171 Tremont Street

Draft Project Impact Report

Submitted to
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Proponent
171 Tremont Street, LLC
171-172 Tremont Street
Boston, MA 02111

David L. Raftery
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Prepared by
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99 High Street
Boston, MA 02110

April 29, 2016

April 29, 2016

Brian Golden, Director
Boston Redevelopment Authority
Attn: Lance Campbell, Senior Project Manager
One City Hall Square
Boston, MA 02201

Re: Draft Impact Project Report
171 Tremont Street
Boston, MA

Dear Director Golden:

171 Tremont Street, a company owned by the Dabbah Family of Switzerland, is pleased to submit the Draft Project Impact Report (DPIR) for a residential condominium project known as 171 Tremont Street (the "Project") to be located in the Midtown Cultural District at 171-172 Tremont Street on an approximately 0.1 acre parcel.

We have enhanced our vision of the Project by listening to our neighbors and fellow Bostonians, who share our passion for promoting innovative design while respecting the unique historical value of the Boston Common. The Project will offer luxury condominiums in a sleek, modern structure made of high-quality metals, glass, and limestone. Although significantly smaller than many of the larger-scale developments that are emerging in Downtown Crossing, the Project will look to the success of these developments as precedent for continuing revitalization efforts in the neighborhood. Additionally, the Project will be thoughtfully integrated into the community by introducing public realm benefits, including a tranquil pocket park.

The Project calls for the demolition of an under-utilized four story building and the construction of a new 19-story residential building that will include approximately 18 residential units, a welcoming street-level lobby, an enclosed mechanical penthouse on the building rooftop, and dedicated below-grade parking. The Project will continue the transformation of Downtown Crossing into a revitalized neighborhood where all Bostonians can live, work, and play.

We look forward to working with you and your staff in your on-going review of the Project. If you have any questions or would like any additional information, please do not hesitate to contact me.

Sincerely,

Maurice Dabbah
171 Tremont Street, LLC

171 Tremont Street

Boston, Massachusetts

SUBMITTED TO **Boston Redevelopment Authority**
One City Hall Square
Boston, MA 02201

PROPONENT **171 Tremont Street, LLC**
171-172 Tremont Street
Boston, MA 02111

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April 29, 2016

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B: Abutters List

C: BRA Checklists

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Project Description

1.1 Introduction

Consistent with Article 80 of the Boston Zoning Code and Enabling Act (the "Code"), this Draft Project Impact Report (DPIR) responds to the Scoping Determination issued by the Boston Redevelopment Authority (BRA) as well as comments received from city agencies and the public on the Project Notification Form (PNF) submitted July 14, 2015 for the proposed 171 Tremont Street residential project in the Downtown Crossing neighborhood of Boston (the "Project").

This section describes the changes to the Project since the PNF and presents an overview of the ongoing public review and participation process. A summary of public benefits, key regulatory requirements and agency coordination, and legal information is also included. Subsequent sections present supporting analysis of potential environmental impacts to continue to inform reviewing agencies and the community about the Project, its potential impacts, and the mitigation measures proposed to address those potential impacts.

1.1.1 Project Background

On December 29, 2014, 171 Tremont Street, LLC (the "Proponent"), submitted a Letter of Intent (LOI) for the Project stating the intent to construct a 19-unit luxury residential condominium building. The LOI initiated the Article 80B, Large Project Review process with the BRA, including the creation of the Mayoral appointed Impact Advisory Group (IAG) for the Project.

The Proponent filed the PNF with details about the Project—a 20-story 19-unit residential building reaching up to 237 feet in height as measured to the top of the highest occupiable floor from Tremont Street. The PNF also included limited transportation and shadow analyses. Notice of receipt by the BRA of the PNF was published in the Boston Herald on July 14, 2015 initiating a 30-day public review and comment period. On September 25, 2015, public comments in response to the PNF were submitted to the BRA from City agencies as well as community organizations and the general public (i.e., local residents). Written comments during the comment period and complete responses to comments within the framework of the criteria outlined in the Scoping Determination are included in Chapter 7, *Responses to Comments* of this DPIR.

On January 8, 2016, the BRA issued a Scoping Determination, which outlines the required components of the required subsequent filing.

1.1.2 Key Changes Since the PNF

Since filing the PNF, the Proponent has engaged in a partnership with the abutting property, The Parkside Condominiums, to combine the independently-owned open space between the two buildings in order to create a larger public courtyard. The Project has two significant massing changes since the PNF. The height of the building as measured to the top of the highest occupiable floor from Tremont Street has been reduced from 237 feet to 212 feet, representing a reduction of 25 feet. Other reductions include the number of stories, from 20 to 19 (excluding rooftop mechanicals); the number of residential units, from approximately 19 to approximately 18; and the number of vehicular parking spaces, from approximately 28 to approximately 21.

Below grade portions of the building have been expanded to accommodate valet parking rather than using a mechanized parking system, and the addition of mechanical equipment that has been relocated from the roof to reduce overall shadow impacts. Therefore, current overall gross floor area is approximately 63,488 gross square feet. As a result of these changes, the Floor Area Ratio (FAR) has been reduced from approximately 15.8 to 14.3. Additionally, the amount of shadow anticipated to be cast on Boston Common has been reduced by stepping down the top of the building and presenting a shorter façade on the Boston Common. Specifically, the amount of net new shadow cast to be approved under the Public Commons Shadow Act has been reduced by over 40 percent from 0.12 acres to 0.069 acres.

In the PNF, the parking was proposed to be a mechanized self-park system. This has been changed to be operated by a full-time on-site valet, 24-hours per day. The full-time valet attendant will operate the vehicle elevator to deliver and retrieve cars from the garage. The valet operation will be supported by an additional off-street short-term, interior, waiting parking space at the south-east corner of the building.

1.2 Project Description

The overall goal of this Project is to continue transforming Downtown Crossing into a revitalized neighborhood where all Bostonians can live, work, and play. The Project will include the following components:

- **A transparent and responsive planning process** – By engaging and soliciting feedback from members of the surrounding community, including those who live and work in the area, in the planning process for the Project.
- **Bold architecture** – By designing the Project with an eye for the future and putting a unique stamp on the Boston cityscape.
- **Neighborhood revitalization** – By ensuring that the neighborhood and nearby streets are safe for families and visitors, the Project will enliven the neighborhood by bringing home owners into the Downtown Crossing neighborhood

› **Economic opportunity** – By providing construction jobs during the initial build-out phase, and becoming a steady revenue stream for the City upon completion, in addition to contributing more affordable housing in the community.

1.2.1 Project Context and Existing Site Conditions

As shown in Figure 1.1, the Project is centrally located within the Downtown Crossing neighborhood regulated by the Midtown Cultural District (MCD), Article 38 of the Boston Zoning Code. Fronting the Boston Common, the site comprises approximately 50 linear feet of frontage on Tremont Street and 74 linear feet of frontage on Avery Street with the rear of the property bounded by Mason Street (the "Project Site"). The 4,438 square-foot Project Site includes a 993 SF utility easement area and a 3,445 SF building lot containing the former Millennium Place sales office, a five-story glass-and-steel building (see Figures 1.2, 1.3 and 1.4). This structure will be razed to allow for construction of the proposed luxury condominium building.

The Project Site is surrounded by a mix of uses. The Parkside, Grandview Boston Apartments and Tremont on the Common residences are located to the north; 80 Mason, The Ritz-Carlton Hotel and residential towers along with the recently completed Millennium Place are located to the east; and Loews Cinema is located to the south. Over the last decade, Downtown Crossing has reemerged as a vibrant neighborhood, with precedent for successful residential development now lining the Washington Street Corridor, formerly known locally as the "combat zone." Millennium Partners' new developments at Hayward Place, Emerson College's relocation to Boylston Street and Tremont Street, the redevelopment of Lafayette City Center and major improvements within Boston Common, such as the restoration of the Parkman Bandstand, have collectively served to revive the surrounding area. The Proponent's proposed development will support this continued transformation.

1.2.1.1 Site Ownership and Metes and Bounds

171 Tremont Street, LLC is the owner of a certain parcel of land located at 171-172 Tremont Street, Boston, Suffolk County, Massachusetts and shown as "New Lot 2" on a plan entitled "Subdivision Plan of Land, Boston, Mass. Scale: 1"= 10', October 26, 1987" prepared by Harry R. Feldman, Inc. and recorded with the Suffolk County Registry of Deeds on November 10, 1987 in Book 14226, Page 111. Refer to Appendix A for the supporting plan.

1.2.2 Proposed Development

The Proponent proposes to construct an approximately 18-unit luxury residential condominium building consisting of one residence per upper level occupiable floor. In addition to the residential component of the Project, the program will include amenity space and three floors of parking below grade. The building height of 212 feet as measured from Tremont Street to the top of the highest occupiable floor.

The building massing at the uppermost floors steps down to the west to minimize shadow impacts on Boston Common from the eastern sun. Table 1-1 summarizes the proposed development program.

Table 1-1 Proposed Development Program

Use	Size	Quantity
Residential (Condominiums)	57,321 SF	Approximately 18 Units
Resident Lobby/Amenity Space	6,167 SF	
Parking	13,248 SF	21 Vehicle Spaces 18 Indoor Bicycle Spaces 4 Outdoor/Short Term Bicycle Spaces
Building Mechanicals	7,548 SF	
Total	**63,488 GFA**	

171 Tremont will utilize an elegant composition of natural stone, glass, and metal components on the exterior façade while the interiors will be focused on the highest quality finishes and amenities. The building height and massing have been carefully considered in context by engaging with the nature of varied height buildings along the length of Tremont Street and with its neighbors in the Ladder District block defined by Avery Street and West Street. The proposed Project seeks to harmonize with its neighbors to the north by presenting a height on Boston Common which exists directly between the height of Tremont on the Common and Parkside and Grandview creating a balanced corner element to the block. On the east elevation contemporary bay window expression continues the rhythm of the current residential properties backing onto Mason Street. This element is repeated in one elegant vertical expression on the Avery Street side to provide visual interest to the vista looking west from Washington Street.

The overall goal of the Project architecture is to create a harmonious iconic structure at the foot of Boston Common. The luxury building will contribute to the long-term revitalization of the Downtown Crossing area by building on the momentum generated by the recently developed neighboring larger-scale mixed-use developments. It will create new residential activity and provide accompanying public realm improvements.

The proposed urban pocket park nestled within a grove of trees and dense shrubbery will provide an enhanced pedestrian pathway from Tremont Street to Mason and Avery Streets. Specialty lighting in the evening will provide a safe passage for pedestrians.

1.2.3 Vehicular Access and Parking

The Project will benefit from an outstanding transit-oriented location and the extensive public transportation services of the Downtown Crossing area. The transportation analysis conducted on the Project concludes that there will be no significant traffic or other transportation impacts in the vicinity of the Project Site or

beyond. On-site parking to support the residential units will be provided in three below-grade levels accommodating approximately 21 parking spaces, accessed by a vehicle elevator from street level. The parking will be operated by a full-time on-site valet, 24-hours per day, who will operate the vehicle elevator to deliver and retrieve cars from the garage. The valet operation will be supported by an additional off-street short-term, interior, waiting parking space at the south-east corner of the building.

1.2.4 Building Design

The slender, elegant building design will complement the variety of architectural styles, massings, and heights fronting on the Boston Common. The height of the building as measured from Tremont Street to the top of the highest occupiable floor is 212 feet, with a stepped design chosen to minimize any shadow impact on Boston Common. The exterior materials palette will utilize a refined composition of natural stone, glass, and metal components. The north and south facades will consist primarily of limestone and glass.

1.2.5 Site Enhancements

Site enhancements will include multiple improvements to the pedestrian environment. The pedestrian streetscape will be designed to be consistent with the City of Boston street standards for public sidewalks. An easement between the Project Site and the north abutters, The Parkside Condominiums, will be designed as a public pocket park and maintained as a pedestrian thoroughfare. This slender space will include plantings and trees that provides interest within the public realm.

1.2.6 Sustainable Development Approach

The Proponent is committed to designing and constructing a certifiable project using the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED®) Green Building Rating System for New Construction and Major Renovations (LEED-NC) striving for a Silver level; thereby, exceeding the Article 37 requirements. A LEED checklist and the Climate Resiliency Checklist are included in Appendix C, *BRA Checklists*. Refer to Chapter 4, *Sustainability* for an evaluation of potentially achievable LEED credits and consideration of climate change impacts.

1.2.6.1 Project Schedule & Cost

Building demolition is anticipated to begin in fall 2016 with building construction scheduled to commence immediately thereafter. Construction is expected to take approximately 22 months. The total estimated construction cost of the Project is approximately $70 million.

1.3 Project Alternatives

As an alternative to the Project, the Proponent previously considered constructing a 19-unit luxury residential condominium building, including amenity space and two floors of below-grade parking with off-street loading. A smaller urban pocket park was proposed completely within the site boundaries.

A shadow study concluded that the 237-foot tall (255 feet with mechanicals) structure as measured from Tremont Street would cast shadow beyond the two-hour limit established in the Public Commons Shadow Act, requiring approval from the BRA to draw down 5,135 SF from the shadow bank. In contrast, the Project, or Preferred Alternative, includes a building height of 212 feet measured from Tremont Street to the top of the highest occupiable floor (235 feet with mechanicals), which will only require approval of approximately 2,987 SF of shadow from the shadow bank representing a reduction of 42 percent in net new shadow.

The alternative project would have generated approximately 126 person trips on a daily basis. The preferred alternative would similarly generate only a small number of person trips; approximately 120 on a daily basis. The alternative project would have provided 28 vehicle parking spaces, which has been reduced to 21 spaces for the Preferred Alternative in keeping with the intent to encourage alternative means of transportation.

1.4 Public Benefits

The public benefits of the Project include urban design and public realm improvements, job creation, and additional tax revenues. The Project will contribute to improving the vitality, and the urban design and architectural character of Midtown Boston, and will include public benefits, summarized below.

Public Realm/Urban Design

- Increase the 24/7 activity of the area by introducing new residents.
- Activate Tremont Street with a new ground-floor residential lobby.
- Enhance and activate the urban pocket park and pedestrian connection between The Parkside and the proposed residential building with streetscape improvements, including new paving, street furniture, and landscaping.
- Enliven the connection between Downtown Crossing and Boston Common by revitalizing the corner of Tremont and Avery streets.
- Elevate the aesthetic landscape of Tremont Street by offering innovative design, executed through the use of high quality building materials.
- Contribute to Boston's larger goals to create housing options that serve low income and workforce needs.

Environmental/Sustainability

- Take advantage of existing infrastructure, including utilities and extensive public transit and density of the downtown core.
- Provide for improved water quality compared to existing conditions by controlling peak stormwater flows and treating pollutants/sediments that would potentially impact the receiving waters of the local stormwater drainage system, in accordance with the 2008 DEP Stormwater Management Policy and Standards and BWSC standards.
- Incorporate sustainable design elements that result in a LEED certifiable project striving for a Silver level; thereby, exceeding the Article 37 requirements.
- In support of Boston's GHG emissions reductions goals, the design team has considered energy conservation measures to reduce overall building energy usage (targeting an energy cost savings of 22 to 26 percent) and reduce associated GHG emissions.
- Through the specification of low-flow high-efficiency plumbing fixtures, the Project will achieve a 20 percent annual potable water use reduction (targeting a reduction of up to 35 percent).
- Incorporate Electric Vehicle (EV) charging station(s) into the parking garage for use by the residents.
- Potential impacts associated with climate changes, such as predicted future sea level rise, increased frequency and intensity of precipitation events, and extreme heat events have been considered during early stages of design.

Transportation

- Benefit from an outstanding transit-oriented location and the extensive public transportation services of the Downtown Crossing area.
- Generate a relatively limited number of trips.
- Enhance pedestrian accessibility in the area and enliven the pedestrian realm, specifically along Tremont Street.
- Provide adequate bicycle storage.
- Include a Transportation Demand Management (TDM) program consisting of:
    - Marketing information including MBTA services
    - Transit pass sales
    - Secure, indoor bicycle storage
    - Group membership for the Hubway bike-share program to all building residents
    - Group membership for the Zipcar car-share program to all building residents

Community/Social & Economic

- Create over approximately 200 construction jobs in all trades and 6 permanent jobs.
- Create approximately $1.5 million in new local real estate tax revenue.
- Make significant contribution for affordable housing in compliance with Boston's Inclusionary Development Policy. The Proponent is working with the BRA and City of Boston to either create affordable housing in a neighboring project, or to make a payment into the Inclusionary Development Program Fund.

1.5 Regulatory Controls, Approvals, and Permits

Table 1-2 below provides an updated lists the anticipated permits and approvals from federal, state, and local governmental agencies, which are anticipated to be required for the Project.

Table 1-2 Anticipated Project Permits and Approvals

Agency/Department	Permit/Approval/Action
Federal	
Federal Aviation Administration (FAA)	Notice of Proposed Construction or Alteration (for building and cranes)
Commonwealth of Massachusetts	
Massachusetts Department of Environmental Protection (MassDEP), Division of Air Quality Control	Site-Dewatering Permit, Air Quality Self-Certification (if required) Construction Notice
Massachusetts Historical Commission	Project Notification Form
City of Boston	
Boston Redevelopment Authority (BRA)	Article 80B, Large Project Review
	Article 37 – Green Building Review
	Affordable Housing Agreement
	Cooperation Agreement and other Article 80 Agreements
Boston Civic Design Commission (BCDC)	Schematic Design Review/Recommendation
Boston Zoning Board of Appeal (ZBA)	Dimensional Variances
	Conditional Use Permit
Boston Landmarks Commission (BLC)	Article 85 Demolition Delay
Boston Parks and Recreation Commission	Approval of Demolition and Construction within 100 feet of a Park
Boston Transportation Department (BTD)	Transportation Access Plan Agreement
	Construction Management Plan
Boston Air Pollution Control Commission (BAPCC)	Parking Freeze Review
Boston Water and Sewer Commission (BWSC)	Site Plan Review and Approval
	Cut & Cap Plan Approval
Boston Inspectional Services Department (ISD)	Building Permit and other construction-related permits
	Certificate of Occupancy
Public Improvement Commission (PIC)	Review of Specific Repair Plan for Proposed Streetscape Improvements & Curb Modifications Vertical Discontinuance Permit
Boston Committee on Licenses	Permit to Erect and Maintain a Garage
	Flammable Storage Permit
Boston Fire Department (BFD)	Asbestos Permit
	Asbestos Removal Notification

1.5.1 City of Boston Zoning

The Project is located within the MCD and is subject to Article 38 of the City of Boston Zoning Code, adopted in 1989. Within the MCD, it is located in the "Boston Common and Public Garden Protection Area" (Section 38-5.1). In addition to as-of-right maximums, the code allows as-of-right dimensions subject to Large Project Review and receipt of a Certification of Compliance pursuant to Section 80B-6.

Table 1-3 below provides the dimensional regulations to which the Project is subject. Zoning relief will be sought from the Zoning Board of Appeals for building height and floor area ratio at the appropriate time.

Table 1-3 Zoning Code Dimensional Regulations and Proposed Project Dimensions

Dimensional Regulation	As-of-Right (Maximum)	As-of-Right (Large Project Review)	Proposed Project Dimensions
Building Height	125 Feet	155 Feet	212 Feet * (235 feet with mechanicals)
Floor Area Ratio ("FAR")	8	10	14.31

*as measured to the highest occupiable floor from Tremont

The Project is in compliance with the use regulations in Article 38 as follows:

- 38-18, 5. (a) Residential Uses: multifamily dwelling
- 38-18, 5. (p) Accessory Uses: subject to the restrictions of Article 10(i) a garage or parking space for occupants and visitors provided that such use is accessory to a residential use.
- 38-38, 1. Residences (only lobby space is permitted at grade on streets bounding blocks)

The Project is also subject to Section 38-19 Specific Design Requirements. These requirements will be incorporated into the Project's final design or exceptions will be sought at the appropriate time. The design requirements include specifications for the following (subject to zoning relief pursuant to Article 6A):

- Street Wall Continuity
- Street Wall Height
- Display Window Area Regulations
- Setback Requirements
- Sky Plane Setbacks
- Maximum Floor Plates
- Corner Conditions for Corner Lot Buildings

Necessary approvals will be sought at the appropriate time from the City of Boston Public Improvement Commission (PIC) for any work in or projection of the Project over the public right-of-way.

1.5.2 Article 80 – Development Review and Approval

The Project exceeds the threshold of 50,000 SF of development, which requires Large Project Review by the BRA pursuant to Article 80B of the Zoning Code. The Proponent initiated Large Project Review by filing a LOI with the BRA on December 29, 2014.

On July 14, 2015, the Proponent filed the PNF with details about the Project, including transportation and shadow analyses. On January 8, 2016, the BRA issued a Scoping Determination, which outlines the required components of the required subsequent filing. This DPIR responds to the BRA Scoping Determination by providing detailed impact analysis of environmental protection, infrastructure, and other components of the Project in order to inform city agencies and neighborhood residents about the Project, its potential impacts and mitigation proposed to address potential impacts. Direct responses are provided to public comments received on the PNF. The Proponent requests that the BRA, after reviewing the DPIR, and public and agency comments received, issue a Scoping Determination Waiving Further Review pursuant to the Article 80B process.

1.5.2.1 Development Impact Project (DIP)

The Project will not contain more than 100,000 SF of gross floor area (GSF) of Development Impact Uses which include retail and commercial uses and, therefore, is not subject to Section 80B-7 of the Code.

1.5.2.2 Affordable Housing Agreement

The Proponent will sign an Affordable Housing Agreement with the BRA to create off-site affordable housing opportunities for families in the City of Boston consistent with the City's Inclusionary Development Policy.

The Project is committed to the neighborhood in which it sits, and will strive to work with the BRA and neighborhood groups to identify opportunities for a directed contribution to a local affordable housing project.

1.5.3 Article 37 – Green Building

The Project must conform to Article 37, Green Building of the Boston Zoning Code.

Article 37 requires all projects over 50,000 GSF to meet LEED Certification Standards by either certifying the project or demonstrating that the project is "certifiable." The Proponent is committed to providing a LEED certifiable project, striving for LEED Silver, exceeding the requirements of Article 37. A more detailed explanation of the applicable LEED credits can be found in Chapter 4, *Sustainability*.

1.5.4 Parks and Recreation Commission Ordinance

The City of Boston Ordinances, specifically the requirements of Section 7-4.11, Permission for Construction Near Parks or Parkways. Section 7-4.11 establishes that permission from the Parks and Recreation Commission is required to erect a building or structure within a distance of 100 feet from a park or parkway. The Boston Common is considered a Park under this ordinance. The Proponent will submit a Parks Commission Application Form describing the Project, together with plans and illustrations to seek approval from the Commission.

1.5.5 Boston Landmarks Commission Demolition Delay

The Boston Landmarks Commission (BLC) will review the proposed demolition of the existing building through the Article 85 Demolition Delay Review (Article 85 review).

Every building in Downtown Boston that is proposed for demolition is subject to the Article 85 review, which seeks to provide a predictable process for reviewing requests to demolish buildings. The Proponent will follow the requirements of the Article 85 review when project planning and timing requires the submission of an Article 85 application to the BLC.

1.5.6 Massachusetts Historic Commission Review

The Massachusetts Historic Commission (MHC) has review authority over projects requiring state or federal funding, licensing, permitting, and/or approvals, in order to evaluate potential direct or indirect impacts to properties listed in, or eligible for listing in, the National and State Registers of Historic Places, in compliance with State Register Review requirements (M.G. L. Chapter 9, Sections 27-27c, as amended by Chapter 254 of the Acts of 1988) and Section 106 of the National Historic Preservation Act of 1966 (if necessary). An MHC Project Notification Form will be submitted to initiate consultation under the State Register Review requirements

1.5.7 Applicability of the Massachusetts Environmental Policy Act

There is no state involvement in the Project that would require review under the Massachusetts Environmental Policy Act., or MEPA. Furthermore, the Project scope and size is not substantial enough to likely meet or exceed any MEPA Review Thresholds, per 301 CMR 11.03.

1.5.8 FAA Airspace Requirements

The Project is anticipated to require the filing of one or more Notices of Proposed Construction or Alteration (Form 7460-1) with the Federal Aviation Administration (FAA) seeking Determinations of No Hazard to Air Navigation because the Project will exceed 200 feet in height for the proposed building and temporary tower crane. The Project is located approximately 2.1 miles from the nearest runway at Boston's Logan International Airport and within a congested area of downtown

Boston. The Massport composite surface above the Project Site is approximately 800-850 feet above-grade, approximately 565-615 feet above the highest proposed structure. Accordingly, no adverse impacts to air navigation are anticipated.

