundwater & Geotechnical Conditions

It is anticipated that localized trapped groundwater water and/or surface water runoff may accumulate or be encountered during preparation of the foundation bearing surface after periods of heavy precipitation.

Based on the scope of the Proposed Project and the anticipated subsurface conditions, foundation support for the proposed building shall be provided by a waterproofed mat slab foundation that bears directly on the undisturbed natural glacio-fluvial deposit. The mat slab foundation will be proportioned utilizing a maximum design bearing pressure of two (2) tons per square-foot (TSF).

Solid and Hazardous Materials

An environmental due diligence assessment has been performed at the 75 Brainerd Road property which included the laboratory analysis of soil and groundwater. The results of soil and groundwater testing completed at the site have identified concentrations of chlorinated volatile organic compounds which exceed the reporting thresholds established in the Massachusetts Contingency Plan (MCP). Response actions will be conducted in accordance with the MCP during construction of the proposed building. The Proponent will retain an LSP to manage the environmental aspects of the Project, including response actions that will be required to achieve a Permanent Solution for the release resulting in a Condition of No Significant Risk at the site.

Air Quality

It is expected that the Proposed Project will comply with the requirements of the City of Boston, the Massachusetts State Implementation Plan (SIP), and Housing and Urban Development (HUD) criteria for residential receptors. Carbon monoxide concentrations are expected to fall below the National Ambient Air Quality Standards (NAAQS).

Noise

The Proposed Project will be designed to adhere to state and local noise ordinances. The primary noise sources will likely be the mechanical and HVAC equipment necessary to maintain environmental controls during normal building operations. The design of the building, inclusion of screen walls, and location of equipment will ensure that the sound levels generated by the Proposed Project meet the City of Boston and DEP noise criteria and will have no adverse impacts on the surrounding area. Chapter 5, *Environmental Protection*, summarizes and evaluates each noise source and its potential sound level contribution to the surrounding area.

Infrastructure Systems

Utility connections supporting the Project will be designed and constructed in accordance with city, state, and federal standards. The Proponent will coordinate with the following regulatory agencies throughout the design and construction process:

- The Boston Water and Sewer Commission (BWSC) are responsible for the majority of water, sewer, and stormwater systems. BWSC reviews any modifications of on- and off-site water, sewer, and drainage systems through their site plan review and approval process. This process includes a comprehensive design review of the proposed service connections, assessment of system demands and capacity and establishment or updating of service accounts.
- The Boston Fire Department (BFD) will review the Project with respect to fire protection measures such as Siamese connections and standpipes.
- Design of the site access, hydrant locations, and energy systems will also be coordinated with the respective system owners.
- New utility connections will be authorized by the Boston Public Works Department through the street opening permit process, as required.

Project Benefits

The Proposed Project will provide the following community benefits to the City and to the Allston-Brighton neighborhood:

- Provide 108 new market residential units in Allston-Brighton, where young professionals compete with families for existing multifamily housing;
- Provide 108 parking spaces in an off-street parking garage on a 1.0 space per unit ratio for all new units;
- Meet or exceed the Boston Residents Job Policy;
- Improve the public realm with a new attractive façade along Brainerd Road and Redford Street.

Employment

The Proposed Project will create construction-related jobs and retain permanent employment opportunities.

In terms of job benefits, the Project's construction phase will create approximately 260 jobs. Once the Proposed Project is completed, there will be some growth in employment to accommodate operations.

2

General Information

Applicant Information

■

Development Team

The Proponent has assembled a development team of experts familiar with the City's substantive requirements and approval processes.

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Proposed Uses and Dimensional Requirements

A breakdown of the various use and dimensional zoning requirements is located in **Table 2-1** below. Residential buildings dominate the adjacent and nearby streets, including a number of large multifamily residential buildings.

The Project will require variances relating to use, height, parking, floor area ratios (FAR), open space and rear yard setback. The massing of the Proposed Project is consistent with several neighboring residential buildings.

Table 2-1 Project vs. Zoning Requirements Comparison Table

Applicable Requirements	NS-1 District	Proposed Project
Use (Multi-Family Dwellings)	Conditional	Multi-family Dwelling
Maximum Floor Area Ratio (FAR)	1.0	3.76
Maximum Building Height	35' – Three Stories	56'-4" – Five Stories
Minimum Lot Size	None	24,822
Minimum Usable Open Space – SF per Dwelling Unit	50 SF	50 SF
Minimum Lot Width	None	266.42'
Minimum Lot Frontage	None	84.59'
Minimum Front Yard Setback	None	None
Minimum Side Yard Setback	None	None
Minimum Rear Yard Setback	20'	0'
Off-Street Parking Spaces	2.0 Spaces per Unit / 216 Spaces for 108 Units	1.0 Spaces per Unit / 108 Total Spaces

Article 80

The Project is subject to the Code's Article 80 Large Project Review process because its proposed gross floor area exceeds 50,000 square feet of new development. The Proponent has commenced Large Project Review under Article 80 of the Boston Zoning Code with the filing of a Letter of Intent with the Boston Redevelopment Authority ("BRA") on October 18, 2012, which indicates the Proponent's intention to file an Expanded Project Notification Form in connection with the Proposed Project. The Proponent has reached out to and met with City agencies, neighborhood representatives and groups, elected officials, and other interested parties over the last few months.

This Expanded Project Notification Form ("PNF") presents details about the Proposed Project and provides an analysis of transportation, environmental protection, infrastructure, and other components of the Proposed Project, in order to inform City agencies and neighborhood residents about the Project, its potential impacts, and mitigation proposed to address those potential impacts.

The table above sets forth a preliminary list of permits and approvals from state and local governmental agencies, which are presently expected to be required for the Project, based on Project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits or actions may be needed all of which may become evident during Project design and development.