The Proponent will file Notices of Proposed Construction or Alteration with FAA at least 45 days prior to construction as required.

1.6 Community Outreach and Agency Coordination

The Proponent is committed to maintaining an open dialogue with all interested parties. Throughout the project planning phase, the Proponent and its development team met with city and elected officials, representatives of the local community, local neighborhood associations, property owners and other interested parties. During the review of the PNF, the Proponent continued to meet with such individuals and groups, including the IAG. A public comment meeting was held at Boston City Hall on September 9, 2015 as a result of the filing of the PNF.

The public will have the opportunity to review and comment on this DPIR as it did the PNF. As part of the DPIR public review process, the Proponent, in coordination with the BRA, will continue to meet with the IAG to review the Project, its changes, and other specific topics, as needed. Table 1-4 lists the IAG members.

Table 1-4 Members of the Impact Advisory Group (IAG)

Name	Affiliation
George Coorssen, Jr	Tremont on the Common
Robert Caro	170 Tremont Street
Catherine Iacobo	580 Washington Street
Jean Bachovchin	1 Avery Street
Collin Yip	533 Washington Street
Mark S. LaConte	170 Tremont Street
Robert Alogna	151 Tremont Street
Allan Taylor	115 Myrtle Street

The following sections summarize the community outreach and agency coordination conducted to date for the Project.

1.6.1 Community Outreach

The Proponent and its development team have conducted outreach to the following elected officials, representatives of the local community, local neighborhood associations, property owners and other interested parties.

City Councilors - The development team met with City Council President Bill Linehan in January 2015 and At-Large City Councilors Michael Flaherty, Stephen Murphy (December, 2014) and Michelle Wu's Chief of Staff (December, 2014).

Elected Officials- In December 2014, members of the development team met with State Senator Anthony W. Petruccelli. In May 2015, members of the development team met with State Representative Aaron Michlewitz.

Neighborhood Groups - The development team has met with representatives of the Midtown Cultural District Residents Association (MCDRA) three times, and made presentations to the MCDRA on March 9 and June 8, 2015. Members of the development team also met with representatives of the condominium associations for the Millennium North and South towers on May 26, 2015 and in January 2016. The development team met with the Friends of the Public Garden in June 2015.

In September 2015, the Proponent met with the Boston Preservation Alliance (BPA) as well as with representatives of the Chinatown Main Street Boston. The development team met with representatives of the Parkside Condominium Association on September 1, 2015 and October 8, 2015. The development team also met with the Mid-Town Park Plaza Neighborhood Association on October 14, 2015.

Since the PNF filing, the development team has continued meeting with various neighbors and neighborhood groups during the review of the DPIR. Since BCDC, the development team has met with George Coorssen of Friends of Boston Common and representatives of the Midtown Cultural District Resident Association on March 1, 2016. The development team also met with Courtney Ho of Chinatown Mainstreet on March 2, 2016.

Business Groups – In December 2014, a meeting was held with the Downtown Boston Business Improvement District ("BID").

In continuing community outreach efforts, the development will also plan to reconnect with all of those who participated during the initial community meeting phase. Additional upcoming planned or scheduled community meetings include:

- Rosemary Sansone of Boston BID
- Greg Galer of the Boston Preservation Alliance
- Elizabeth Vizza of Friends of the Public Garden.
- Chinatown Residents Association
- Midtown Cultural District Residents' Association (MCDRA)
- Midtown Park Plaza Neighborhood Association (MPPNA)
- Councilor Josh Zakim
- Councilor Bill Linehan
- Councilor Michelle Wu
- State Representative Aaron Michlewitz
- State Representative Jay Livingstone

1.6.2 City of Boston Coordination

As part of the PNF, the Proponent held numerous meeting with BTD Staff, including a joint meeting with DPW (at their request to hold the meeting jointly) to provide an

overview of the Project and to discuss how DPW and BTD can coordinate on items, such as utilities, parking, and traffic implications associated with the Project.

In addition to the BRA Scoping Meeting held following the PNF filing, the Proponent held a separate meeting with the City's environmental staff of the Boston Environmental and Energy Services department. Specifically, the group discussed the Project's ability to achieve a high level of sustainability as well as addressing other typical environmental issues.

Since review of the PNF, the Proponent and project team have continued to meet with reviewing city departments, including the BRA on January 29, 2016 to introduce the reduced building height and proposed building shaping, or step back, in response to public comments as well as BCDC and BCDC Sub-Committee to review the currently proposed building design.

1.7 Project Team

171 Tremont, LLC owns the property located at 171-172 Tremont Street, which is being developed by the Dabbah family of Switzerland in conjunction with David L. Raftery (collectively the "Proponent" or "Developer"). The Developer has over 25 years of international and domestic real estate development and investment experience.

Developer	171 Tremont Street, LLC 171 -172 Tremont Street Boston, MA 02111 914-522-0759 Contact: Joseph Dabbah David L. Raftery
Architect	Elkus Manfredi Architects 25 Drydock Ave Boston, MA 02210 617-426-1300 Contact: Howard Elkus, FAIA, RIBA, LEED AP, Principal Ross Cameron, RIBA, Senior Associate Ross Cromarty, Designer GRADE Architecture + Interior Design 180 Varick Street #916 New York City, 10014 212-645-9113 Contact: Thomas Hickey, AIA, Partner Edward Yedid, Partner
Landscape Architect	Mikyoung Kim Design 119 Braintree Street, No. 103 Boston, MA 02134 617-782-9130

	Contact: Bryan Chou Ian Downing Samantha Partington
Counsel	Riemer & Braunstein, LLP Three Center Plaza, Suite 600 Boston, MA 02108 617-523-9000 Contact: Dennis E. McKenna, Esquire Robert C. Buckley, Esquire
Planning and Permitting/Transportation Engineering /Civil Engineering	VHB 99 High Street, 10th Floor Boston, MA 02210 617-728-7777 Contact: Elizabeth Grob, Director of Urban Permitting Services/ Project Manager David Black, Associate, Transportation Planner Lauren DeVoe, LEED AP BD+C, AICP, Senior Environmental Planner Selma Mandzo-Preldzic, PE, LEED AP, Traffic Engineer
Geotechnical Services	Haley & Aldrich 465 Medford Street #2200 Charlestown, MA 02129 617-886-7400 Contact: Joel Mooney, P.E., LSP, Senior Vice President
Survey	Feldman Land Surveyors 112 Shawmut Avenue Boston, MA 02118 617-357-9740 Contact: Paul Foley, Project Surveyor
Public Outreach	O'Neill and Associates 31 New Chardon Street Boston, MA 02114 617-646-1052 Contact: Christina Fish, Director

1.7.1 Prior Development Experience

The Project is being developed by Switzerland's Dabbah family jointly with David Raftery who together bring international, national, and local real estate development and investment expertise that will benefit the Project and the surrounding neighborhood.

The Dabbah family established itself in Switzerland in the early 1960's focusing in various commodity businesses. In the early 1980's they diversified their capital in real

estate throughout Europe and the United States, acquiring and developing several significant residential and commercial projects throughout the last thirty years. Maurice Dabbah is presently a member, and co-investor, of a development team of 1177 Avenue of the Americas, a one million square-foot art deco postmodern office building completed in the 1990. Americas Tower remains an iconic New York City skyscraper. In Paris, French Development Corporation successfully refurbished the 600,000 square-foot twin tower office complex "Les Mercuriales" which was subsequently leased to various major European corporations.

The development team also has family roots in Boston. Several of the principals and their family members have attended the local universities, including Boston University and Boston College. The Development team's attention to detail and commitment to excellence has been recognized by receipt of a Prism Award in 2005 from the Builders Association of Greater Boston, for the "Best Urban Residential Multi-unit Project."

1.8 Legal Information

1.8.1 Legal Judgments or Actions Pending Concerning the Proposed Project

The Proponent is not aware of any legal judgments or pending actions which concern the Project.

1.8.2 History of Tax Arrears on Property Owned in Boston by the Proponent

The Proponent owns no real estate in Boston for which real estate tax payments are in arrears.

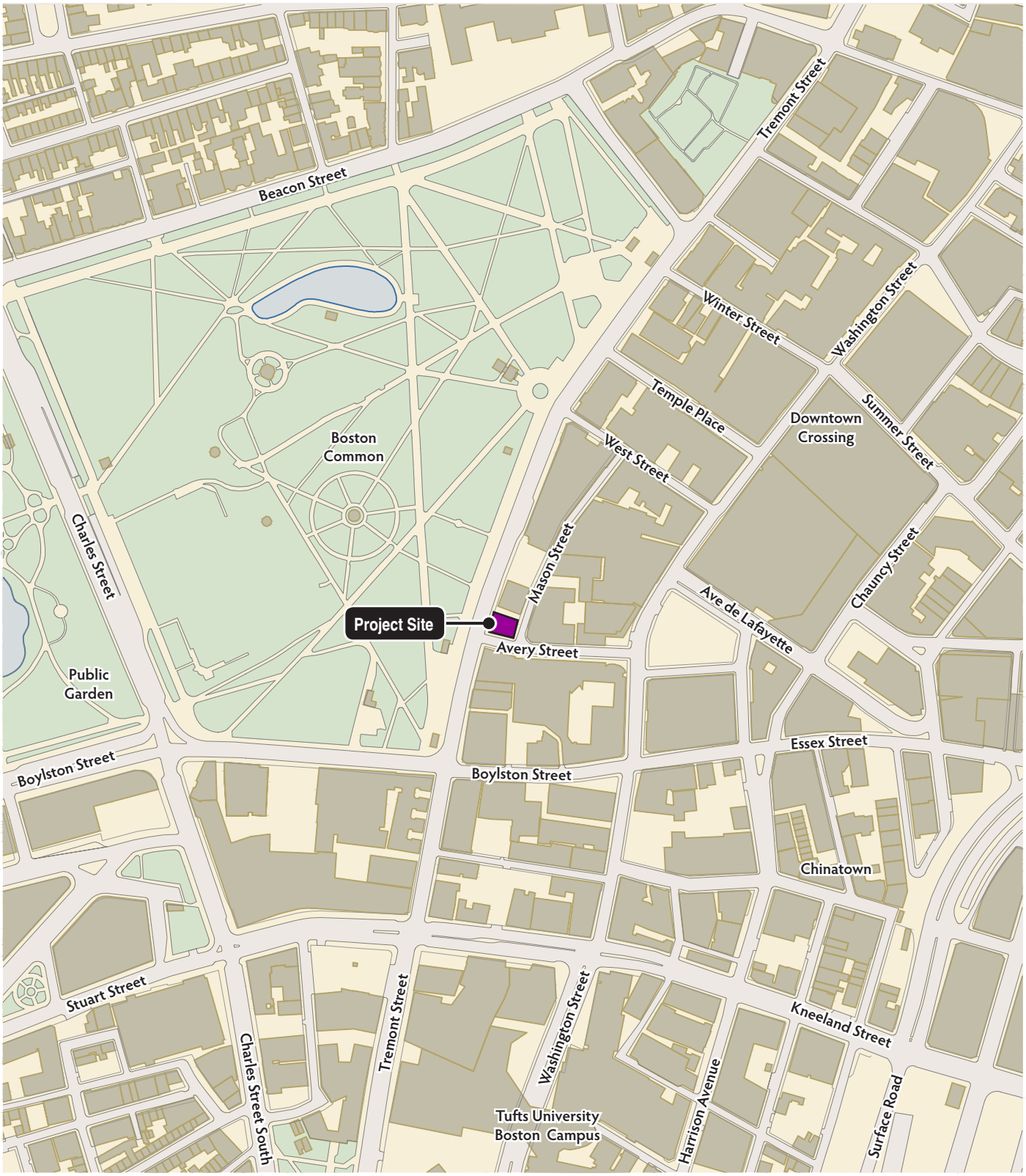
1.8.3 Site Control

The Proponent owns the entire Project Site by virtue of the deed recorded in the Suffolk County Registry of Deeds in Book 53174, Page 290.

1.8.4 Public Easements

A portion of the Project Site which serves as a pedestrian access way and greenspace between the existing building at the Project Site and the adjacent Parkside Condominium building is subject to a certain Fire Alarm Easement Agreement dated April 21, 1987 as recorded at the Suffolk County Registry of Deeds on June 2, 1987 at Book 13741, Page 311 (the "Fire Alarm Easement"). The Fire Alarm Easement granted to the City of Boston, acting through its fire department, the right to install and maintain a fire alarm line below the surface area. The Fire Alarm Easement reserved to the owner of the Project Site the right to relocate the fire alarm line, and to use the surface above the fire alarm line, and to use the

subsurface portions around and below the fire alarm line. This same area of the Project Site is burdened by a certain Gas Easement Agreement dated April 21, 1987 as recorded at the Suffolk County Registry of Deeds on June 2, 1987 at Book 13741, Page 291, allowing the installation and maintenance of a gas line. This same area of the Project Site is burdened by a certain Boston Edison Easement Agreement dated April 21, 1987 as recorded at the Suffolk County Registry of Deeds on June 2, 1987 at Book 13741, Page 297, allowing the installation and maintenance of an electrical line. This same area of the Project Site is burdened by a certain Telephone Easement Agreement dated April 21, 1987 as recorded at the Suffolk County Registry of Deeds on June 2, 1987 at Book 13741, Page 304, allowing the installation and maintenance of a telephone line. All of the utility easements reserved to the owner the right to relocate the utility lines, and to use the surface area above, and the subsurface areas around and below, the utility lines.



171 TREMONT

FIGURE 1.1
Site Location Map

0 200 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

171 TREMONT

FIGURE 1.2
Existing Site Conditions

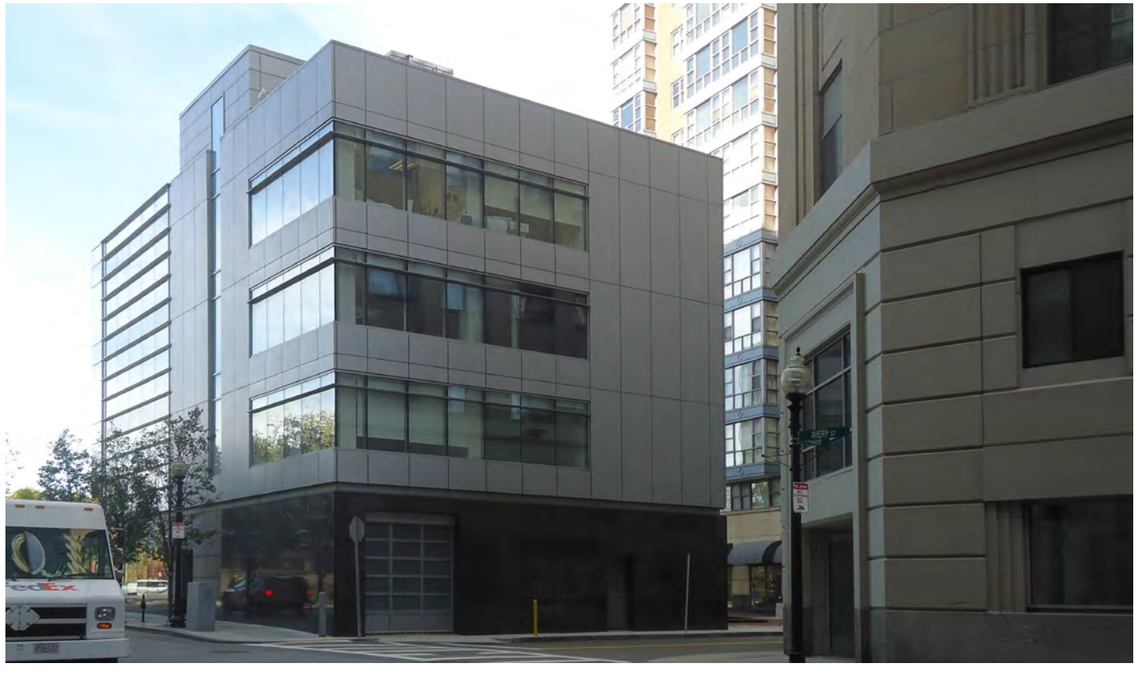
0 15 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

WEST ELEVATION - FROM TREMONT ST.

WEST + SOUTH ELEVATIONS

NORTH + WEST ELEVATIONS



SOUTH + EAST ELEVATIONS - FROM AVERY STREET

171 TREMONT

FIGURE 1.4
PROPOSED CONDITIONS SITE PLAN

0 16 32 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

171 TREMONT

FIGURE 1.5A
PROJECT RENDERING - AERIAL VIEW FROM BOSTON COMMON

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

171 TREMONT

FIGURE 1.5B
PROJECT RENDERING - GROUND LEVEL VIEW FROM BOSTON COMMON

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

2

Transportation

The following transportation analysis reviews the potential transportation-related impacts of the Project. The analysis considers all modes of transportation service and operations, including:

- Site access and circulation
- Project generated traffic
- Auto Parking
- Public Transit
- Bicycle Accommodations
- Pedestrian Access
- Loading and Servicing
- Transportation Demand Management
- Construction Management
- Transportation Access Plan Agreement

2.1 Key Findings and Benefits

The key findings and benefits related to transportation and parking include:

- The Project will benefit from an outstanding transit-oriented location and the extensive public transportation services of the Downtown Crossing area.
- The transportation analysis conducted on the Project concludes that there will be negligible traffic or other transportation impacts in the vicinity of the Project Site or beyond. Based on the trip generation analysis, the small number of residential units proposed is a relatively limited trip generator (fewer than 30 daily vehicle trips with approximately 10 percent of those trips, or three vehicle trips, occurring during the morning and evening peak hours).
- The Project will enhance pedestrian accessibility in the area and enliven the pedestrian realm, specifically along Tremont Street.
- Adequate bicycle storage will be provided within the proposed building in accordance with Boston Transportation Department (BTD) guidelines to encourage alternative modes of transportation.

2.2 Transportation Analysis

The Project includes approximately 18 condominium units to be supported by 21 below-grade parking spaces. The parking spaces will be for the private use of the residences, not commercial spaces, and therefore are exempt from the Parking Freeze.

The building lobby and pedestrian entrance will be located on the Tremont Street frontage. The parking will be accessed via a curb-cut and automatic garage door on Mason Street, facilitated by a vehicle elevator to the below-grade levels. A new curb cut will provide access to an off-street interior valet space (see Section 2.3 below).

A minimum of 18 secure covered bicycle parking spaces will be provided in the building, and four short-term/visitor bicycle spaces will be provided at-grade in the vicinity of the lobby entrance. The proposed development program is summarized in Table 2-1 below.

Table 2-1 Proposed Development Program

Use	DPIR Program
Residential (Condominiums)	Approximately 18 units
Parking – Vehicles	21 spaces
Parking – Bicycles (Long-Term)	18 spaces
Parking – Bicycles (Short-Term)	4 spaces

The following sections describe existing traffic, parking, transit and pedestrian/bicycle conditions, and the expected changes to these conditions as a result of the Project as well as proposed vehicle access/egress.

2.2.1 Roadway Network and Site Access

The location of the Project in relation to the local and regional roadway network is presented in Figure 2.1. The Project Site is bounded by Tremont Street to the west, Avery Street to the south, Mason Street to the east, and a pedestrian easement on the north side connecting Tremont Street to Mason Street. Tremont Street is one-way southbound with multiple vehicle travel lanes, paralleled by Washington Street to the east which is one-way northbound. Mason Street is a public rear service road running between Avery Street and West Street, which is two-way between Avery Street, at roughly its mid-point at the rear of the Opera House and Modern Theater fronting Washington Street. Mason Street continues as a service alley one-way northbound from that point to West Street.

Avery Street is two-way in the vicinity of the Project Site with one eastbound and one westbound vehicle travel lane, but is one-way eastbound at the intersection with Washington Street to the east. This section of Avery Street requires all vehicles to arrive at the Project Site from the Tremont Street end of Avery Street. As a result, most Project Site vehicle trips from the south, west and east must use West Street or Temple Place to arrive via Tremont Street at the western end of Avery Street. Trips

departing to the east can exit Avery Street at its eastern end, but all other departing Project Site trips can depart via Tremont Street to access other directions at its intersection with Boylston Street/Essex Street. Access to the Interstate Highway System (1-90 and 1-93) is provided at the Kneeland Street/Surface Street interchange, and by various ramps along the Rose Kennedy Greenway, and Storrow Drive can be accessed via Charles Street and Arlington Street.

Although Avery Street is a relatively low-volume roadway, it is controlled by traffic signals at both ends. The primary function of the traffic signals on Avery Street at both Tremont Street and Washington Street intersections is to facilitate and protect pedestrian movements rather than accommodate traffic demand. At Tremont Street, the two-phase signal facilitates a protected crosswalk across Tremont Street on the north side of the intersection concurrently with the left-turn vehicle exit movements from Avery Street. Similarly, at Washington Street, the two-phase signal facilitates a protected crosswalk across Washington Street on the south side of the intersection concurrently with the left-turn vehicle exit movements from Avery Street. Figure 2.2 shows the Existing Site Transportation Context.

Avery Street also provides access to parking and drop-off/pick-up for both the Ritz Carlton Hotel and Residences on both sides of Avery Street east of Mason Street. Observations at the traffic signals at both ends of Avery Street indicate that there is very limited delay or queuing even during peak periods, and capacity for traffic turning movements is more than adequate. In addition to commuter peak periods, there is a noticeable increase in activity in the evenings, particularly on weekends, when the nearby Theater District is active. There is also some drop-off activity associated with the multiplex cinema at the corner of Avery Street and Tremont Street opposite the Project Site, and sedans and limos waiting to pick up residents at the Millennium Residences and the Ritz Carlton hotel.

Traffic circulation in the study area incorporates a significant number of one-way streets, as shown in Figures 2.1 and 2.2. The circulation pattern protects the Downtown Crossing retail/commercial area from through traffic by interrupting the continuity of major north-south and east-west roadways or one-way pairs. Tremont Street and Washington Street provide the primary one-way pair serving the study area, with Tremont Street as a major north-to-south corridor, but with limited connections to the Downtown Crossing area. Washington Street is an important south to north corridor passing through the study area, but general traffic circulation is interrupted by a pedestrian-only zone on Summer Street and Winter Street at Downtown Crossing (Figures 2.1 and 2.2). Northbound general traffic is forced to travel westbound to Tremont Street southbound via Temple Place or West Street. The Boylston Street/Essex Street corridor is one-way eastbound east of Washington Street, and through westbound traffic is accommodated a block further to the south on the Kneeland Street corridor.

The traffic circulation pattern has specific implications for vehicular access for the Project Site itself. Specifically, the short one-way eastbound section of Avery Street at Washington Street requires all vehicles to arrive at the Project Site from the Tremont Street end of Avery Street. As a result, most Project Site vehicle trips from

the south, west, and east must use West Street or Temple Place to arrive via Tremont Street at the western end of Avery Street. Trips departing to the east can exit Avery Street at its eastern end, but all other departing Project Site trips can depart via Tremont Street to access other directions at its intersection with Boylston Street/Essex Street. Access to the Interstate Highway System (I-90 and I-93) is provided at the Kneeland Street/Surface Street interchange, and by various ramps along the Rose Kennedy Greenway, and Storrow Drive can be accessed via Charles Street and Arlington Street.

2.2.2 Project Traffic Generation

A trip generation analysis for the proposed Project has been performed in accordance with standard BTD methodology for Transportation Access Plans ("TAP"). The analysis is based on Institution of Transportation Engineers ("ITE") Manual, 9th edition, daily vehicle trip generation rates for Residential Condominium/Townhouse land use (Land Use Code, LUC 230), and peak hour vehicle trip generation rates for Luxury Condominium/Townhouse land use (Land Use Code, LUC 233), which yields slightly higher trip rates for a conservative analysis. Trip rates are adjusted by a National average vehicle occupancy ("AVO") of 1.13 persons per car to derive person trips. Local mode share is based on BTD data for Area 2, within which the Project is located, to yield trips by auto, transit, walk and bicycle. Auto trips were adjusted by an AVO of 1.09 persons per vehicle, based on 2010-2014 American Survey Data for this Census Tract, to derive vehicle trips. The results of the trip generation analysis are presented in Tables 2-2 through 2-4 below.

Table 2-2 Project Person Trip Generation Summary

	ITE-Based Trips	AVO	Person Trips
Morning Peak Hour			
In	3	1.13	3
Out	8	1.13	9
Total	11		12
Evening Peak Hour			
In	7	1.13	8
Out	4	1.13	5
Total	11		13
Weekday Daily			
In	53	1.13	60
Out	53	1.13	60
Total	106		120

Source: Institute of Transportation Engineers Trip Generation 9th Edition, LUC 230 and LUC 233

Table 2-3 Project Mode Split

Mode	
Automobile	28%
Transit	30%
Walk/Bike/Other	42%

Source: BTD Area 2 Daily Mode Share Data

Table 2-4 Project Trip Generation by Mode

	Person Trips	Transit Trips	Walk/ Bicycle/ Other Trips	Trips by Vehicle	AVO	Vehicle Trips
Morning Peak Hour						
In	3	1	1	1	1.09	1
Out	9	3	4	3	1.09	2
Total	12	4	5	4		3
Evening Peak Hour						
In	8	2	3	2	1.09	2
Out	5	1	2	1	1.09	1
Total	13	3	5	3		3
Weekday Daily						
In	60	18	25	17	1.09	15
Out	60	18	25	17	1.09	15
Total	120	36	50	34		30

Based on the trip generation analysis presented above, it is clear that the Project is a relatively limited trip generator. It is expected to generate approximately 120 person trips on a daily basis. Approximately 12 person trips are projected to occur during the weekday AM peak hour and approximately 13 person trips are projected to occur during the weekday PM peak hour.

While the parking ratio of just over 1.17 spaces per residential unit provides more than the 1.0 spaces per unit under City of Boston Zoning, this ratio is not expected to encourage additional vehicle trip generation over-and-above typical rates for downtown residences. Further, in light of the excellent non-auto mobility of the Project Site, the Project is expected to generate only approximately 3 vehicle trips during each of the weekday AM and PM peak hours. This magnitude of vehicle trip generation is expected to have negligible impact to the roadway network, even though the majority of vehicle trips will pass through the Tremont Street/Avery Street intersection. In practice, there will likely be no noticeable degradation in level of service, queuing or delays. It is important to also note that the residential use will eliminate the existing office use on the Project Site, albeit the office space is currently vacant. Indeed, a trip generation analysis for the approximately 13,800-square foot office building demonstrates that, while the trip generation for office use would be less over the course of the 24-hour weekday, it would be slightly greater during the

AM and PM hours compared to the approximately 18 residential units proposed. Therefore, the Project represents a net reduction in trip generation during the critical weekday peak periods when compared to the exiting office land use.

2.3 Vehicle Parking

Currently, there are no parking accommodations on the Project Site, and vehicular access is limited to an off-street loading dock accessed via a nine-foot wide curb-cut on the west side of Mason Street. As an office building, existing service and loading operations are relatively limited. On-street parking in the area is very limited, and the curbside regulations in the vicinity generally prohibit stopping at all times, with the exception of valet parking for the Ritz Carlton hotel on the southern side of Avery Street. Existing transportation conditions around the Project Site are shown in Figure 2.3.

Zipcar car-sharing vehicles are located within a short walk from the Project Site as shown in Figure 2.2.

On-site parking spaces in the form of structured parking below the proposed building will be for the private use of the residents, not as commercial spaces. Therefore, they are exempt from the Parking Freeze. A total of 21 spaces in three below-grade levels will be provided to support the approximately 18 residential units, accessed by an vehicle elevator from the first floor (street level) of the building. As shown in Figure 2.4, the vehicle elevator will be accessed via a curb-cut and automatic garage door on Mason Street.

The parking will be operated by a full-time on-site valet, 24-hours per day, who will operate the vehicle elevator to deliver and retrieve cars from the garage. The valet operation will be supported by an additional off-street interior valet space at the north-east corner of the building (Figure 2.4). In the event of an elevator malfunction, contingency parking plans will be instituted.

For a residential building in a dense urban core like Boston, the volume of traffic entering and exiting the parking garage during the peak on-street traffic hours is anticipated to be minimal as most residents are expected to walk or use mass transit to commute to or from work. Refer to Figure 2.5 for the nearby mass transit options. The Project is expected to generate two vehicles leaving and one vehicle entering the Project Site during the weekday morning peak hour. In the evening peak hour, two vehicles are expected to enter the Project Site while only one vehicle is expected to leave.

The parking structure peak hours are expected to be on weekends, normally in the afternoon or early evening with residents running errands, meeting/visiting with friends, going out to dinner or similar weekend activities. Even then, the peak entry/exit hour is anticipated to be fewer than 25 percent of the parking capacity entering or exiting. This equates to approximately one vehicle entering every 10 minutes. In order to minimize delays, the system is proposed to provide priority to entering vehicles. The normal position of the elevator will be at street level. When a resident approaches the Project Site, they will have a garage door opener in their

vehicle to open the valet space door to receive their vehicle. They will drive their vehicle into the valet space where an attendant will take over their vehicle and they will enter the building. The vehicle will then be driven on to the car elevator and brought down to one of the three parking floors and parked by the attendant.

Upon returning for their vehicle, residents will call for their car and proceed to the valet space. The attendant will retrieve their vehicle, put it in the elevator to be brought back to street level. This element of the parking design is shown in further detail on the ground level floor plan in Figure 5.1a.

Each level of parking will be managed as a typical valet level with the attendant parking cars as efficiently as possible with some staging in the drive aisles. The layout of the parking levels, as shown in Figure 2.6, provides parking for vehicles in what would normally be considered self-parking positions while maintaining an empty drive aisle.

A red/green light is proposed at street level to alert returning residents when valet space is occupied with a vehicle. The time required for a vehicle to go from a parking floor to grade and have the outbound driver enter the vehicle and leave the elevator is anticipated to normally be less than two minutes.

2.4 Public Transit

The Project Site enjoys excellent public transportation accessibility, and is well supported by subway and local bus service within a five-minute walk, or 0.25 mile radius (Figure 2.5). The individual transit services and frequencies are summarized in Table 2-5 below.

As shown in Figure 2.5, the Project Site is located immediately across Tremont Street from Boylston Station (Green Line), approximately a two-minute walk from Chinatown Station (Orange Line) and within a five-minute walk of Downtown Crossing (Orange and Red Lines). SL4 and SL5 Silver Line service stop outside Chinatown Station on Washington Street, and the SL5 terminates on Temple Place before returning to Dudley Station via Tremont Street where it also stops immediately opposite the Project Site. Local bus routes 11, 43 and 53 also stop within a short walk from the Project Site. Commuter Rail, Amtrak and private bus carriers are available at South Station, approximately 0.5 miles to the east of the Project Site.

Table 2-5 Study Area Public Transit Services

			Headway (minutes)	
Route	**Destination**	**Closest Stop**	**Peak**	**Off-Peak**
Red Line	Alewife – Ashmont/Braintree	Downtown Crossing	9	12-13
Orange Line	Oak Grove – Forest Hills	Chinatown	5	8-13
Green Line	Lechmere – Boston College, Cleveland Circle, Riverside, Brigham Circle	Downtown Crossing	5-7	9-14
Silver Line	SL4: Dudley Station - South Station via Essex Street	Chinatown	8	11-15
	SL5: Dudley Station – Downtown via Washington Street	Boylston	7	11
Local # 11	City Point – Downtown	Washington Street @ Essex Street	6	25
Local # 43	Ruggles Station – Park & Tremont Streets	Tremont Street Opposite Winter Street	18	20-35
Local # 55	Jersey & Queensberry Streets – Park and Tremont Streets	Tremont Opposite Avery Street	15-17	30-40

The density of public transportation service within easy reach of the Project Site is a primary factor for the occupants of the Project to choose transit as their day-to-day mode of travel. Additionally, with close proximity to vibrant neighborhoods of Beacon Hill, Back Bay, and the financial district it is expected that the residents will take advantage of walk-ability as a supplement to public transit.

2.5 Bicycle Accommodations

The widely varying cross-sections of downtown streets render many of them unsuitable for dedicated bicycle lanes. However, the BTD has continued to introduce bicycle lanes, where possible, and shared-lane ("sharrow") striping and signage on downtown streets to accommodate bicycles as safely as possible and reinforce awareness of their presence to other road users, including both pedestrians and vehicle drivers. There are no dedicated bicycle lanes in the immediate vicinity of the Project Site, but the City of Boston is planning to provide a cycle track on Boylston Street under its five-year plan.

The existing office building does not have provisions for interior secure bicycle parking or shower/changing facilities, but there are short-term outdoor bicycle racks providing parking for four bicycles on the Avery Street sidewalk adjacent to the Project Site. Short-term parking for six bicycles is also provided on the opposite sidewalk adjacent to the Cinema. Furthermore, Hubway bicycle share stations are available only a short walk from the Project Site (Figure 2.2).

The Project will fully comply with BTD's guidelines for bicycle parking for multi-unit residential buildings with four or more units by providing one secure/covered

bicycle parking spaces per unit and one outdoor/open bicycle parking spaces per five units. A minimum of 18 secure bicycle parking spaces will be provided within the building on the amenity floor (Level B-3), as shown in Figure 2.7. Bicyclists will use the passenger elevator to access Level B-3, which will be sized to accommodate a bicycle. Four short-term/visitor bicycle spaces will be provided at-grade in the vicinity of the lobby entrance (Figure 1.4).

2.6 Pedestrian Access

The Project Site enjoys an outstanding location in terms of pedestrian accessibility. Not only is it proximate to the Downtown Crossing retail/commercial area, the Theater District and Chinatown, it is also within reasonable walking distance of several other Boston neighborhoods, including Back Bay, Beacon Hill, Bay Village, the South End and the Leather District. Furthermore, immediate access to Boston Common across Tremont Street provides an un-paralleled walking advantage for a city center location. The extensive off-road pathway system, extending through the Public Garden and connecting to the Esplanade, yields both recreational opportunities and enhanced pedestrian accessibility.

Pedestrian access to the existing office building on the Project Site is located on the Tremont Street frontage. The Project Site benefits from continuous sidewalks on both the Tremont Street and Avery Street frontages, and pedestrian crossing facilities are provided at the immediately adjacent Tremont Street/Avery Street intersection. As shown, there is a crosswalk on Mason Street at Avery Street. As noted previously, the two-phase signal at the Tremont Street/Avery Street intersection facilitates a protected crosswalk across the multiple travel lanes on Tremont Street on the north side of the intersection concurrently with the left-turn vehicle exit movements from Avery Street. The narrower sidewalks on Mason Street reflect the fact that it is a service roadway rather than a pedestrian corridor, and experiences limited pedestrian activity. There is, however, a mid-block crosswalk on Mason Street at the end of the wide pedestrian way between the Project Site and the adjacent residential building (The Parkside).

Pedestrian access to the residential lobby will be located on the Tremont Street frontage where the sidewalk is approximately 11 feet wide. The main lobby connects through the elevator lobby to access the interior valet car operations located in the rear of the building (refer to the ground level floor plan shown in Figure 5.1a). Pedestrian access to the pocket park will be from the sidewalks on Tremont and Mason Streets.

Sidewalks abutting the Project will be reconstructed in conformance with ADA requirements and a landscape plan will be developed and implemented in the easement area on the north side of the building between Tremont Street and Mason Street. Refer to Chapter 5, *Urban Design* for further details regarding accessibility.

2.7 Loading and Servicing

The project design for loading and servicing effectively maintains the same levels of accommodation as exists for the existing office building on the site.. Loading and servicing (trash collection and deliveries) for the Project will be accommodated through the rear of the building via the elevator and valet spaces on Mason Street, as shown on Figure 2.8. Trash will be stored within the building on the lower level below-grade (Level B-1). When the trash is to be collected, it will be loaded on to the car elevator and brought up to the ground level.

Delivery and service personnel will access the area behind the building lobby through the valet space on Mason Street. Due to its residential program, the Project is expected to have limited loading needs other than regular mail, trash collection and recycling. Additionally, because future residents will be home owners as opposed to short-term renters, the expected that the loading and servicing needs, such as move-in-move-out will be less than the existing office building.

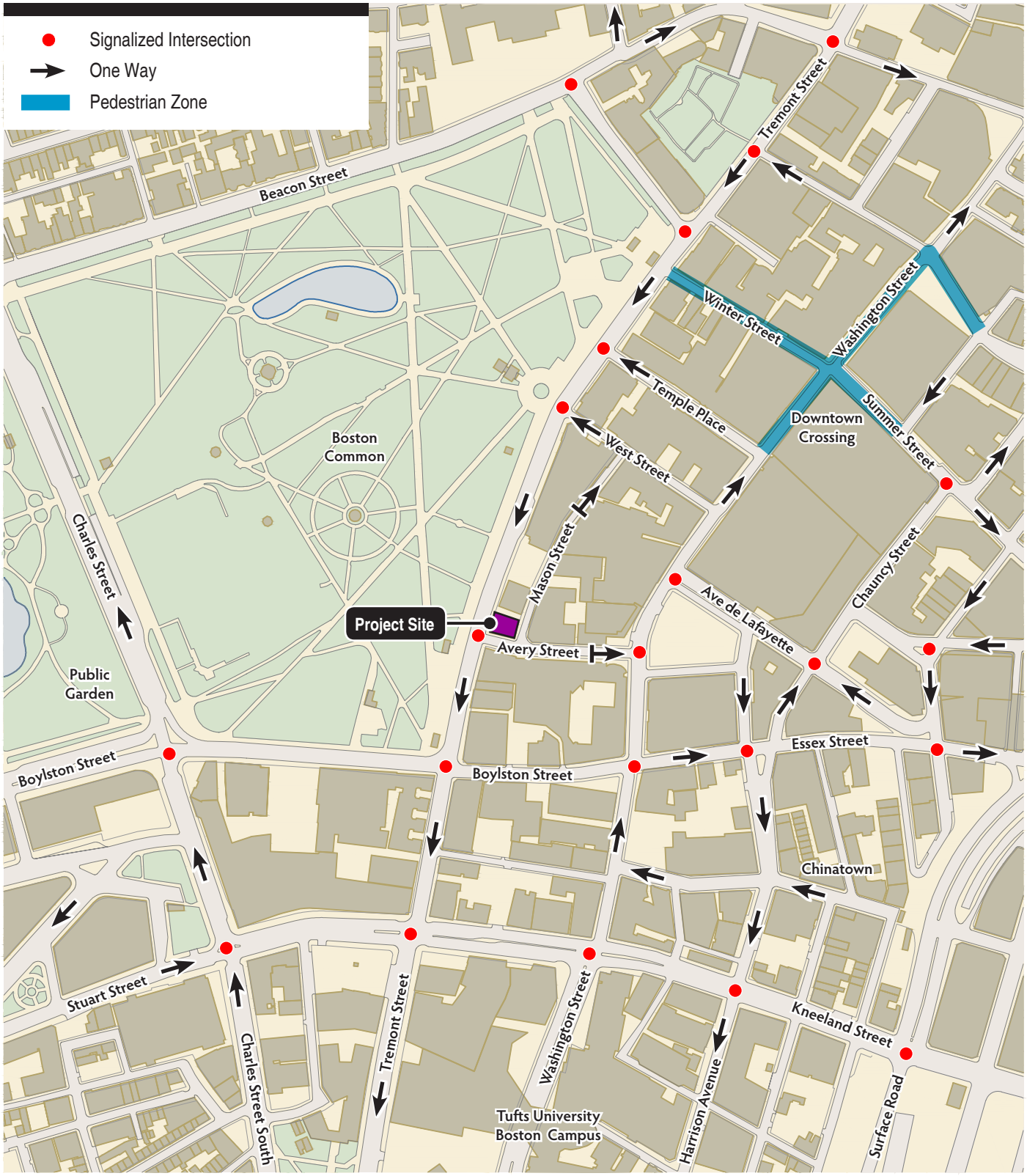
2.8 Transportation Demand Management

The Proponent will designate a Transportation Coordinator, and will become a member of the ABC (A Better City) Transportation Management Association (TMA). In addition, the Proponent will coordinate with the neighboring buildings in the area, and will implement a package of Transportation Demand Management (TDM) strategies for building residents to include the following:

- Marketing information including MBTA services
- Transit pass sales
- Secure, indoor bicycle storage
- Provide group membership for the Hubway bicycle-share program to all building residents
- Provide group membership for the Zipcar car-share program to all building residents

2.9 Transportation Access Plan Agreement

As required under the Article 80 process, the Proponent will prepare and submit a Transportation Access Plan Agreement (TAPA) for execution by the Proponent and the BTD. In addition, a Construction Management Plan (CMP) will be prepared for review by the BTD and other City of Boston agencies. Refer to Section 3.12 of Chapter 3, *Environmental Protection* for further information on the construction period.



171 TREMONT

FIGURE 2.1
Roadway Network

0 200 N

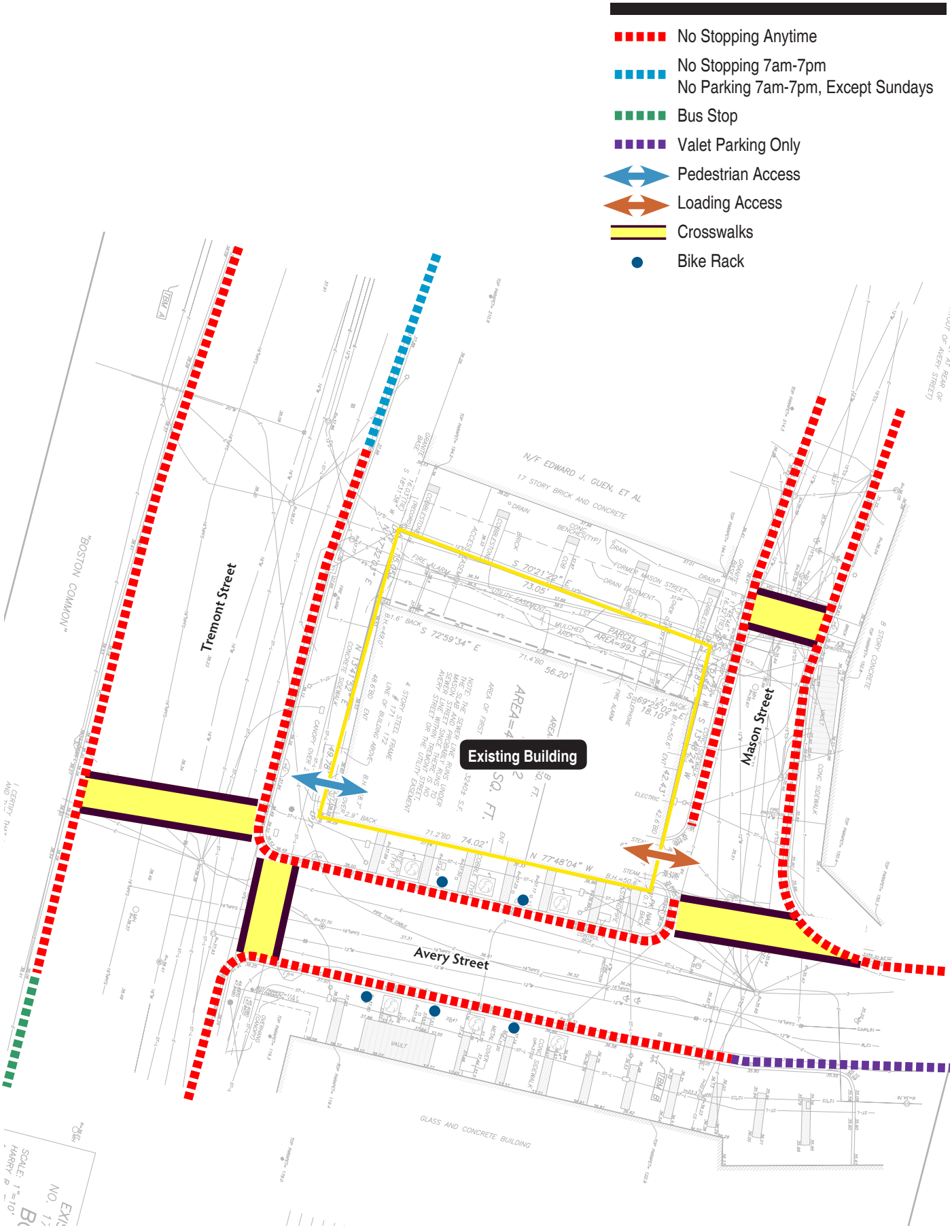
ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

171 TREMONT

FIGURE 2.2
Existing Site Transportation Context

0 100 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK



171 TREMONT

FIGURE 2.3
Existing Site Transportation Conditions

0 15 N

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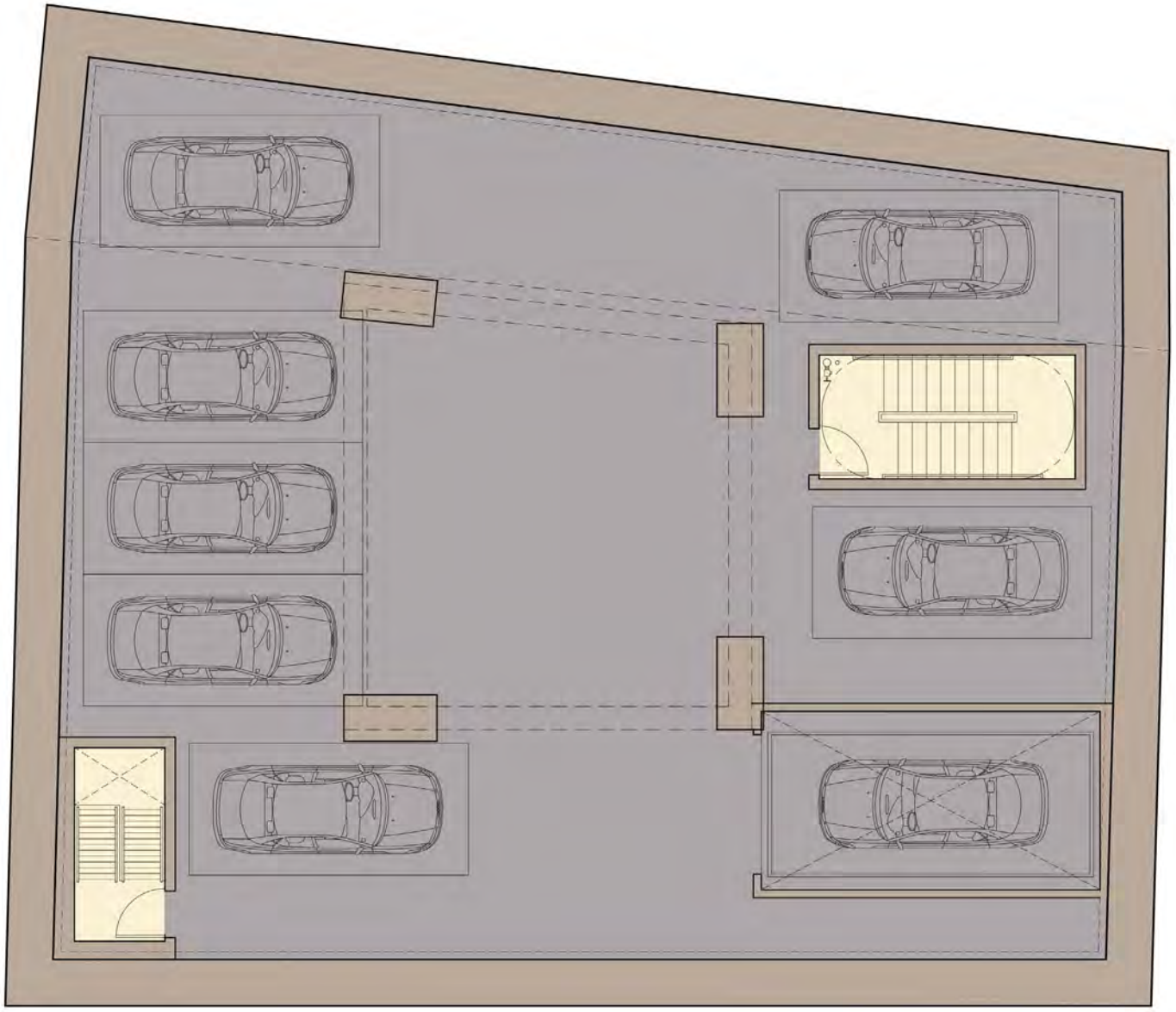
171 TREMONT

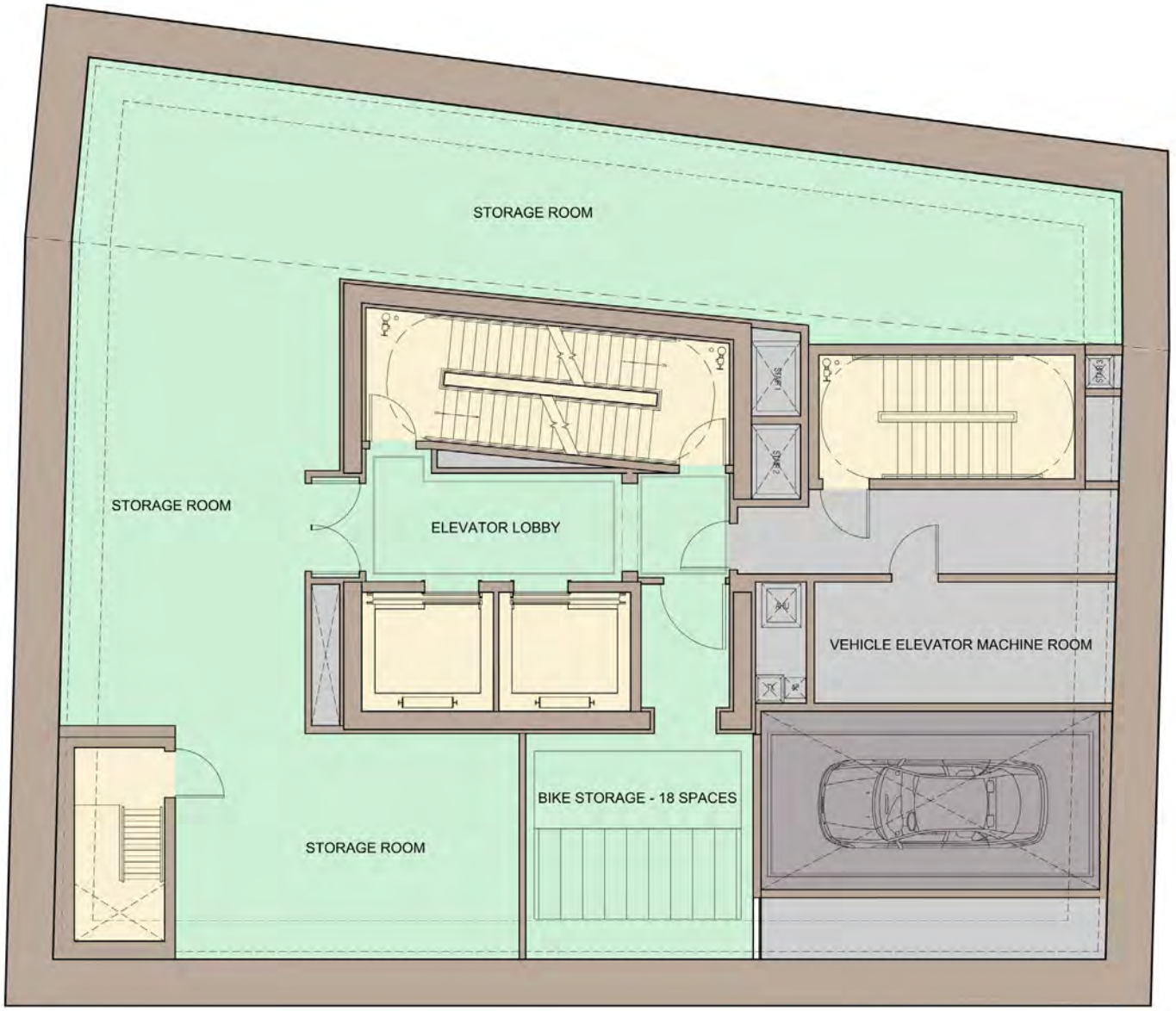
FIGURE 2.4
Proposed Site Access and Circulation Plan

0 15 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

171 TREMONT	FIGURE 2.5 Public Transportation	0 200 N	ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK


RESIDENTIAL
LOBBY
AMENTITY
CIRCULATION
PARKING
SERVICE
ROOF



171 TREMONT

FIGURE 2.7
PROPOSED BIKE ACCOMMODATIONS - LEVEL B-3

0 5 10 N

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171 TREMONT

FIGURE 2.8
PROPOSED TRASH AND LOADING/SERVICING ACCOMMODATIONS

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

3

Environmental Protection

This chapter presents information on the existing environmental conditions in the vicinity of the Project Site and the potential changes that may occur as a result of the Project. One of the Project's central goals is to promote the revitalization of the Downtown Crossing neighborhood by striving for a high level of sustainability and energy efficiency while also minimizing potential adverse environmental impacts to the surrounding project area to the greatest extent feasible.

In accordance with Article 80 of the Boston Zoning Code, this DPIR considers the potential for the project impacts in the following Large Project Review categories:

- Wind
- Shadow
- Daylight
- Solar Glare
- Air Quality
- Noise
- Flood Hazard
- Water Quality
- Solid and Hazardous Waste
- Geotechnical/Groundwater
- Construction
- Post-construction Rodent Control

The Proponent is committed to delivering a LEED certifiable project striving for a Silver level; thereby, which exceeds the requirements of Article 37, Green Building, of the Code. Refer to Chapter 4, *Sustainability* for additional information as well as a discussion of climate change preparedness and resiliency.

3.1 Key Findings and Benefits

The key findings related to environmental protection include:

- With the addition of the Project and pocket park landscaping, overall wind conditions are expected to be either similar or better than under the No-Build Condition, which meet BRA standards.
- While shadows are expected from the Project as a result of increased building height, due to the slim massing form and diminutive floor plate, the resulting new shadows cast are slight and narrow.
- In compliance with the Public Commons Shadow Act, the Project will require approval of approximately 2,987 square feet (0.069 acres) of shadow from the "shadow bank" established by the BRA. This represents a 42 percent reduction from the previous building design presented in the PNF due to changes in the building design.

- The majority of the skyplane is already obstructed on Tremont Street and Pedestrian Way due to the minimal or non-existent set back of the existing 4-story building. The Project is not expected to result in a significant increase in the amount of obstructed skyplane from these adjacent public ways.
- Levels of reflections created by the Project are typical of what is found in an urban environment and the reflections caused by the Project are not expected to have significant thermal impacts on pedestrians, drivers, nor adjacent off-site building facades.
- As demonstrated by the transportation analysis presented in Chapter 2, *Transportation*, the Project is a very low generator of new vehicle trips. Therefore, the localized air quality impacts associated with vehicle trips to/from the Project are expected to be negligible. No significant localized CO will be created by Project-related mobile sources.
- The Project is not located in a designated flood hazard zone.
- The Project represents an opportunity to improve the quality and reduce the quantity of site stormwater runoff compared to existing conditions through the implementation of improved stormwater management practices.
- Since the Project Site is already impervious, the Project will not produce significant changes in either the pattern of, or rate of, stormwater runoff. Stormwater management controls will be established in compliance with the BWSC standards.
- Any noise associated with building mechanical equipment will be attenuated with the mechanical enclosures and screening located on the roof.
- Since deliveries will be conducted with vehicles that are currently on the roadway in the vicinity of the Project Site, potential noise impacts associated with deliveries are expected to be negligible.
- Construction-related impacts are temporary in nature and are typically related to truck traffic, air (dust), noise, stormwater runoff, solid waste and vibration. All temporary construction-period impacts associated with the Project will be managed to minimize disruption to the surrounding neighborhood through a comprehensive Construction Management Plan and in coordination with the appropriate city agencies.

3.2 Wind

A pedestrian wind tunnel study was conducted to assess the effect of the Project on pedestrian-level wind conditions around the Project Site and to provide recommendations for minimizing adverse effects. The following configurations were simulated:

- Future No-Build Configuration: includes all existing and planned surrounding buildings; and
- Future Build with Mitigation Configuration: includes the Project with existing and planned surrounding buildings with wind mitigation measures incorporated.

3.2.1 Methodology

A scale model was equipped with 75 specially designed wind speed sensors in pedestrian areas throughout the study site and surrounding area, which recorded the mean and fluctuating components of wind speed at five feet above grade. The results were then combined with long-term meteorological data, recorded during the years 1995 to 2015 at Boston's Logan International Airport, in order to predict full scale wind conditions. Meteorological data in the form of wind roses are shown in the supporting documentation provided in Appendix D. The prevailing winds are from directions between south-southwest and northwest. Winds from the east and east-southeast are also relatively common. In the case of strong winds, northeast and west-northwest are the dominant wind directions.

The interaction of these winds with major buildings, especially those that protrude above their surroundings, often cause increased local wind speeds at the pedestrian level. Typically, wind speeds increase with elevation above the ground surface, and taller buildings intercept these faster winds and deflect them down to the pedestrian level (downwashing flows). The funneling of wind through gaps between buildings (channeling flows) and the acceleration of wind around corners of buildings may also cause increases in wind speed. Conversely, if a building is surrounded by others of equivalent height, it may be protected from the prevailing upper-level winds, resulting in no significant changes to the local pedestrian-level wind environment.

3.2.2 Pedestrian Wind Comfort Criteria

The BRA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BRA wind design guidance criterion states that an effective gust velocity (hourly mean wind speed +1.5 times the root-mean-square wind speed) of 31 miles per hour (mph) should not be exceeded more than one percent of the time. The second set of criteria used by the BRA to determine the acceptability of specific location is based on the work of Melbourne.[1] This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded one percent of the time (i.e., the 99th percentile mean wind speed). They are presented in Table 3-1.

Table 3-1 Boston Redevelopment Authority Mean Wind Criteria*

Melbourne Category	Criteria
1. Comfortable for Sitting	<12 miles per hour
2. Comfortable for Standing	>12 and ≤15 miles per hour
3. Comfortable for Walking	>15 and ≤19 miles per hour
4. Uncomfortable for Walking	>19 and ≤27 miles per hour
5. Dangerous	>27 miles per hour

Source: Boston Redevelopment Authority

[1] 1 Melbourne, W.H., 1978, "Criteria for Environmental Wind Conditions", Journal of Industrial Aerodynamics, 3 (1978) 241 – 249.

The wind climate found in a typical urban downtown location in Boston is generally comfortable for the pedestrian use of sidewalks and thoroughfares, and meets the BRA effective gust velocity criterion of 31 mph. However, without any mitigation measures, the general wind climate in an urban downtown location is likely to be uncomfortable for more passive activities, such as sitting.

3.2.3 Findings

Figures 3.1a and 3.1b graphically depict the wind comfort (mean speed) conditions at each wind measurement location based on the annual winds for the No-Build and Build with Mitigation Conditions, respectively. Figures 3.1c and 3.1d graphically depict the wind comfort (effective gust) conditions at each wind measurement location based on the annual winds for the No-Build and Build with Mitigation Conditions, respectively. The following sections summarize the pedestrian wind comfort conditions, which are based on the annual winds for each simulated configuration.

3.2.3.1 No-Build Wind Conditions

Under the No-Build Condition, mean wind speeds, on an annual basis, at most areas immediately surrounding the site are rated comfortable for walking. Winds are rated as uncomfortable for walking at the southwest corner of the building that currently exists on the site, in the pocket space to the north, on Tremont Street near the Boston Common Visitors Center, and at several locations along Mason, Avery and Boylston Streets. During the winter season, wind speeds in the pocket park are rated as dangerous.

Wind speeds at most other locations, on an annual basis, are rated comfortable for sitting or standing, with conditions comfortable for walking at several locations on the sidewalks and walkways in Boston Common.

In the No-Build scenario, unacceptable effective gust speeds are noted at six locations on and around the proposed site. Four of the locations are to the immediate north of the site, in the pocket park and adjacent corners of the neighboring building to the north, and two are on the west sidewalk on Tremont Street near the Boston Common Visitor Information Center.

3.2.3.2 Build with Mitigation Wind Conditions

The pedestrian level wind comfort conditions at locations just north of the Project Site and along Mason Street that were rated uncomfortable under the No-Build scenario are projected to improve to a rating of comfortable for walking, standing, or sitting. The Project is not expected to alter significantly conditions farther away from the Project Site in the Boston Common compared to the No-Build scenario. No dangerous wind conditions are predicted at any location as a result of the Project.

To reduce wind speeds in the area of the proposed pocket park and create a comfortable wind environment for pedestrians, the Project incorporates landscaping, including trees with dense, tall shrubs under them and that retain foliage in the

winter. As a result, mean wind speeds rated comfortable for sitting or standing, and acceptable effective gust conditions are predicted in that area. This is a significant improvement from the uncomfortable mean speed and unacceptable wind gust conditions under the No-Build scenario.

Along Avery Street, wind conditions are improved on average from the No-Build scenario except for a couple of locations along the building's southern perimeter. This is due to the proposed landscaping that blocks winds from going through the pocket park. The westerlies that would otherwise flow through the area now get re-directed around the west side of the building. This would result in a marginal exceedance of the mean wind speeds (by only 1 or 2 mph) at two locations and effective gust criterion (by only 1 mph) at one location. In general, without the proposed landscaping in the pocket park, the wind conditions along Avery Street would be similar, but extremely windy and uncomfortable within the public pocket park.

3.3 Shadow

Due to the slim massing form and diminutive floor plate, the resulting new shadows cast are slight and narrow. Additionally, shadow impacts associated with the Project have been reduced as a result of the reduction in building height. As explained in further detail below, net new shadow is limited to 6 out of the 14 periods studied, with the most shadow impacts occurring in the morning. These impacts are reduced due to the siting of the building in the path of shadow cast by the Ritz Carlton Hotel and Ritz Carlton Residences at 10 Avery Street. During the remaining periods, new shadows either fall on the roofs of existing buildings, or within shadows cast by existing buildings. During these periods, no new shadow is cast on sidewalks or public open space.

3.3.1 Methodology

As with the PNF, shadow impacts from the proposed Project are minor. Due to the slim massing form and diminutive floor plate, the resulting new shadows cast are slight and narrow. As explained in further detail below, the impact is limited to 6 out of the 14 periods studied, with the largest impacts occurring in the morning. These impacts are reduced due to the siting of the building in the path of shadow cast by the Ritz Carlton Hotel and Ritz Carlton Residences at 10 Avery Street. During the remaining periods, new shadows either fall on the roofs of existing buildings, or within shadows cast by existing buildings. During these periods, no new shadow is cast on sidewalks or public open space.

Two shadow study analyses were undertaken to support this analysis. The first shadow study impact analysis was conducted in accordance with the BRA protocol for identifying net new shadows associated with the Project at 9:00 a.m., 12:00 noon, and 3:00 p.m. during the summer solstice (June 21), autumnal equinox (September 21), vernal equinox (March 21), and the winter solstice (December 21). Shadow studies were also conducted for 6:00 p.m. during the summer solstice and autumnal

equinox. The second study examined the impact of any new shadow specifically on the Boston Common to verify compliance with the Public Common Shadow Act (1990).

3.3.2 Findings

The shadow studies are presented in Figures 3.2a through 3.2d. The following sections describe the future shadow conditions as a result of the Project for each condition studied.

3.3.2.1 Vernal Equinox (March 21)

During the morning (9:00 a.m.), only a very small portion of new shadow from the Project is cast onto the Boston Common due to the shadows cast by the existing Ritz Carlton tower to the east. At 12 p.m., there is a very small sliver of new shadow that falls on Tremont Street. During the afternoon (3pm), all new shadow from the Project is cast over rooftops of existing adjacent buildings to northeast. No new shadow is cast onto public open space in the afternoon in the spring.

3.3.2.2 Summer Solstice (June 21)

During the morning, new shadow from the Project is cast onto a small portion of the Boston Common. At 12:00 p.m., there is a slight portion of new shadow cast on the Tremont Street and the adjacent sidewalk. During the remaining periods (3:00 p.m., 6:00 p.m.), all new shadow from the Project is cast over rooftops of existing adjacent buildings to east. No new shadow is cast onto public open space in the afternoon in the summer.

3.3.2.3 Autumnal Equinox (September 21)

In the fall, due to the sun's angle in the morning, the Project falls in the path of existing shadow cast by the Ritz Carlton Hotel & Ritz Carlton Residences. Due to these conditions, the new shadow cast over the Boston Common is greatly reduced to a narrow slice. At 12:00 p.m., a portion of new shadow is cast over Tremont Street. During the afternoon and evening, no new shadow is cast onto any public open space.

3.3.2.4 Winter Solstice (December 21)

Like the fall, due to the sun's angle in the morning, the Project's shadow falls completely within the path of existing shadow cast by the Ritz Carlton Hotel & Ritz Carlton Residences so that no new shadow is cast on the Boston Common in the morning. At 12:00 p.m., new shadow from the Project extends to the north over Tremont Street with a small amount extending over a portion of the Boston Common. During 3:00 p.m. in the winter, all new shadow from the Project is cast over rooftops of existing adjacent buildings to the northeast. No new shadow is cast onto any public open space during this time.

3.3.2.5 The Public Commons Shadow Act

The Public Commons Shadow Act prohibits a permit-granting authority, such as the BRA, from authorizing a structure within the Midtown Cultural District that would cast "new shadow" on the Boston Common for more than two hours from 8:00 am through 2:30 pm on any day from March 21 through October 21, inclusive, with certain exceptions set forth in Section 2 of the Act. "New Shadow" is defined as shadow additional to shadow which would be created by structures conforming to as-of-right height limits allowed by the Boston Zoning Code as in effect on May 1, 1990.

As illustrated in Figure 3.3, the largest amount of new shadow cast by the Project on the Boston Common occurs on August 18th at 10:00 a.m. Under the Public Commons Shadow Act, the BRA, as the permit-granting authority, may approve such additional shadow as long as the total area shaded for more than a two hour period does not exceed one acre, with such area to be calculated as the sum of the areas of new shadow cast beyond such two hour limit by all structures in the Midtown Cultural District approved after March 20, 1989, including PDAs. The Project will require approval of approximately 2,987 square feet (0.069 acres) of shadow beyond the two hour limit from the "shadow bank" established by the BRA. This represents a 42 percent reduction from the previously proposed building design in the PNF.

3.4 Daylight

The following section describes the anticipated effect on daylight coverage at the Project Site as a result of the Project. An analysis of the percentage of skydome obstructed under the Build and No-Build conditions is a requirement of the Article 80B, Large Project Review, per Section 80B-2(c) of the Code. The daylight analysis was prepared using the BRA's Daylight Analysis Program (BRADA) and has been completed in accordance with the requirements of Article 80 of the Code.

3.4.1 Methodology

The Project was analyzed using the BRADA program comparing the Existing/No-Build and Build Conditions. This section provides a description of the methodology used for the analysis.

3.4.1.1 BRADA Software

The BRADA program was developed in 1985 by the Massachusetts Institute of Technology to estimate the pedestrian's view of the skydome taking into account the massing and building materials used. The software approximates a pedestrian's view of a site based on input parameters such as: location of viewpoint, length and height of buildings and the relative reflectivity of the building facades. The model typically uses the midpoint of an adjacent right-of-way or sidewalk as the analysis viewpoint. Based on these data, the model calculates the perceived skydome obstruction and provides a graphic depicting the analysis conditions.

The model inputs used for the study presented herein were taken from a combination of the BRA's City of Boston model data, an existing conditions survey prepared by VHB, Inc., and schematic design plans prepared by Cannon Design dated June 2015. As described above, the BRADA software considers the relative reflectivity of building facades when calculating perceived daylight obstruction. Highly reflective materials are thought to reduce the perceived skydome obstruction when compared to non-reflective materials. For the purposes of this daylight analysis, the building facades are considered non-reflective, resulting in a conservative estimate of daylight obstruction.

3.4.1.2 Viewpoints

The following viewpoints were used for this daylight analysis:

- Tremont Street –This viewpoint is located on the centerline of the street on the western façade of proposed building.
- Avery Street – This viewpoint is located on the center line of the street on the southern façade of proposed building.
- Mason Street –This viewpoint is located on the centerline of the street on the eastern façade of proposed building.
- Pedestrian Way –This viewpoint is located on the center line of the street on the northern façade of proposed building.

The viewpoint represents existing and proposed building façades when viewed from the adjacent public ways.

3.4.2 Findings

3.4.2.1 Daylight Conditions

Table 3-2 presents the percentage of skyplane that is expected to be obstructed with and without the Project from each viewpoint. Figures 3.4a through 3.4d graphically show the Project-related daylight impacts from the viewpoints from adjacent public streets.

Table 3-2 Existing/No-Build and Build Daylight Conditions

Viewpoint	Existing/No-Build Skyplane Obstruction	Build Skyplane Obstruction
Tremont Street	70.9%	83.5%
Avery Street	53.6%	69.1%
Mason Street	47.8%	72.2%
Pedestrian Way	75.7%	94.7%

Under the Existing/No-Build Condition, the majority of the skyplane is already obstructed on Tremont Street and Pedestrian Way. On Avery and Mason Streets, approximately half of the skyplane is currently obstructed. This is due to the minimal or non-existent set back of the existing 4-story building.

The Project is not expected to result in a significant increase in the amount of obstructed skyplane from these adjacent public ways. Tremont Street, as the least impacted viewpoint, is expected to increase no more than 13 percent of skyplane obstruction (from 70.9 percent to 83.5 percent) due to the increased building height proposed. The Mason Street skyplane is expected to be the most impacted with an increase of 24 percent (from 47.8 percent to 72.2 percent); however, this street is not considered a main pedestrian route as it mainly provides access to service and loading areas for the residential buildings that front Tremont Street. The changes in daylight is within the expected level of view obstruction when considered in the context of creating greater density in the Downtown Boston core and the Proponent's redevelopment goals.

3.5 Solar Glare

A solar glare study was conducted on the Project. The objective of the study was to assess the impact solar reflections emanating from the building facades on the surrounding urban terrain and buildings.

The following section provides an overview of the methods used to study the potential effect of solar glare from the Project and summarizes the findings. The complete solar glare study is provided in Appendix E.

3.5.1 Methodology

A computer model of the Project and surrounding urban area was developed. Using proprietary software called *Eclipse*, a number of receptor locations were analyzed. Three types of receptors were identified to understand the visual (glare) impacts: drivers; pedestrians; and building facades. The receptor locations are shown on Figure 7 of the attached study (Appendix E).

The reflective properties of the mostly glass façade were based on one selected glazing type with an assumed normal visible and full spectrum reflectance of 20 percent. Other exterior materials are assumed to be non-reflective.

This analysis used "clear sky" solar data from Boston's Logan International Airport (i.e., data set that assumes no cloud cover ever occurs). This approach allows to estimate a reasonable "worst case" scenario showing the full extent of when and where glare could ever occur. Finally, a statistical analysis was performed to assess the frequency, intensity, and duration of the glare events.

3.5.2 Findings

Levels of reflections created by the Project are typical of what is found in an urban environment and the reflections caused by the Project are not expected to have significant thermal impacts on pedestrians, drivers, nor adjacent off-site building facades.

The solar glare study results demonstrate that no significant, or "High", visual glare impacts on sensitive receptors surrounding the Project Site (i.e., building facades, drivers, and pedestrians) would result from the proposed residential building as it is currently designed except for one instance.

3.5.2.1 Impact on Drivers

Only brief visible glare instances are expected to fall onto the drivers travelling west along Avery Street near the intersection of Tremont Street (receptor D2, as identified in Figure 7 of the Solar Glare Study in Appendix E). This instance is predicted to happen for only approximately 5 to 15 minutes in duration per day, occurring in the evenings from mid-March to mid-April, as well as in September. These are anticipated to be glancing reflections and are not expected to alter a driver's current experience as the sun will already be in the driver's line of sight at the time of incidence. This type of impact is anticipated regardless of the choice of glazing.

The study shows that potential visual glare impact at the remainder of the driver receptors, including those located on Tremont and Boylston Streets to be low.

3.5.2.2 Impact on Pedestrians

The solar glare study demonstrates that many of the pedestrian receptors would experience "Moderate" and "Low" levels of visual glare impact regardless of glazing reflectance. These impacts are nuisance-based only and not a safety concern (i.e., pedestrians mostly can look away from glare, and building occupants can close their blinds). Nevertheless, it should be noted that the receptors, which represent busy places along Tremont Street (receptors P13 and P16) are predicted to be impacted by reflections that may be considered frequent and relatively long-in-duration. However, it is important to note that the benefit of vegetation is not accounted for in the current study because the influence of trees on solar reflections cannot be accurately accounted for with computer modeling. Therefore, solar impacts may be improved at the pedestrian receptors within Boston Common (P14 and P15), especially during summer.

3.5.2.3 Impact on Buildings

The solar glare study demonstrates that all building facade receptors would experience "Moderate" levels of visual glare impact and "Low" levels of solar thermal impact.

3.6 Air Quality

The air quality assessment conducted for the Project includes a qualitative localized (microscale), or "hot spot", analysis of local carbon monoxide (CO) concentrations and a consideration of stationery sources. The purpose of the air quality assessment is to demonstrate that the Project satisfies applicable regulatory requirements, and whether it complies with the 1990 Clean Air Act Amendments (CAAA) following the local regulations and the U.S. Environmental Protection Agency (EPA) policies and procedures.

A microscale analysis evaluates potential CO impacts from vehicles traveling through congested intersections of a project area under the existing conditions, as well as considering site-specific impacts under the future conditions. The results are subject to the National Ambient Air Quality Standards (NAAQS). Under BRA Review Guidelines, the Project is not expected to cause or contribute to a violation of the NAAQS and a quantitative microscale analysis is not required.

3.6.1 Methodology/Background

The CAAA resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. Air quality control regions are classified and divided into one of three categories: attainment, non-attainment and maintenance areas depending upon air quality data and ambient concentrations of pollutants. Attainment areas are regions where ambient concentrations of a pollutant are below the respective NAAQS; non-attainment areas are those where concentrations exceed the NAAQS. A maintenance area is an area that used to be non-attainment, but has demonstrated that the air quality has improved to attainment. After 20 years of clean air quality, maintenance areas can be re-designated to attainment. Projects located in maintenance areas are required to evaluate their CO concentrations with the NAAQS.

The Project is located in the City of Boston, which under the EPA designation is a CO Maintenance area. As such, CO concentrations need to be considered for this Project.

3.6.1.1 Air Quality Standards

The EPA has established the NAAQS to protect the public health. Massachusetts has adopted similar standards as those set by the EPA for carbon monoxide. Table 3-3 presents the NAAQS for carbon monoxide.

Table 3-3 National Ambient Air Quality Standards

Pollutant	Primary Standards		Secondary Standards	
	Level	Averaging Time	Level	Averaging Time
Carbon Monoxide	9 ppm (10 mg/m^3)	8-hour	None	None
	35 ppm (40 mg/m^3)	1-hour	None	None

Carbon monoxide is directly emitted by motor vehicles, and the predominant source of air pollution anticipated from typical project developments is emissions from Project-related motor vehicle traffic. A product of incomplete combustion, CO is a colorless and odorless gas that prevents the lungs from passing oxygen to the blood stream. According to the EPA, 60 percent of CO emissions result from motor vehicle exhaust, while other sources of CO emissions include industrial processes, non-transportation fuel combustion and natural sources (i.e., wildfires). In cities, as much as 95 percent of CO emissions may emanate from automobile exhaust.[2]

The Department of Environmental Protection (MassDEP) maintains a network of air quality monitors to measure background CO concentrations. Background concentrations are ambient pollution levels from all stationary, mobile, and area sources. Background CO concentrations are determined by choosing the maximum of the 2nd-high annual values from the previous three years. Looking at the air quality monitor closest to the project site (Kenmore Square) for the years 2012-2014, the CO background values are 1.3 ppm for the 1-hour averaging time and 0.9 ppm for the 8-hour averaging time. These values are much less than the 1-hour and 8-hour NAAQS. The background values are presented in Table 3-4.

Table 3-4 Air Quality Background Concentrations

Pollutant	Background Concentrations		NAAQS	
	Level	Averaging Time	Level	Averaging Time
Carbon Monoxide	0.9 ppm	8-hour	9 ppm	8-hour
	1.3 ppm	1-hour	35 ppm	1-hour

Monitoring Location: Kenmore Square, Boston, MA

The CO concentrations from motor vehicle traffic related to the Project will be considered to demonstrate that the Project will comply with the NAAQS Standards.

3.6.1.2 BRA Development Review Guidelines

The BRA Development Review Guidelines require "a microscale analysis predicting localized carbon monoxide concentrations should be performed, including identification of any locations projected to exceed the National or Massachusetts Ambient Air Quality Standards, for projects in which:

[2] Environmental Protection Agency, *National Air Quality and Emissions Trends Report*, 1999, March 2001.

- Project traffic would impact intersections or roadway links currently operating at Level of Service (LOS) D, E, or F or would cause LOS to decline to D,E, or F; or
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more (unless the increase in traffic volume is less than 100 vehicles per hour); or
- The Project will generate 3,000 or more new average daily trips on roadways providing access to a single location."

3.6.1.3 Traffic Data

The traffic study predicted project generated trips. The transportation analysis outlined in Chapter 2, *Transportation and Parking* demonstrates that the Project-related vehicle generation is expected to be low, with three trips occurring during both peak hours and a total of 30 trips occurring daily. A detailed traffic analysis was not required due to the low-impact nature of the Project.

3.6.2 Microscale Analysis Findings

The CAAA resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. The Project is located in the Boston Metropolitan area, which has been classified as a "Maintenance" area for CO.

An evaluation of the traffic analysis was conducted under the review guidelines developed by the BRA for determination of potential for CO impacts. It was determined that:

- Project-related traffic would not impact intersections or roadway links currently operating at Level of Service (LOS) D, E, or F and would not cause LOS to decline to D, E, or F. The Project is not producing a substantial amount of vehicle trips that would affect or worsen LOS (less than three trips per peak hour).
- Project-related traffic would not increase traffic volumes on nearby roadways by 10 percent or more (the increase in traffic volume is less than 100 vehicles per hour). There are minor generated trips associated with the project and thus negligible increase in traffic volumes on nearby roadways, with a total of three trips being generated during the peak hour.
- The Project will not generate 3,000 or more new average daily trips on roadways providing access to a single location. The project will generate less than 3,000 average daily trips with generated daily trips totaling 30 vehicles.

Thus, under BRA Review Guidelines, the Project is not expected to cause or contribute to a violation of the NAAQS and a quantitative microscale analysis is not required.

Violation of the CO standard set by the NAAQS has become increasingly infrequent. This is due to a number of factors. Primarily, the vehicular emission rates of CO have decreased and will continue to decrease with the passage of time due to newer,

more controlled vehicles entering the fleet[3]. Additionally, the CO background concentration in Boston has decreased with time[4].

Under consideration of these three controlling factors for the determination of CO impact (Project traffic, background concentration, and emission rates), it is highly unlikely for CO impacts to exist or to be created with the introduction of the Project. The Project will generate little vehicular activity in the surrounding network. The CO emission rates of the fleet will decrease over time, and the background CO concentration is a relatively small (4 percent and 10 percent) of the respective 1-hour and 8-hour NAAQS.

All vehicles in the loading/service area or at any on-street delivery and pick-up locations will comply with the anti-idling laws as outlined in M.G.L. ch.60 §16A and 310 CMR 7.11, which prohibit the continued idling beyond five minutes. Appropriate signage will be placed in these areas to restrict idling times.

3.6.3 Stationary Source Findings

The Project may require emergency generators, boilers, or other fuel burning sources for the proposed building. The determination of specific equipment parameters, such as the number of units, size, and location will be made during the building design. The Project will apply for the appropriate MassDEP air permits, which include additional air and noise requirements described in MassDEP regulations under 310 CMR 7.00. When the details of the fuel-burning stationary source equipment (such as emergency generators) are developed, the Proponent will submit the appropriate permit application to MassDEP, including the noise and air quality mitigation measures, such as acoustic enclosures and exhaust silencers necessary to meet MassDEP's criteria.

The exact location of parking garage exhaust systems will be determined during final design, but pollutant emissions in the garage exhaust are expected to be minimal due to the small number of vehicles utilizing the parking garage (approximately 21 vehicles). Parking garage shall be provided with three exhaust fans ducted from the parking area to the outdoors and will be controlled based on CO_2 and NO_2 levels. The supply and exhaust fan will be provided with sound attenuators.

3.6.4 Summary of Findings

The microscale air quality evaluation demonstrated that the development of the Project would not result in adverse air quality impacts. The microscale analysis evaluated the potential site-specific impacts from the vehicles traveling through the study area. This assessment demonstrates that all existing and future carbon

[3] "Transportation Air Quality Facts and Figures" *Vehicle Emissions,* Federal Highway Administration. January 2006. <https://www.fhwa.dot.gov/environment/air_quality/publications/fact_book/page15.cfm.>

[4] "Massachusetts Annual Air Quality Report" *Department of Environmental Protection, Bureau of Air and Waste, Division of Air and Climate Programs.* Multiple Years.

monoxide concentrations are expected to be below the NAAQS. The air quality study demonstrates that the Project conforms to the CAAA and the SIP because:

- No violation of the NAAQS are expected to be created.
- No increase in the frequency or severity of any existing violations (none of which are related to this development) would be anticipated to occur.
- No delay in attainment of any NAAQS would be expected to result due to the implementation of the proposed action.

Any stationary sources associated with the Project will comply with appropriate state and local regulations and obtain MassDEP air permits, if necessary, when the exact equipment is finalized. Based upon the analysis presented herein and the conclusions summarized above, no significant adverse air quality impacts from the Project are anticipated.

3.7 Noise

The noise impact assessment evaluated the potential noise impacts associated with the Project's operations, including mechanical equipment (e.g., HVAC units, cooling tower, etc.) and loading activities. This section discusses the noise fundamentals, noise impact criteria, noise analysis methodology, and potential noise impacts. Noise monitoring was conducted to determine existing ambient sound levels. The analysis demonstrates that the Project will comply with City of Boston noise regulations.

3.7.1 Noise Fundamentals

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, communication, work, or recreation. How people perceive sound depends on several measurable physical characteristics, which include the following:

- Intensity - Sound intensity is often equated to loudness.
- Frequency - Sounds are comprised of acoustic energy distributed over a variety of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz. Pure tones have all their energy concentrated in a narrow frequency range.

Sound levels are most often measured on a logarithmic scale of decibels (dB). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (zero dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels creates a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:

- A 3 dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.

› A 10 dB increase is a tenfold increase in acoustic energy but is perceived as a doubling in loudness to the average person.

The human ear does not perceive sound levels from each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A weighted [dB(A)] is used to evaluate environmental noise levels. Table 3-5 presents a list of common outdoor and indoor sound levels.

Table 3-5 Common Outdoor and Indoor Sound Levels

Outdoor Sound Levels	Sound Pressure (μPa)*	Sound Level dB(A)**	Indoor Sound Levels
	6,324,555	110	Rock Band at 5 m
Jet Over Flight at 300 m		105	
	2,000,000	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		95	
	632,456	90	Food Blender at 1 m
Diesel Truck at 15 m		85	
Noisy Urban Area—Daytime	200,000	80	Garbage Disposal at 1 m
		75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		65	Normal Speech at 1 m
	20,000	60	
Quiet Urban Area—Daytime		55	Quiet Conversation at 1 m
	6,325	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		45	
	2,000	40	Empty Theater or Library
Quiet Suburb—Nighttime		35	
	632	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		25	Empty Concert Hall
Rustling Leaves	200	20	
		15	Broadcast and Recording Studios
	63	10	
		5	
Reference Pressure Level	20	0	Threshold of Hearing

Source: Highway Noise Fundamentals. Federal Highway Administration, September 1980.

* μPA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.

** dB(A) – A-weighted decibels, which describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

A variety of sound level indicators can be used for environmental noise analysis. These indicators describe the variations in intensity and temporal pattern of the sound levels. The following is a list of other sound level descriptors:

› L90 is the sound level which is exceeded for 90 percent of the time during the time period. The L90 is generally considered to be the ambient or background sound level.

› Leq is the A-weighted sound level, which averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

3.7.2 Methodology

The noise analysis evaluated the potential noise impacts associated with the Project's operations, which include mechanical equipment and loading activities. The noise analysis included measurements of existing ambient background sound levels and a qualitative evaluation of potential noise impacts associated with the proposed mechanical equipment and loading activities. The study area was evaluated and sensitive receptor locations in the vicinity of the Project were identified and examined. The site layout and building design, as it relates to the loading area and management of deliveries at the Project Site were also considered. The analysis considered sound level reductions due to distance, proposed building design, and obstructions from the existing surrounding structures.

Receptor Locations

The noise analysis included an evaluation of the study area to identify nearby sensitive receptor locations, which typically include areas of sleep and areas of outdoor activities that may be sensitive to noise associated with the Project. The noise analysis identified to nearby sensitive receptor locations in the vicinity of the Project. As shown on Figure 3.5, the receptor locations include the following:

› R1 - The Parkside (170 Tremont Street); and

› R2 - Mason Place (80 Mason Street);

These receptor locations, selected based on land use considerations, represent the most sensitive locations in the vicinity of the Project Site as they are nearest receptor locations.

City of Boston Noise Impact Criteria

The City of Boston has developed noise standards that establish noise thresholds deemed to result in adverse impacts. The noise analysis for the Project used these standards to evaluate whether the proposed development will generate sound levels that result in adverse impacts.

Under Chapter 40, Section 21 of the General Laws of the Commonwealth of Massachusetts and Title 7, Section 50 of the City of Boston Code, the Air Pollution Control Commission of the City of Boston has adopted Regulations for the Control of Noise in the City of Boston. These regulations establish maximum allowable sound levels based upon the land use affected by the proposed development. Table 3-6 summarizes the maximum allowable sound levels that should not be exceeded.

Table 3-6 City of Boston Noise Standards by Zoning District

Land Use Zone District	Daytime (7:00 AM – 6:00 PM)	All Other Times (6:00 PM – 7:00 AM)
Residential	60 dB(A)	50 dB(A)
Residential/Industrial	65 dB(A)	55 dB(A)
Business	65 dB(A)	65 dB(A)
Industrial	70 dB(A)	70 dB(A)

Source: Regulations for the Control of Noise in the *City of Boston, Air Pollution Control Commission*.

For a residential zoning district, the maximum noise level affecting residential uses shall not exceed the Residential Noise Standard. The residential land use noise standard is 60 dB(A) for daytime periods (7:00 AM to 6:00 PM) and 50 dB(A) for nighttime conditions (6:00 PM to 7:00 AM).

3.7.3 Existing Noise Conditions

Noise monitoring was conducted to establish existing sound levels. The existing sound levels were measured using a Type 1 sound analyzer (Larson Davis SoundExpert LXT). Measurements were conducted during the weekday daytime period (2:00 PM to 3:00 PM) and nighttime period (4:00 AM to 5:00 AM) in the vicinity of the sensitive receptor locations. The daytime measurement was conducted on March 3, 2016 and the nighttime measurement was conducted March 9, 2016.

The measured L90 sound levels range from approximately 58 dB(A) during the daytime period and approximately 53 dB(A) during the nighttime period. These sound levels are representative of a typical active urban area. The measured sound levels data under existing conditions was composed of noise from vehicles on local roadways and mechanical equipment from nearby buildings. The result of the noise monitoring program indicates that the sound levels within the study area are currently below the City of Boston's daytime standard of 60 dB(A) for a Residential District but exceeds the nighttime standard of 50 dB(A). The existing measured sound level data are presented in Table 3-7.

Table 3-7 Existing Measured Sound Levels, dB(A)

	City of Boston Residential District Noise Criteria		Measured L90 Sound Levels	
Location	Daytime	Nighttime	Daytime	Nighttime
Tremont Street	60	50	58	53

Source: VHB, Inc.
Note: Refer to Figure 3.5 for monitoring location.

3.7.4 Future Noise Conditions

The noise analysis evaluated the potential noise impacts associated with the Project's proposed mechanical equipment and loading activities. The analysis determined the potential sound level impacts at the nearby sensitive receptor locations.

3.7.4.1 Mechanical Equipment

The anticipated mechanical equipment associated with the Project would include the following:

- Cooling tower;
- Heat exchangers;
- Chillers;
- Boilers;
- Exhaust fans; and
- Emergency generator.

The Project will incorporate noise attenuation measures, such as locating the equipment within an enclosed mechanical area on the building rooftop to minimize the potential noise impacts at the sensitive receptor locations. The exception to this is the cooling tower which will be attenuated with an acoustical screening wall rather than enclosed. During final design, the appropriate low-noise mechanical equipment will be selected, including appropriate noise mitigation measures, to minimize potential noise impacts. As such, the sound levels associated with the Project's mechanical equipment is expected to be negligible at the nearby sensitive receptor locations.

The Project is anticipating the installation of an emergency generator for life safety purposes, such as powering emergency exit lighting. The determination of specific generator parameters, such as the size and location will be made during the building design process. The proposed emergency generator will be required to adhere to MassDEP regulations that require such equipment to be certified and registered. As part of the air permitting process, the Project will be required to meet additional noise requirements described in MassDEP regulations under the Codes of Massachusetts Regulations (310 CMR 7.00). When the details of the emergency generator are developed, the proponent will submit the appropriate permit application to MassDEP including the noise mitigation measures (such as acoustic enclosures and exhaust silencers) necessary to meet MassDEP's noise criteria.

Service and Loading Activities

Due to its residential program, the Project is expected to have limited loading needs other than regular mail, trash collection, and recycling. Additionally, because future residents will be home owners as opposed to short-term renters, the expected that the loading and servicing needs, such as move-in-move-out will be less than the existing office building.

Loading docks are not being provided as part of the Project. Loading and servicing (trash collection and deliveries) for the Project will be accommodated curbside at the rear of the building on Mason Street, as shown on Figure 2.8. Trash will be stored within the building on the lower level below-grade (Level B-1). When the trash is to be collected, it will be loaded on to the car elevator and brought up to the ground level.

Delivery and service trucks, most of which are expected to consist of deliveries conducted with small single unit vehicles (i.e., FedEx, UPS) that are currently on the roadway in the vicinity of the Project Site. Due to its residential program, the Project is expected to have limited loading needs other than regular mail, trash collection, and recycling. Additionally, because future residents will be home owners as opposed to short-term renters, it is expected that the loading and servicing needs, such as move-in-move-out, will be less than the existing office building. As such, potential noise impacts associated with deliveries are expected to be negligible compared to existing conditions.

3.8 Flood Hazard

There are no wetlands in the immediate vicinity of the Project Site and the Project is not located in a designated flood hazard zone as indicated by a review of the most recent flood insurance rate maps (FIRMs) available from the Federal Emergency Management Agency (FEMA) (dated March 16, 2016).

3.9 Water Quality

The Project represents an opportunity to improve the quality and reduce the quantity of site stormwater runoff compared to existing conditions. Through the implementation of improved stormwater management practices, the Project will comply with the 2008 DEP Stormwater Management Policy and Boston Water and Sewer Commisison (BWSC) standards. To satisfy BWSC requirements, the Project design includes potential stormwater infiltration, which provides pollutant treatment and promotes the introduction of stormwater runoff into the ground and reduces the rate and quantity of stormwater discharged to the municipal drainage system and ultimately, to the Boston Harbor. Infiltration will have a positive impact on the surrounding groundwater table.

The Proponent will assist in educating the public and further improving the water quality of local water bodies installing permanently plaques that bear the warning "Don't Dump - Drains to Boston Harbor" adjacent to all existing, modified, and new catch basins.

3.10 Solid and Hazardous Waste

A hazardous materials survey will be completed on the existing building and the structure will be abated prior to demolition and removal from the Project Site.

Excavation for the new below-grade parking garage will generate surplus soil and material requiring off-site disposal. Excavated soil is anticipated to primarily consist of naturally deposited marine sand and clays and glacial till. Some miscellaneous fill is also likely to be encountered immediately below existing floor slabs and behind foundation walls.

A Phase I Environmental Site Assessment (Phase I ESA) using methods consistent with ASTM E1527-97 was previously conducted at the Project Site to identify and recognize environmental conditions associated with site history, existing observable conditions, current site uses, and current and former uses of adjoining properties. At the time of the assessment, no recognized environmental conditions were encountered.

Characterization of the environmental soil and groundwater quality at the Project Site has not been conducted to date. Chemical testing of soil and groundwater to be generated as a result of construction activity will be conducted at the appropriate stage of the design process to further evaluate site environmental conditions. If discovered, management of contaminated soil and groundwater will be handled in accordance with applicable local, state, and federal laws and regulations.

3.11 Groundwater/Geotechnical

This section summarizes existing site conditions, subsurface soil, rock, and groundwater conditions, and planned below-grade construction for the proposed development. Excavation, foundation, and below-grade construction methods, and the potential impact on adjacent buildings and utilities are discussed in Section 3.12. Although subsurface explorations were not performed as part of this study, subsurface data are available for the project area from the design and construction of adjacent buildings.

3.11.1 Existing Site Conditions/Adjacent Structures

The Project Site is currently occupied by a 4-story structure with a one level below grade basement and an unknown foundation type and elevation. The building was constructed the 1970s and covers the majority of the approximately 4,400 square foot site, except for a 13 to 15 foot wide strip of land on the northern portion of the site. This area contains a utility easement which was a portion of the former Mason Street. Existing grade is relatively level and at approximately Elevation (El.) 38.0. Elevations are in feet and referenced to Boston City Base (BCB).

The project team has reviewed historical records to confirm that the foundation systems of the buildings in the vicinity of the proposed site are not supported on timber piles. Below is a summary of the immediately adjacent buildings:

- **170 Tremont Street:** 170 Tremont Street property abuts the Project Site to the north. Available information indicates that this building is supported on a continuous, reinforced concrete mat foundation bearing on the natural marine deposits at approximately El. -6.0.

- **80 Mason Street:** The 80 Mason Street property is located to the east of the Project Site, but does not directly abut it. The 80 Mason Street Building is separated from the site by Mason Street. Available information indicates that this building has a two level below grade basement supported on conventional footing foundations bearing at approximately El. 20.
- **175 Tremont Street (AMC Loews):** The 175 Tremont Street property is located to the south of the Project Site, but does not directly abut it. Available information indicates that this building is supported on a combination of reinforced concrete mat foundations bearing on the natural marine deposits at approximately El. 14.5, and deep caissons and load bearing elements that are supported within the glacial till layer.
- **MBTA Green Line Tunnel:** The MBTA Green Line Tunnel is located approximately 50-60 feet west of the Project Site and has an invert elevation of approximately El. 13.0.

3.11.2 Subsurface Soil and Bedrock Conditions

Project Site subsurface conditions consist of surficial miscellaneous fill underlain by marine deposits and glacial till, with bedrock at depth. The following subsurface conditions, listed below in order of increasing depth below ground surface, exist at the Project Site:

- **Miscellaneous Fill** – The composition of this stratum is varied, but typically consists of loose to medium dense sand and gravel intermixed with silt, bricks, cobbles, old foundations, wood, cinders, concrete, and other miscellaneous materials. The thickness of this stratum is variable and may range up to 20 feet at the Project Site.
- **Marine Deposits** – The marine deposits typically consist of alternating and interbedded layers of medium dense to very dense sand with silt, coarse to fine gravel, too stiff to very stiff clay with fine to medium sand. The thickness of the marine deposits is expected to be about 65 feet at the Project Site.
- **Glacial Till** – The glacial till is an unsorted mixture of soil types, typically consisting of dense to very dense silty sand with varying amounts of gravel to a very dense gravel with silt and sand. The thickness of the glacial till is variable and anticipated to be about 40 feet.
- **Bedrock** – The bedrock below the Project Site is locally known as Cambridge Argillite. The bedrock is typically weathered at the top, and increasing in quality with depth. Bedrock is expected to exist at a depth of approximately 120 feet below ground surface.

3.11.3 Groundwater Conditions

The Project Site is not located within the Groundwater Conservation Overly District and, therefore, is not subject to compliance with Article 32 of the Boston Zoning Code. The area is greater than 0.5-miles from the Fort Point Channel and

groundwater in the area is not subject to tidal fluctuations, however the Project is still subject to BWSC infiltration and treatment standards.

Based on experience in the area, the normal groundwater level at the Project Site is expected to range from 30 to 40 feet below grade (between approximately El. 10 to El. -1.5 Boston City Base). From our experience in the vicinity of the Project Site, groundwater levels vary considerably between wells. It is likely that groundwater levels are influenced locally by leakage into and out of sewers, storm drains, transit tunnels and other below-grade structures, and by environmental factors, such as precipitation, season, and temperature.

3.11.4 Mitigation Measures

The following provisions will be incorporated into the design and construction procedures to limit potential adverse impacts to the existing structure:

- The design team will conduct studies, prepare designs and specifications, and review contractor's submittals for conformance to the project contract documents with specific attention to protection of existing neighboring structures.
- All contractor designs and procedures will be reviewed and accepted by the project design team prior to implementation.
- Performance criteria will be established respect to movements of the existing structure. The contractor will be required to modify his methods and take all necessary steps during the work to protect the existing structure.
- Geotechnical instrumentation will be installed and monitored to observe the performance of existing structure.
- The below-grade portion of the new building will be waterproofed/damp-proofed to protect against infiltration of groundwater and moisture into the structure. Long-term pumping and permanent dewatering are not going to occur.

Refer to Sections 3.12.3 and 3.12.4 below for further information on excavation and foundation construction.

3.12 Construction

Construction will include demolition of the existing 4-story office building and construction of an approximatley 18-unit residential building with six below-grade levels for amenity, mechanical and parking, as described in Chapter 1, *Project Description*. Construction-related impacts associated with the Project construction activities are temporary in nature and typically related to truck traffic, air (dust), noise, stormwater runoff, solid waste and vibration. As the design of the Project progresses, the Construction Manager (CM) will prepare a Construction Management Plan (the "CMP"), in compliance with the City of Boston's Construction Management Program, to address sub-phases and reflect the input of the regulatory authorities having jurisdiction over such plans, including the Boston Fire Department (BFD) and BTD. The CMP will include detailed information on construction activities,

specific construction mitigation measures, and construction materials access and staging area plans to minimize impact on the surrounding neighborhood.

Construction methodologies that ensure public safety and protect nearby residents will be employed. Techniques, such as barricades, walkways, and signage will be used. Construction management and scheduling will minimize impacts on the surrounding environment and will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and control of noise and dust. The following section generally describes the potential construction-period impacts and proposed CMP elements, which are subject to refinement and modification as the design of the Project progresses.

The Proponent intends to maintain community relations efforts throughout the construction process to ensure that concerns are addressed in a timely and thoughtful manner.

3.12.1 Construction Sequencing

The total construction duration is anticipated to be approximately 22 months. During the first few months, site preparation and staging, and demolition activities will be performed. Next, site excavation and construction of the building foundation will then be completed. The new building will be erected with a tower crane where assist cranes will be required at periodic times. The construction area work zone will be confined by jersey barriers, fencing, and scrim.

Typical hours of construction are from 7:00 AM to 6:00 PM, Monday through Friday. It is anticipated that some shift work may be required. But no significant noise generating activity will occur prior to 7AM. There may be occasions where work on selected Saturdays or Sundays is necessary. These specific instances will be identified and necessary permits will be obtained from the City of Boston, and adequate notice will be provided to abutters in the vicinity of the Project Site.

3.12.2 Site Preparation and Staging

Prior to the start of construction, existing utilities will be surveyed and mapped. No excavations will be performed until Dig Safe has been notified, and utilities marked. Existing public and private infrastructure located within the public right-of-way will be protection during construction. The installation of proposed utilities within the public way will be in accordance with the MWRA, BWSC, Boston Public Works, Dig Safe and the governing utility company requirements, as applicable. All necessary permits will be obtained before the commencement of the specific utility installation. Specific methods for constructing proposed utilities will be reviewed by BWSC as part of its Site Plan Review process.

Prior to the start of construction, the Project Site will be segregated and secured from the public with Jersey barriers, fencing and Scrim. Overhead sidewalk protection will be installed along pedestrian walkway to the north of the Project Site and along the sidewalk adjacent to Mason Street. Existing crosswalks in White will be

deleted and temporary cross walks shown in yellow with temporary ADA ramps will be installed along with all pertinent signage.

3.12.3 Demolition

The staging area for the demolition equipment will be determined in coordination with BTD as part of their review of the CMP. Demo debris collected will be hauled off-site by six wheelers or dumpsters. Refer to Section 3.12.6.1 below for the proposed major construction truck routes. All vehicles leaving the Project Site will be washed down and the streets swept/maintained to mitigate dust.

3.12.4 Excavation

During excavation, impacts to neighbors will be minimized or eliminated to the maximum extent practicable. Excavation for the below-grade space and foundations will be completed in-the-dry and hauled off-site, per the Construction Waste Management Plan (CWMP) by a licensed hauler. A temporary earth support system will be installed from near ground surface along the Project's perimeter prior to below-grade excavation to provide temporary support of earth and adjacent structures and utilities during construction. Below-grade construction will avoid the use of vibratory or pile driving techniques to the extent practicable. The area within this wall system may be excavated and laterally braced, to a depth of approximately 75 feet below existing grade such that foundations, below-grade slabs, walls and columns will be constructed within the retained envelope. Excavation within the earth support system will remove all miscellaneous fill, abandoned utilities, previous building foundations, walls, slabs, other below-grade structures, and marine deposits.

Sides of the excavation are anticipated to be designed and constructed in response to various conditions to resist loads resulting from horizontal earth pressure, adjacent structures, groundwater, and anticipated construction equipment surcharge loading.

Given the small footprint of the below-grade space, we anticipate bracing of the earth retention system will be accomplished with internal bracing (struts, corner bracing, and/or permanent floor slabs) systems. Tiebacks will not be used.

Construction of the below-grade will require dewatering within the limits of the excavation to facilitate excavation in the dry. Primarily, the dewatering will remove water draining from soils to be excavated, and from precipitation. The earth support system will be advanced below the bottom of the excavation for stability of the wall system and to cutoff groundwater flow into the excavation.

3.12.4.1 Excavation Disposal and Soil Management

The majority of soil material excavated will be excess, cannot be reused on-site, and will be disposed of off-site. Materials generated from the excavations for new foundation construction will consist primarily of fine-grained silt and clay. Some of the material to be excavated may be classified as urban fill (i.e.; containing some

concentrations of chemical constituents) and may require regulatory interaction, management, and a premium cost for disposal. It is expected that the excavated soils will be transported off-site to appropriate receiving facilities. If during the course of construction, visual or olfactory evidence of contamination is observed that is inconsistent with previous assessments of the property, these materials will be stockpiled and characterized for the presence of contamination prior to their off-site management.

3.12.5 Proposed Foundation Construction

Development of the Project Site will require demolition of the existing building prior to excavation for foundations and below grade walls. The proposed below-grade space is planned to have a ground floor slab approximately at the existing site grade and a lowest level slab elevation located approximately 75 feet below existing grade. Therefore, following demolition an earth support system consisting of a concrete diaphragm wall (i.e., slurry wall) or secant-pile wall would be installed. This system may also serve as or be integrated into the permanent below grade foundation wall. The foundation system for the project is anticipated to be a structural mat bearing on the natural, inorganic Marine Deposits. The type and design of both the temporary earth support system and permanent foundation system will provide for adequate support of the structures and utilities, and be compatible with the subsurface conditions.

Measures will be taken to ensure that the proposed construction will not adversely impact nearby structures or utilities. The Project will provide on-site monitoring of the contractor's excavation and foundation construction activities and monitoring of geotechnical instrumentation during the foundation portion of the work. This will enable observation of the contractor's compliance with the construction specifications and to facilitate adjustments to procedures, if appropriate, based on observed performance.

Some temporary construction dewatering is anticipated during construction of the foundations and below-grade portion of the Project. However, given the groundwater levels are in the range from 30 to 40 feet below grade (between approximately El. 10 to El. -1.5 Boston City Base) and the below-grade portion of the Project will have a deep perimeter cutoff consisting of a concrete diaphragm wall (i.e., slurry wall), dewatering during construction will be limited and is not expected to impact areas outside the Project Site. Pumping is not currently being considered for the permanent post-construction condition.

3.12.6 Construction Traffic and Parking

In coordination with the BTD, the Proponent will develop a detailed evaluation of potential short-term construction-related transportation impacts including construction vehicle traffic, parking supply and demand, and pedestrian access. A detailed CMP will be developed and submitted to the BTD for their approval. These plans will detail construction vehicle routing and staging.

3.12.6.1 Construction Vehicle Traffic

Construction vehicles will be necessary to move construction materials to and from the Project Site. In coordination with the BTD, every effort will be made to reduce the noise, control fugitive dust, and minimize other disturbances associated with construction traffic. Truck staging and lay-down areas for the Project will be carefully planned.

Construction truck routes to and from the Project Site are within one mile from Interstate 93. All material deliveries can and will be made safely from the project site front facing Tremont Street and at the loading dock on Mason Street. Construction truck routes will be confirmed as part of the CMP.

Best efforts will be made to schedule major deliveries on non-peak traffic hours. Signage will be prevalent throughout the Project Site and surrounding streets informing vehicular and construction truck traffic alike of detours, as needed. As needed, a security detail will be utilized to safely direct and manage construction-related traffic as well as routine campus traffic. The intent of the construction truck route will be to minimize the impact on construction truck traffic in the project area.

3.12.6.2 Construction Workers Traffic and Parking Issues

In coordination with the BTD, contractors will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, provide transit subsidies, on-site lockers, etc.). Construction workers will also be encouraged to use public transportation to access the Project Site because no new parking will be provided for them.

3.12.7 Pedestrian Safety and Access

Pedestrian activity directly adjacent to the Project Site may be impacted temporarily by sidewalk closures to protect pedestrian safety. A variety of measures will be considered and implemented to protect the safety of pedestrians. Temporary walkways, appropriate lighting, and new directional and informational signage to direct pedestrians around the construction sites will be provided. As discussed under Section 3.12.2, prior to the start of construction, the Project Site will be segregated and secured from the public with Jersey barriers, fencing and Scrim, and overhead sidewalk protection will be installed. ADA accessibility standards will be met within public walkways around the Project Site.

Once construction is complete, finished pedestrian sidewalks will be permanently reconstructed to meet ADA standards around the new building. Any damage as a result of construction vehicles or otherwise will be repaired, per City standards.

3.12.8 Air Quality/Dust

Short-term air quality impact from fugitive dust may be expected during the demolition of the building interior and during the early phases of the Project Site preparation activities. The construction contract for the Project will require the

contractor to reduce potential emissions and minimize air quality impacts. Mitigation measures are expected to include the use of wetting agents where needed on a scheduled basis, covered trucks, minimizing exposed construction debris stored on-site, monitoring construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized, locating aggregate storage piles away from areas having the greatest pedestrian activity where and when possible, and periodic cleaning of streets and sidewalks to reduce dust accumulations.

The state's anti-idling law will be enforced during construction of the Project with the installation of on-site anti-idling signage at loading and drop-off/pick-up/waiting areas. In addition, the Proponent is committed to meeting the requirements the DEP State Revolving Fund (SRF) for diesel construction equipment. These require that all non-road diesel equipment rated 50 horsepower or greater that will be used on a project site meet EPA's Tier 4 emission limits or be retrofitted with appropriate emission reduction equipment. Emission reduction equipment includes EPA-verified, CARB-verified or DEP-approved diesel oxidation catalysts or diesel particulate filters.

3.12.9 Construction Noise

Intermittent increases in noise levels will occur in the short term during demolition, with potential blasting to occur during the removal of bedrock for the foundation, and construction of the new building. Work will comply with the requirements of the City of Boston noise ordinance. Efforts will be made to minimize the noise impact of construction activities, including appropriate mufflers on all equipment, such as air compressors and welding generators, maintenance of intake and exhaust mufflers, turning off idling equipment, replacing specific operations and techniques with less noisy ones, scheduling equipment operations to synchronize the noisiest operations with times of highest ambient noise levels, and scheduled blasting times, if necessary.

3.12.10 Stormwater Runoff/Erosion Control

A federal National Pollutant Discharge Elimination System (NPDES) General Construction Permit is not required because construction of the Project is not anticipated to disturb over an acre of land. However, the CMP will includes measures to prevent erosion and to control sediments during the construction phase. An overall site-specific Storm Water Pollution Prevention Plan (SWPPP) will be developed, in accordance with BWSC regulatory agency requirements.

During demolition and construction, erosion and sediment control measures will be implemented to minimize the transport of Project Site soils to off-site areas and BWSC storm drain systems. The existing catch basins will be protected with filter fabric or silt sacks to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until all areas of

disturbance have been stabilized through the placement of pavement, structure or vegetative cover.

Other sediment controls, which will be implemented as needed during construction, will include the following:

- Staked hay bales and/or silt fence barriers will be installed at the base of stockpiled soils and at erosion-prone areas throughout the construction phase of the Project. The erosion controls will be maintained and replaced as necessary to assure their effectiveness.
- Where necessary, temporary sedimentation basins will be constructed to prevent the transport of sediment off-site.
- Measures to control dust will be implemented during construction. All debris will be properly contained on the Project Site.
- Erosion controls will be maintained and replaced as necessary until the installation of pavement and the establishment of stabilized vegetation at the Project Site.

3.12.11 Construction Waste Management

The CM will take an active role in regard to the processing and recycling of construction waste and will have in-place a Construction Waste Management Plan (CWMP) for the Project. The CWMP will require the CM to contract with a licensed waste hauler that has off-site sorting capabilities. All construction debris will be taken off-site by the waste hauler, sorted as either recycled debris or waste debris and sent to the proper recycling center or waste facility. Construction debris shall be wetted and covered to minimize air born dust particles. In accordance with the sustainability goals established for the Project, as discussed in Chapter 4, *Sustainability*, the CM will be required to target diverting at least 75 percent of the construction and demolition debris from landfills and incineration facilities. The reuse of materials will be implemented, where practical and feasible.

Asbestos containing material (ACM) is not expected to have been used the existing building; however, if ACM is encountered during demolition of any portion of the existing structure it will be handled appropriately, and in accordance with state and local regulations.

3.13 Post-Construction Rodent Control

The contractor will file a rodent extermination certificate with the building permit application to the City. Rodent inspection, monitoring and treatment will be carried out before, during, and at the completion of all construction work for the Project, in compliance with the City's requirements. Rodent extermination prior to work start-up will consist of treatment of areas throughout the Project Site, including building interiors. During the construction process, regular service visits will be made to maintain effective rodent control levels.

All trash and solid waste removal will be contained within the building and will be handled by the building maintenance staff. The Proponent will maintain a service contract with a professional pest control firm to address rodent/pest control during the operational phase of the Project, as needed. In addition, no open top dumpsters will be allowed as an additional precaution to deter infestation.

LEGEND:

MEAN SPEED CATEGORIES:

- Sitting
- Standing
- Walking
- Uncomfortable
- Dangerous

SENSOR LOCATION:

- Grade Level

TEMPLE PLACE
WEST STREET
MASON STREET
TREMONT STREET
AVERY STREET
WASHINGTON STREET
HAYWARD PL
ESSEX STREET
BOYLSTON STREET
LAGRANGE STREET
BOSTON COMMON

0 50 100ft

171 TREMONT

FIGURE 3.1a
Pedestrian Wind Conditions - Mean Speed - No-Build

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

LEGEND:

MEAN SPEED CATEGORIES:

- Sitting
- Standing
- Walking
- Uncomfortable
- Dangerous

SENSOR LOCATION:

- Grade Level

LEGEND:

MITIGATION:

- Trees with Dense Underplanting

TEMPLE PLACE
WEST STREET
MASON STREET
TREMONT STREET
WASHINGTON STREET
AVERY STREET
HAYWARD PL
BOYLSTON STREET
ESSEX STREET
LAGRANGE STREET
BOSTON COMMON
171-172 Tremont
0 50 100ft

171 TREMONT

FIGURE 3.1b
Pedestrian Wind Conditions - Mean Speed - Build with Mitigation

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

LEGEND:

EFFECTIVE GUST CATEGORIES:

Acceptable

Unacceptable

SENSOR LOCATION:

Grade Level

BOSTON COMMON

TEMPLE PLACE

WEST STREET

MASON STREET

TREMONT STREET

AVERY STREET

WASHINGTON STREET

HAYWARD PL

ESSEX STREET

BOYLSTON STREET

LAGRANGE STREET

0 50 100ft

171 TREMONT

FIGURE 3.1c

Pedestrian Wind Conditions - Effective Gust - No-Build

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

LEGEND:

EFFECTIVE GUST CATEGORIES:

Acceptable

Unacceptable

SENSOR LOCATION:

Grade Level

LEGEND:

MITIGATION:

Trees with Dense Underplanting

171-172 Tremont

BOSTON COMMON

TEMPLE PLACE

WEST STREET

MASON STREET

TREMONT STREET

AVERY STREET

WASHINGTON STREET

HAYWARD PL

ESSEX STREET

BOYLSTON STREET

LAGRANGE STREET

0 50 100ft

171 TREMONT

FIGURE 3.1d

Pedestrian Wind Conditions - Effective Gust - Build with Mitigation

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

9AM

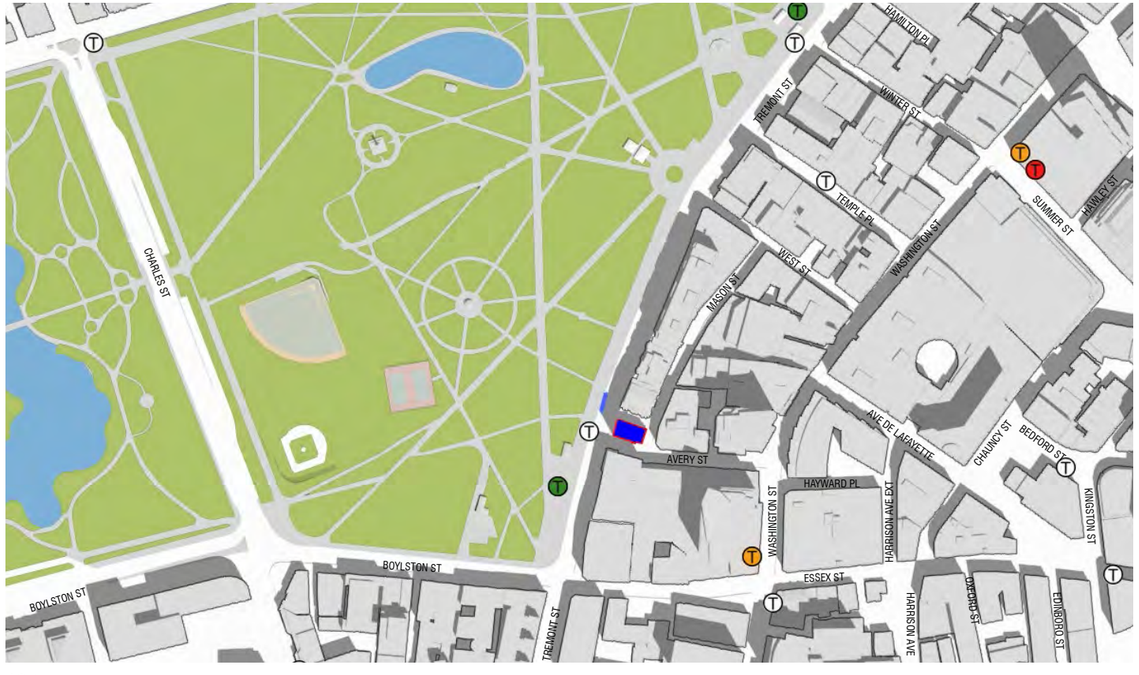
12PM

3PM

NEW BUILDING OUTLINE
NEW SHADOW (STREET LEVEL)
NEW SHADOW (ROOFTOP)

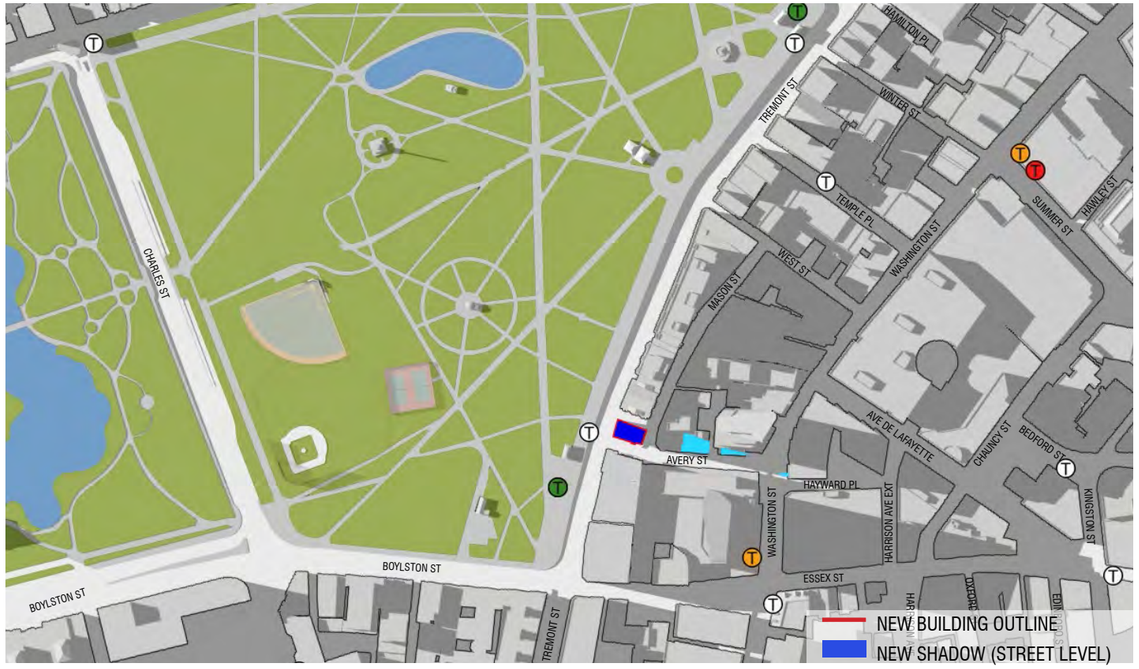
FIGURE 3.2A
SHADOWS - MARCH 21

9AM



12PM

3PM

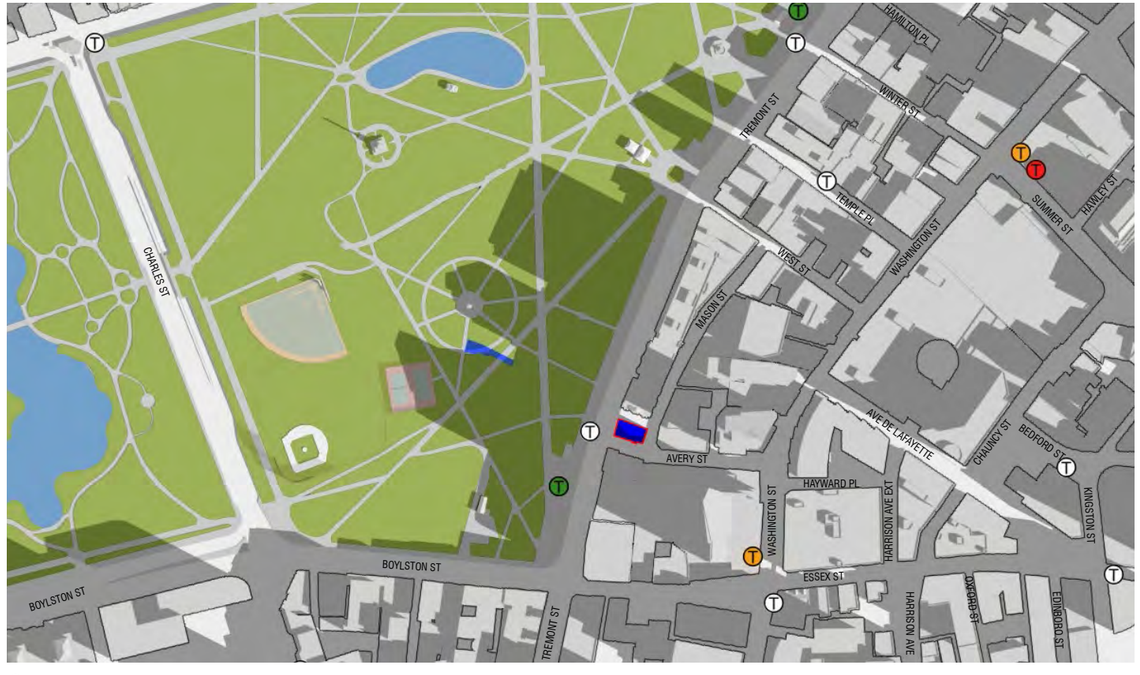


6PM

171 TREMONT

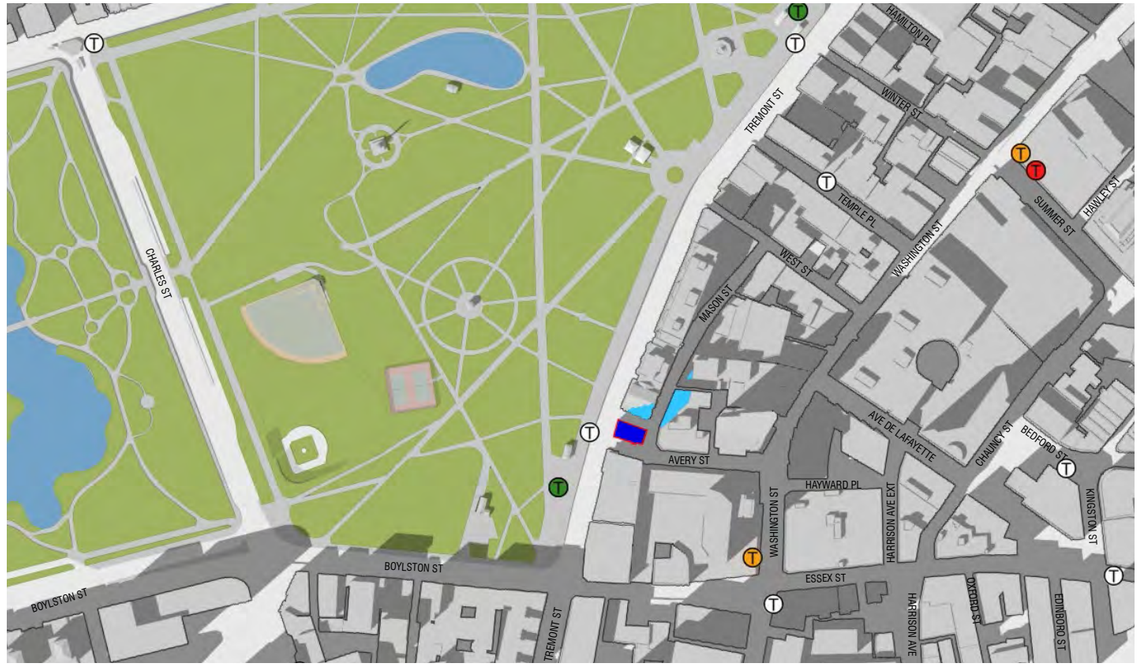
FIGURE 3.2B
SHADOWS - JUNE 21

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

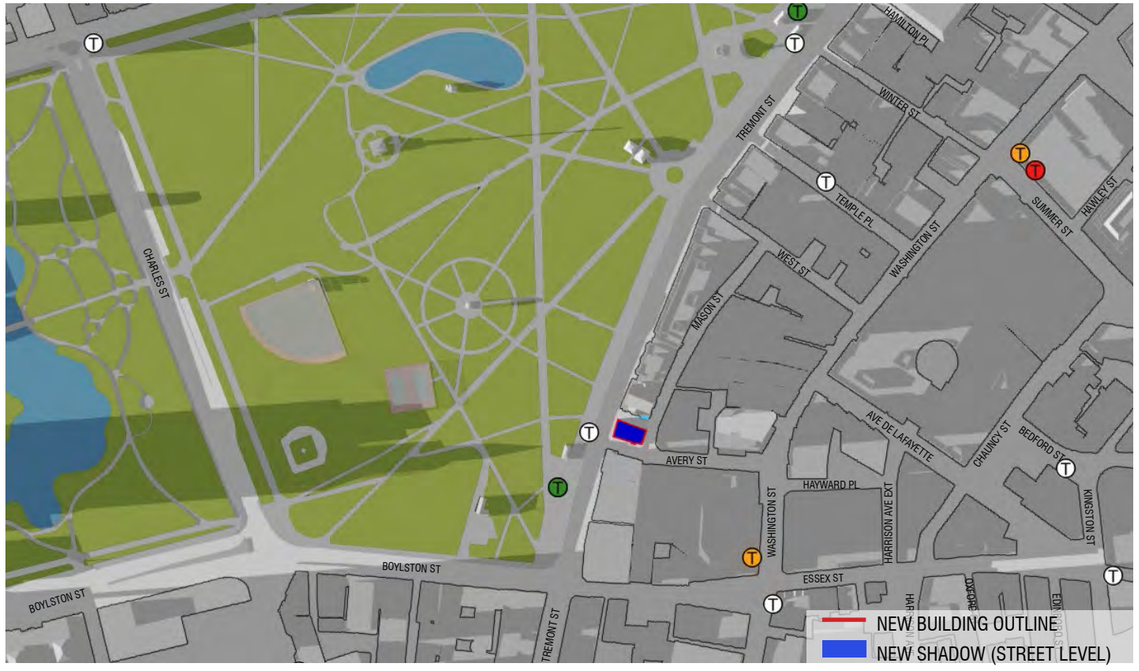


9AM

12PM



3PM



6PM

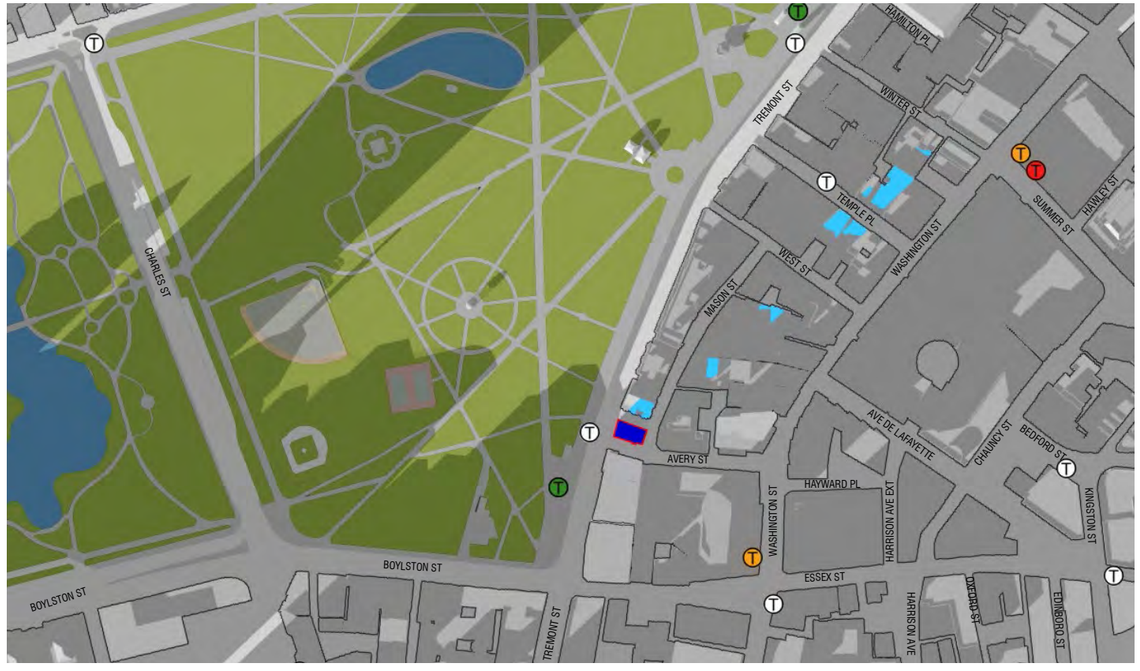
171 TREMONT

FIGURE 3.2C
SHADOWS - SEPTEMBER 21

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

9AM

12PM



3PM

NEW BUILDING OUTLINE
NEW SHADOW (STREET LEVEL)
NEW SHADOW (ROOFTOP)

171 TREMONT

FIGURE 3.2D
SHADOWS - DECEMBER 21

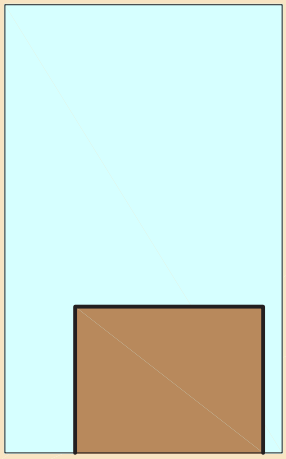
N

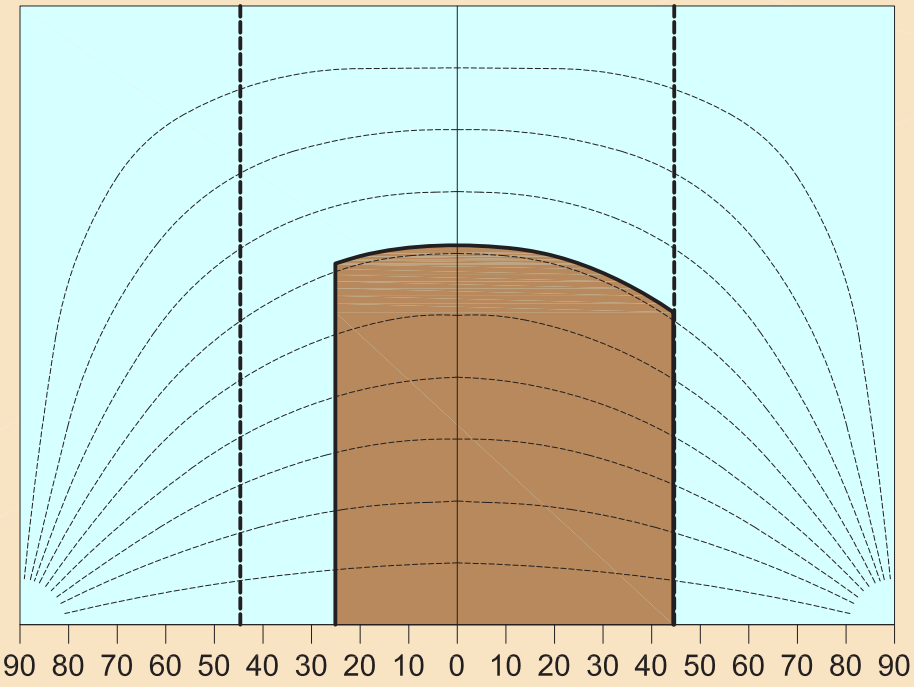
ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

FIGURE 3.3
SHADOWS - MOST IMPACTFUL CONDITION - AUGUST 19 10AM

Existing

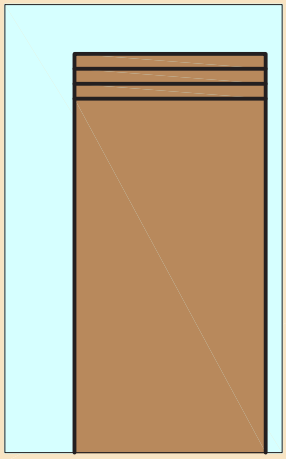
Obstruction of
Skyplane = 70.9%





Proposed

Obstruction of
Skyplane =83.5%



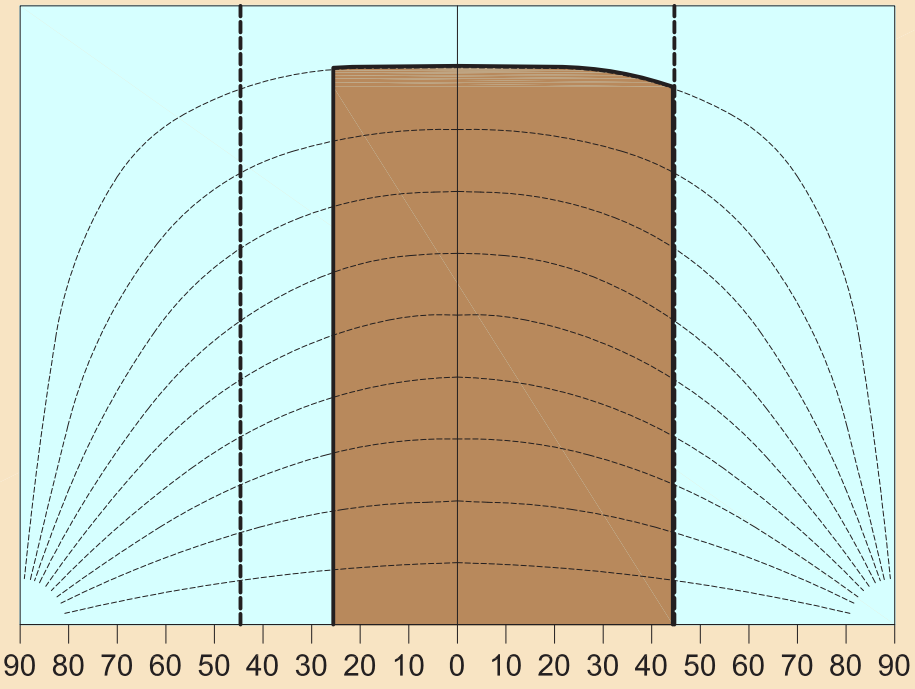
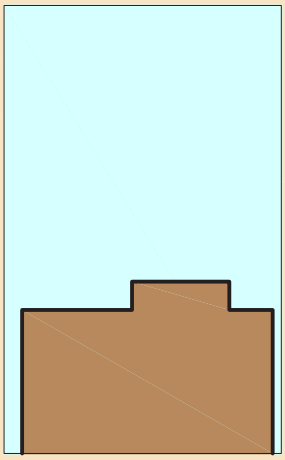
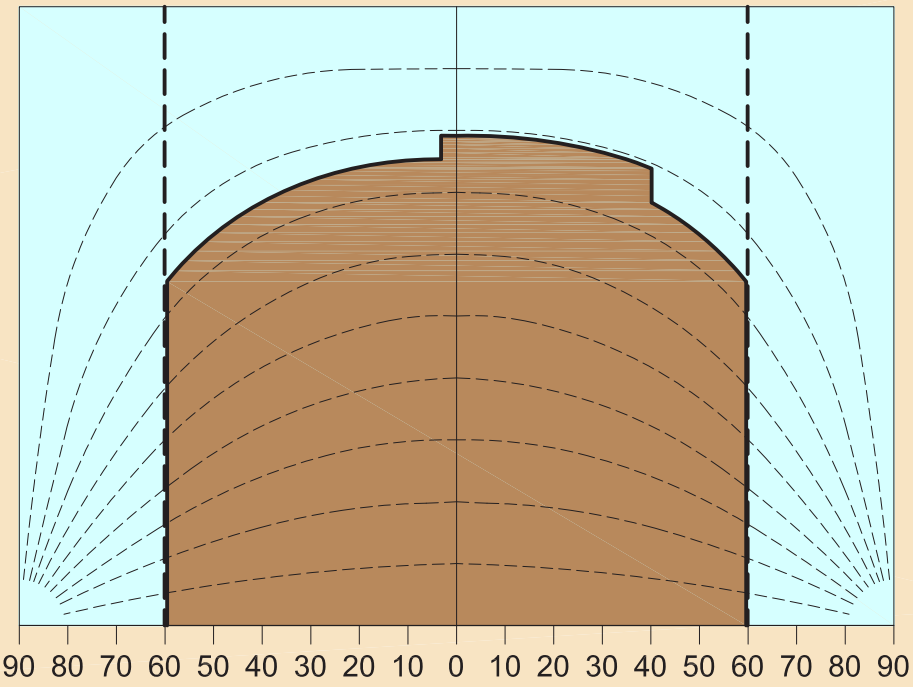


FIGURE 3.4a
Daylight Analysis Center of Tremont Street

Existing

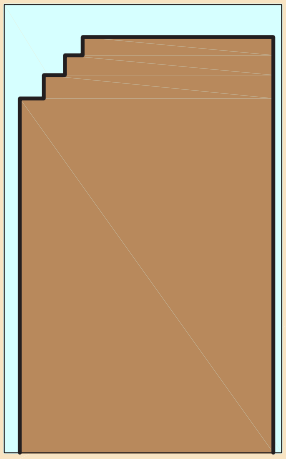
Obstruction of
Skyplane = 53.6%

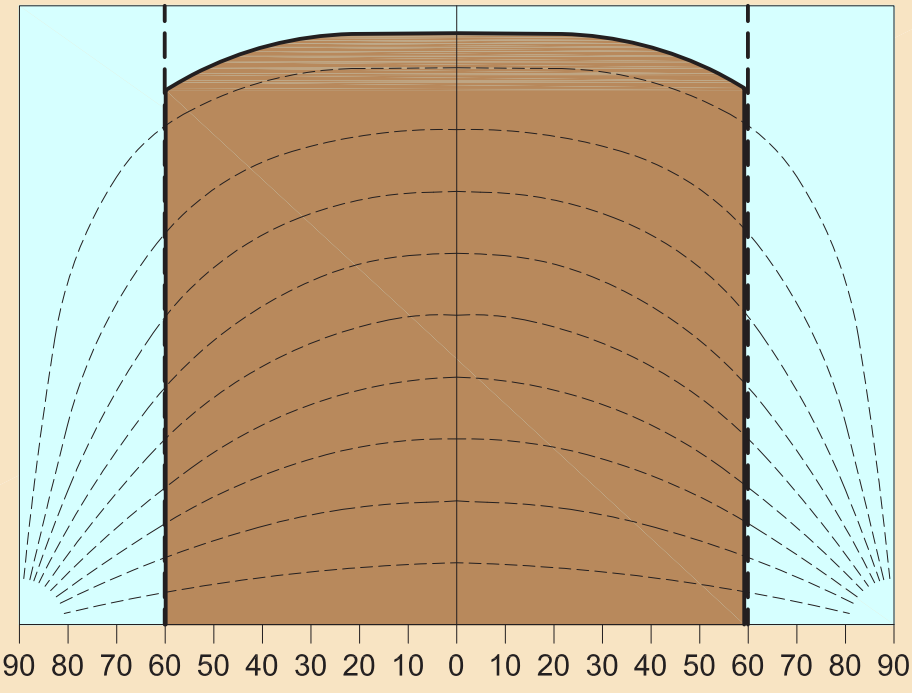




Proposed

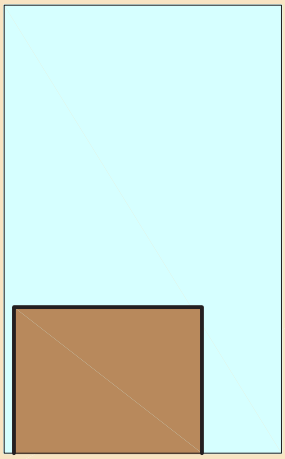
Obstruction of
Skyplane = 69.1%

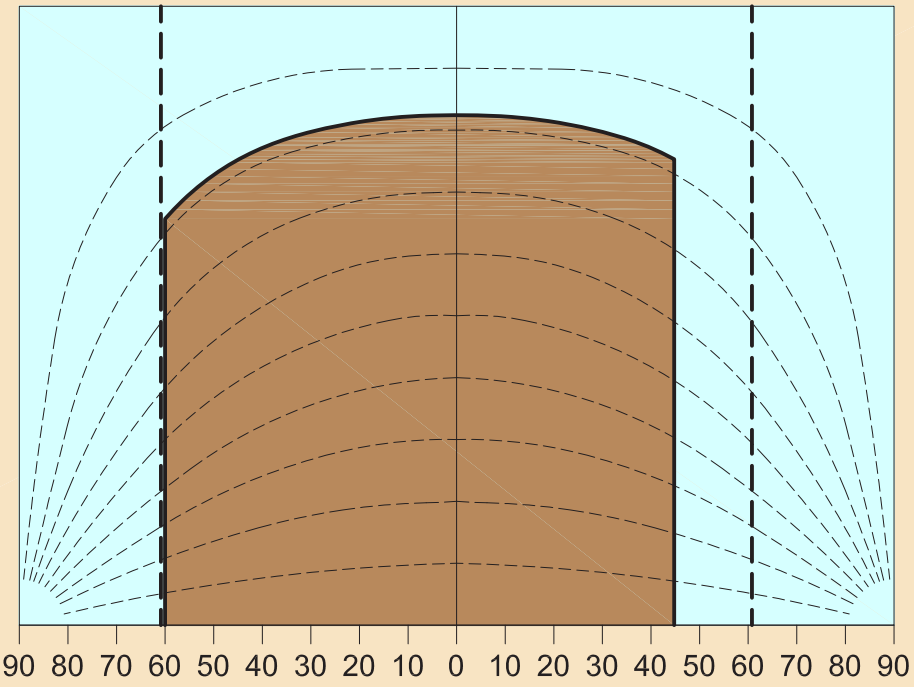




Existing

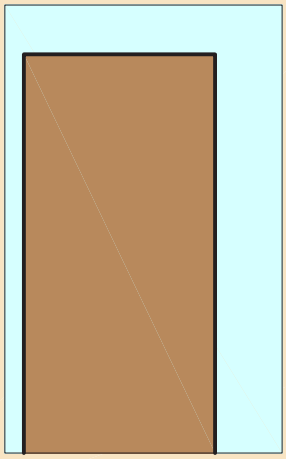
Obstruction of
Skyplane = 47.8%

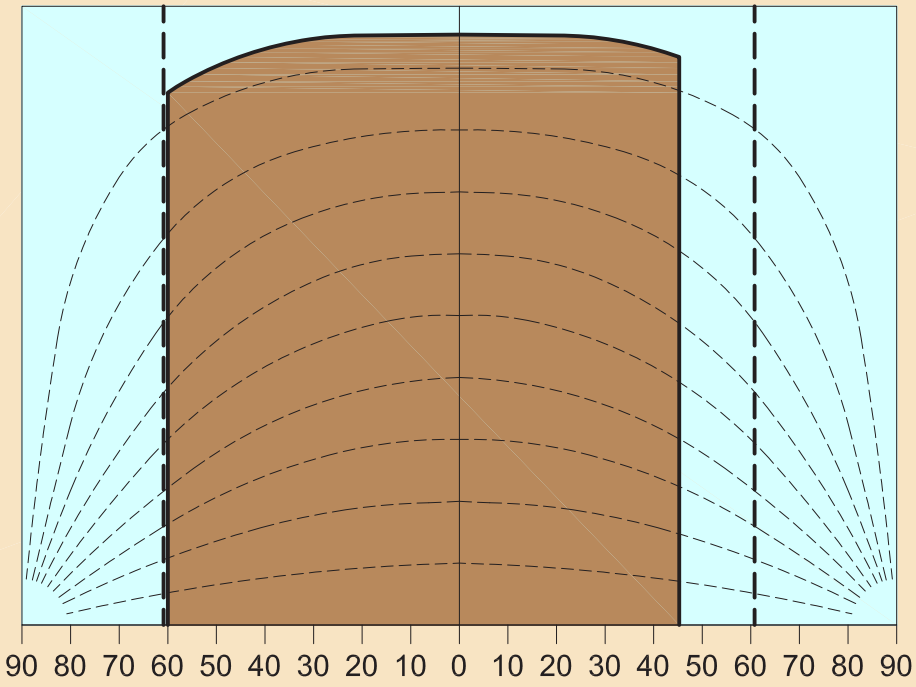




Proposed

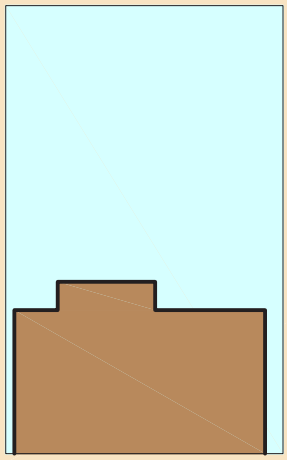
Obstruction of
Skyplane = 72.2%

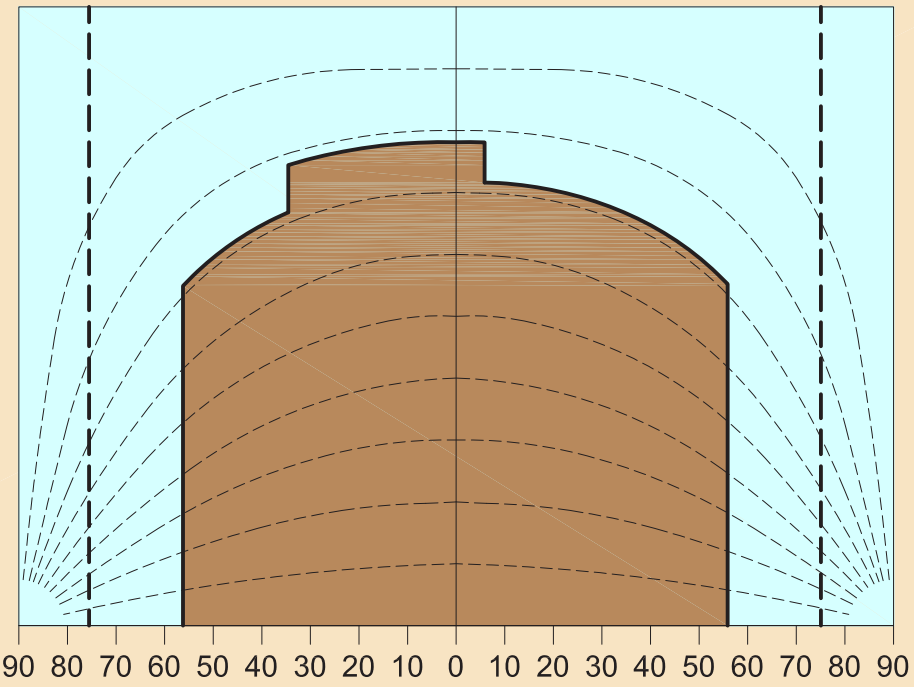




Existing

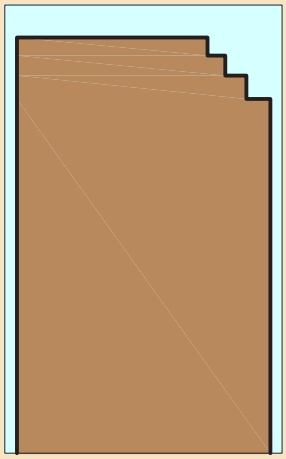
Obstruction of
Skyplane = 75.7%

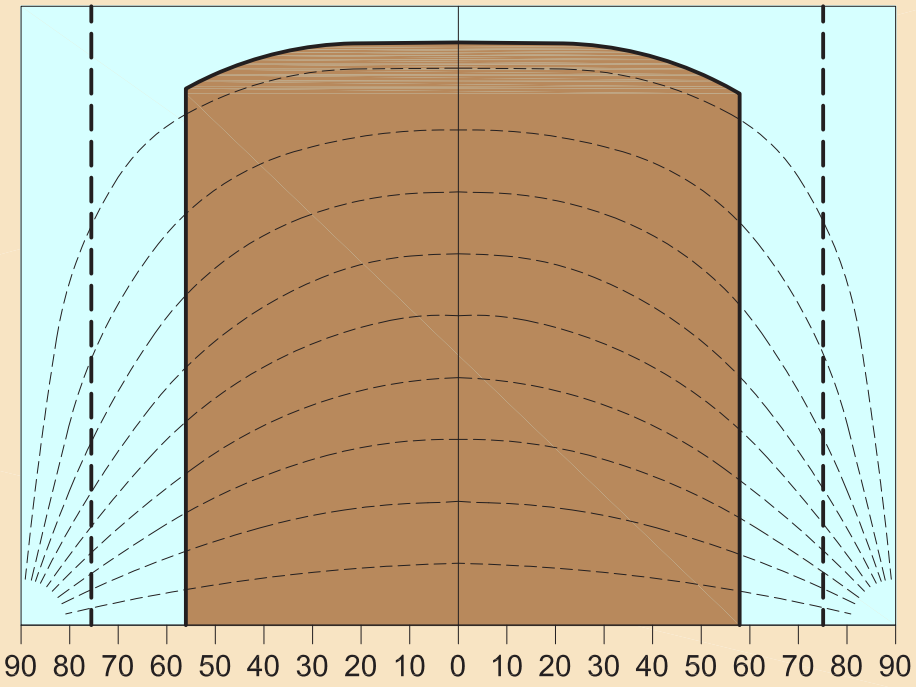


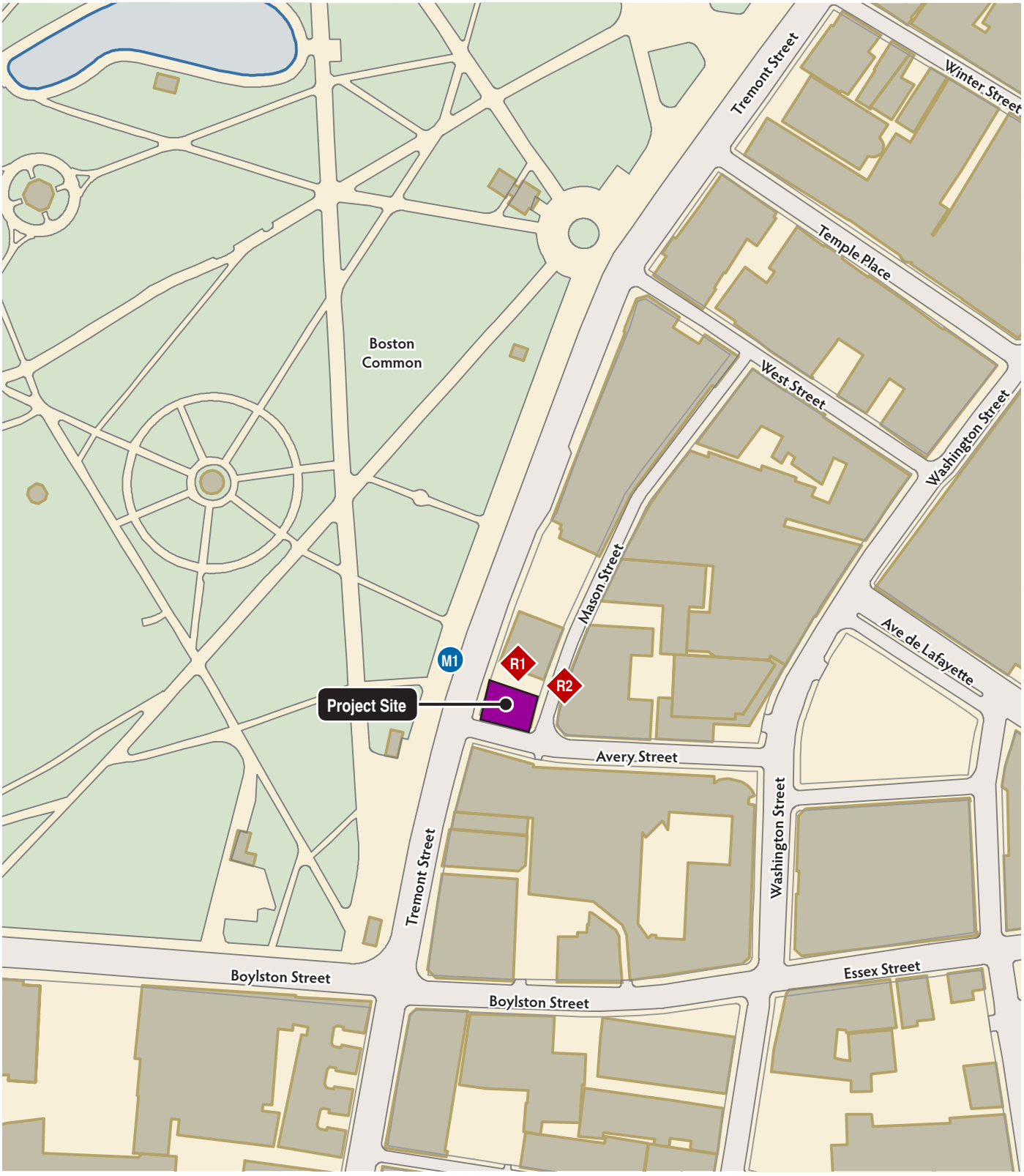


Proposed

Obstruction of
Skyplane = 94.7%







M# Monitoring Location

R# Receptor Location

171 TREMONT

FIGURE 3.5
Noise Monitoring Location and Receptor Locations

0 100 N

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4

Sustainability/Green Building Design

This section provides an overview of the sustainable design elements proposed as part of the Project at this time of preliminary design to demonstrate that the Project will meet the requirements of Article 37 of the Boston Zoning Code relative to the City's Green Building policies and procedures. The Proponent is committed to constructing a LEED certifiable project striving for a Silver level; thereby, exceeding the Article 37 requirements.

This chapter also discusses the approach to preparing for changes in climate change, in accordance with the BRA Climate Change Resiliency and Preparedness Policy. The required Climate Change Resiliency and Preparedness Checklist has been completed for the Project and is provided in Appendix C.

4.1 Key Findings and Benefits

The key related to sustainability/green building design and climate change preparedness include:

- The Project is inherently sustainable as it aims to utilize land efficiently through redevelopment of an underutilized urban site consisting of an unoccupied office building (the former sales center for the Millennium North and South Towers) with a new residential development that promotes the use of alternative modes of transportation, encourages pedestrian activity, provides new public outdoor space, and reduces environmental impacts both locally and globally through sustainable design strategies.
- The Proponent is committed to constructing a LEED certifiable project striving for a Silver level, which represents an increase in LEED points compared to the minimum 40 points for a Certified rating required by Article 37.
- In support of Boston's GHG emissions reductions goals, the design team has considered and will continue to evaluate energy conservation measures to reduce overall building energy usage and reduce associated GHG emissions.
- Potential impacts associated with climate changes, such as predicted future sea level rise, increased frequency and intensity of precipitation events, and extreme heat events have been considered during early stages of design.

4.2 Regulatory Context

4.2.1 Massachusetts Stretch Energy Code

As part of the Green Communities Act of 2008, Massachusetts developed an optional building code that gives cities and towns the ability to choose stronger energy performance in buildings than the state building code (the "Stretch Energy Code"). Codified by the Board of Building Regulations and Standards as 780 CMR Appendix 115.AA of the 8th edition Massachusetts Building Code, the Stretch Energy Code is an appendix to the Massachusetts building code, based on further amendments to the International Energy Conservation Code (IECC). The Stretch Energy Code increases the energy efficiency code requirements for new construction and major residential renovations or additions in municipalities that adopt it. The Stretch Energy Code applies to both residential and commercial buildings and, specifically, for new commercial buildings over 5,000 square feet in size, including multi-family residential buildings over three stories.

In 2010, the City of Boston was designated a Green Community under the Green Communities Designation and Grant Program—an initiative of the Massachusetts Department of Energy Resources. In order to be designated a Green Community and, therefore, eligible for grant money available annually, communities are required to meet five rigorous qualification criteria one of which includes minimizing life-cycle costs, such as adopt and implement the Stretch Energy Code. The goal of the grant program is for a municipality to use grant money to assist residents, businesses, and the municipality departments/facilities reduce energy use or install renewable energy systems. For the City of Boston, the Stretch Energy Code was adopted and became mandatory on July 1, 2011.

The current Stretch Energy Code requires projects to achieve at minimum a 20 percent energy efficiency compared to the state's energy code (the "Base Energy Code") by either meeting the performance standard of 20 percent better than ASHRAE 90.1-2007, or using a prescriptive energy code. On July 1, 2014, the IECC2009 and ASHRAE 90.1-2007 ceased to be a code option for non-Stretch Energy Code communities, and the IECC 2012 and ASHRAE standard 90.1-2010 became the new/updated state-wide Base Energy Code. It is expected that an updated Stretch Energy Code, if/when enacted, will require additional energy reductions beyond these standards and that Green Communities, such as Boston will automatically adopt any updates to the Stretch Energy Code (unless they vote to change their bylaw to no longer be a stretch code community). At the time of this DPIR filing, the updated Stretch Energy Code requirements remain unknown.

4.2.2 City of Boston Article 37 – Green Buildings

Through Article 37 – Green Buildings of the Code, the City of Boston encourages buildings to decrease energy and water use and cost, improve the efficiency and useful life of building systems and infrastructure, and reduce the burdens imposed

by buildings on city services, the environment, and public health. The stated purposes of the article is as follows:

> "The purposes of this article are to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston."

Any project that is subject to Article 80B, Large Project Review is also subject to the requirements of Article 37, which includes demonstrating that a project would meet the minimum requirements to achieve a LEED Certified level (all LEED Pre-requisites and achieve at least 40 points) without registering the project with the USGBC, or "LEED certifiable."

An interdisciplinary committee called the Boston Interagency Green Building Committee (IGBC) advises the BRA on a proposed project's compliance with the provisions of the article. The Committee consists of at least one representative of city agencies, including the BRA, BED, BTD, the Inspectional Services Department and the Mayor's Office.

4.2.2.1 Boston Green Building Credits

Appendix A of Article 37 lists Boston Green Building Credits, which are credits that may be included in the calculation toward achieving a LEED certifiable project. These credits were developed by the City and are intended to address local issues unique to development within Boston. The credits include the following categories: Modern Grid; Historic Preservation; Groundwater Recharge; and Modern Mobility.

4.2.3 Climate Change Resiliency and Preparedness Policy

Enacted in 2013, the BRA Climate Change Resiliency and Preparedness Policy (the "Resiliency Policy") requires that all projects consider present and future climate conditions in assessing project environmental impacts, including building long-term integrity, passive survivability, and the safety of inhabitants and for describing actions to mitigate adverse impacts. The Climate Change Resiliency and Preparedness Checklist (the "Resiliency Checklist"), which project proponents are required to complete as part of Article 80 documentation provides a framework for considering present and future climate conditions in project design.

4.3 Approach to Sustainable Development/Green Building Design

While the sustainability goals of the Project are in the development phase, the Proponent has identified a few initial areas of focus. First, in support of the City's energy conservation and GHG emissions reduction goals, the Proponent and design team are working to provide an energy efficient building. Second, the Proponent and landscape design team will work to create a sustainable pocket park through thoughtfully choosing materials, such as recycled content and/or materials extracted

and/or manufactured locally. The landscape design will utilize native, drought-tolerant plantings, and an efficient irrigation system to reduce the amount of potable water usage.

The Project is currently designed as LEED Silver certifiable, as demonstrated by the preliminary LEED checklist provided in Figure 4.1. The Proponent and design team have identified a number of credits potentially available for the Project based on schematic design.

4.3.1 Project Compliance with Article 37

The Proponent and design team intend to implement sustainable design and construction principles and practices for the Project. This includes implementing the requirements of Article 37 of the Boston Zoning Code relative to the City's Green Building policies and procedures. The Proponent intends to design and construct the Project as LEED Silver certifiable. The draft LEED Scorecard has been updated since the PNF and is now tracking 55 'yes' points (with one additional point available under the Boston Green Building Credits) tracking a Silver certifiable level with an additional 14 'maybe' points (Figure 4.1). The 'maybe' points represent credits that will continue to be evaluated as design progresses and through construction. This represents an increase in LEED points compared to the 42 'yes' points for a Certified rating presented in the PNF.

The current project team includes the following LEED Accredited Professionals (AP): Howard Elkus, FAIA, RIBA, LEED AP a Principal with Elkus Manfredi Architects; Lauren DeVoe, LEED AP BD+C a Senior Environmental Planner at VHB, Inc.; and Daniel A. Hurley, PE, LEED AP a Senior Vice President of Building Electrical Systems at WSP. The Proponent intends to engage a Sustainability Consultant to guide sustainable design through design development and construction. Lead by the Sustainability Consultant, the Proponent and project design team will continue to evaluate and incorporate sustainable design and energy conservation as the design process continues.

4.3.1.1 Sustainable Sites (SS)

- **SSp1 Construction Activity Pollution Prevention:** While the Project does require a NPDES permit from the EPA, the Contractor will implement an Erosion and Sedimentation Control plan that meets local requirements in order to meet the requirements of this prerequisite.
- **SSc1 Site Selection:** The Project Site is a previously developed urban parcel in a densely developed neighborhood and, therefore, meets the development site criteria for this credit.
- **SSc2 Development Density and Community Connectivity:** The Project meets the criteria for Option 2, Community Connectivity. The immediate neighborhood has more than 10 services with pedestrian access including restaurants, grocery stores, banks, and a post office.

- **SSc3 Brownfield Redevelopment:** The Project Site does not meet the requirements of this credit as it is not a contaminated site or designated a Brownfield.
- **SSc4.1 Alternative Transportation, Access to Public Transit:** The Project Site is located in a densely developed area of Midtown Boston with access to multiple modes of public transportation, including the Red and Green MBTA subway lines at Downtown Crossing, the Orange and Silver lines in Chinatown, and multiple MBTA bus routes (Figure 2.5).
- **SSc4.2 Alternative Transportation, Bicycle Storage and Changing Rooms:** To meet the LEED requirements, the Project must provide covered bicycle storage for at least 15 percent of the building occupants. In accordance with BTD's bike storage guidelines, which are more stringent than LEED requirements, one bike storage space per unit, or 18 spaces, will be provided on-site for the residents and 4 short-term bike parking (at-grade bike racks) will be located near building entrances.
- **SSc4.3 Alternative Transportation, Low Emitting Fuel Efficient Vehicles:** The parking garage will provide Electric Vehicle (EV) charging stations for at least 3% of parking supply, or 1 space, for use by residents.
- **SSc4.4 Alternative Transportation, Parking Capacity:** The Project does not meet this credit as it exceeds the minimum local parking requirement.
- **SSc5.1 and SSc5.2 Site Development:** The Project Site constraints and limitations do not allow the Project to meet the requirements of these credits; however, the proposed pocket park aims to improve access to public open space.
- **SSc6.1 and SSc6.2 Stormwater Design – Quantity Control & Quality Control:** In accordance with BWSC requirements, the Project will include stormwater management and treatment systems that will improve water quality, reduce runoff volume, and control peak rates of runoff in comparison to existing conditions. The Project will provide infiltration that retains site runoff while providing treatment and peak flow mitigation in accordance with stormwater standards

  While these credits are likely attainable, stormwater runoff calculations will be done for existing and proposed conditions during the BWSC permitting process for the 2-, 10-, 25- and 100-year storm events. These calculations will ultimately determine if the Project will meet the requirements of these credits.
- **SSc7.1 Heat Island Effect – Non-Roof:** The Project meets the criteria of this credit by providing 100 percent of the parking under cover, or underground and by specifying a roof surface of a at 29 Solar Reflectance Index (SRI).
- **SSc7.2 Heat Island Effect – Roof:** An SRI-compliant roof membrane product will be specified for the roof area for the Project.
- **SSc8 Light Pollution Reduction:** The Project is not expected to meet the requirements of this credit. Given the site constraints, light from the proposed building is expected to spill beyond the property line.

4.3.1.2 Water Efficiency (WE)

- **WEp1/WEc1 Water Use Reduction:** Through the specification of low-flow high-efficiency plumbing fixtures, the Project will meet the required 20 percent annual potable water use reduction and will target reducing the annual potable water use by up to 35 percent. The achievement of this credit will be determined once plumbing fixtures are chosen.
- **WEc1 Water Efficient Landscaping:** The at-grade landscape design will use a mixture of trees, shrubs, and groundcover all of which grow well in the urban environment. Because of the amount of plantings (trees) required to mitigate for pedestrian wind conditions within the proposed pocket park, some level of irrigation is anticipated to be required. The design team will aim to utilize native, drought-tolerant plantings and an efficient irrigation system so to reduce potable water use by 50 percent.
- **WEc2 Innovative Wastewater Technologies:** The Project will not utilize innovative wastewater technologies that meet the requirements of this credit.

4.3.1.3 Energy & Atmosphere (EA)

- **EAp1/EAc3 Building Commissioning:** The Proponent will engage a Commissioning Agent (CxA) to verify the Project's energy-related systems are installed, calibrated, and perform according to the project requirements, basis of design, and construction documents.

  The Proponent is not considering engaging a third-party CxA to conduct additional review of these systems beyond what is required under the prerequisite requirements (credit EAc3). The cost of conducting enhanced commissioning activities is not insignificant (estimated to cost approximately $50,000) and the Proponent intends to make better use of this money through energy efficiency design measures.
- **EAp2/EAc1 Energy Performance:** A building energy model will be utilized to ensure the proposed design will result in an estimated 10 percent energy cost savings when compared to a baseline building performance as calculated using the rating method in Appendix G of ANSI/ASHREA/IESNA Standard 90.1-2007.

  An overall energy cost savings of 22 to 26 percent, or 6 to 8 LEED points under EAc1, is being targeted for the Project, which will be verified by the final building energy model.

  Energy Conservation Approach

  The proposed residential building systems will be designed to optimize energy performance and will not use refrigerants that are harmful to the environment. The building heating and cooling systems design will incorporate Energy Recovery Ventilators (ERVs)/Energy Recovery Units (ERUs) and utilize Variable Frequency Drive (VFDs). In addition to optimizing HVAC usage through a Building Control System. Common area lighting throughout the building shall be specified as high-efficient/low-wattage LED lighting with lighting control systems, such as photocells, vacancy sensors, and automatic off controls. Energy efficient

equipment, such as high-efficient motors and EnergyStar appliances will also be incorporated into the building design. Collectively, these ECMs are expected to reduce overall energy usage compared to a conventional residential building. Additionally, the Proponent shall apply for all utility rebates available to the Project.

Due to site constraints and a limited building rooftop area, on-site renewable energy will not be utilized for the Project as a measure for conserving energy and reducing GHG emissions. Project building rooftops were assessed for the potential for solar photovoltaic (PV) systems. This evaluation determined that building rooftop space is very limited given the space requirements for the building rooftop mechanical units and that such a system would not be cost-effective given the low energy output that could be provided. Similarly, given the small site, geothermal energy, or Ground Source Heat Pumps (GSHPs), are not feasible for the Project. Not only is the Project is located in a dense urban set-up with subway tunnels and existing city infrastructure running below the ground, the well field area required for such a system is quite large. Furthermore, the project team has confirmed with the electric utility (Eversource) that it does not allow Combined Heat and Power (CHP) systems to connect to their network in the Project area due to protection concerns from the utility. This precludes an important financial and efficiency element of a CHP which is to sell electricity back to the grid during non-peak on-site demand.

Steam is available to the Project via an 8-inch Veolia-owned and operated steam main in Mason and Avery Streets (Figure 6.1). While using district steam will reduce the overall GHG emissions, it may not necessarily reduce the overall energy cost for the residents. The Proponent will continue to discuss with Veolia the possibility of utilizing steam for the Project.

- **EAp3 Fundamental Refrigerant Management:** As per the prerequisite requirements, the specifications for refrigerants used in the building HVAC & R systems will not permit the use of chlorofluorocarbon (CFC)-based refrigerants.
- **EAc2 On-Site Renewable Energy:** As discussed above, due to site constraints and a limited building rooftop area, renewable energy will not be utilized on-site for the Project.
- **EAc4 Enhanced Refrigerant Management:** Refrigerant for the mechanical cooling equipment we be specified to meet the credit requirements.
- **EAc5 Measurement and Verification:** While the Proponent does not intend to meet the stringent requirements of this credit, they are committed to meeting the applicable requirements of the City of Boston Building Energy Reporting and Disclosure Ordinance once the residential building is in operation. By tracking energy usage during building operations, future energy efficiency improvements are likely to be implemented to maintain/improve energy savings.
- **EAc6 Green Power:** The Proponent may consider the purchase of 'green power' for a 2-year period renewable energy contract to provide a minimum of 35% of the building's electricity from renewable sources.

4.3.1.4 Materials and Resources (MR)

- **MRp1 Storage and Collection of Recyclables:** Storage of collected recyclables will be accommodated in the trash room on the Lower Mechanical Level (B-1). Trash and recycling will be loaded on to the vehicular elevator and brought up to ground level to be picked up off Mason Street. Residents will use a trash chute to directly deposit trash in a trash bin and recycling in a recycling bin in the central storage room. The recyclables will be collected by a contracted waste management company on a regular basis.
- **MRc1 Building Reuse:** This existing office building will be demolished to make way for the new residential building. Therefore, this credit is not available to the Project.
- **MRc2 Construction Waste Management:** The Contractor will develop and implement a Construction Waste Management Plan (CWMP) with a goal of diverting 75 percent of the demolition debris and construction waste from area landfills.
- **MRc3 Materials Reuse:** Given the existing building use is office and the new building is luxury condominium units, it is not expected that any of the materials in the existing building could be reused.
- **MRc4 Recycled Content:** The design specifications will require certain materials to include pre- and/or post-consumer recycled content. The Proponent has established a target for 10 percent of the materials and products installed to be materials with recycled content based on overall project materials costs.
- **MRc5 Regional Materials, Extracted, Processed and Manufactured Regionally:** The design specifications include some materials to be extracted, harvested, recovered and manufactured within a 500 mile radius of the job site. The Proponent has established a target for 10 percent of the materials and products installed to be regional materials based on overall project materials costs.
- **MRc7 Certified Wood:** The design specifications will include wood materials to be from FSC-certified forests and from compliant manufacturers and millwork shops with a goal to achieve the 50 percent (by cost) threshold based on overall wood materials costs.

4.3.1.5 Indoor Environmental Quality (IEQ)

- **IEQp1 Minimum IAQ Performance:** The building mechanical systems will be designed to meet or exceed the requirements of ASHRAE Standard 62.1-2007 sections 4 through 7 and applicable natural ventilation requirements. Ventilation air will be provided to all lobbies, amenity spaces, public areas and corridors as well as directly to each residential unit for exhaust makeup and ventilation requirements.
- **IEQp2 Environmental Tobacco Smoke Control:** The entire residential building and the associated site will be non-smoking. This policy will be enforced through posted signage.

- **IEQc1 Outdoor Air Delivery Monitoring:** This credit is achievable by installing CO_2 monitors in the common amenity spaces and incorporating an airflow monitoring device on the ERU that supplies outdoor air to all spaces so it can be tracked.
- **IEQc2 Increased Ventilation:** This credit requires an increase in ductwork for each unit in order to provide 30 percent more airflow. The design team will determine if this credit is achievable based on the energy cost difference determined by the energy model and the construction cost to be estimated during the construction costing phase.
- **IEQc3.1 and IEQc3.2 Indoor Air Quality Management Plan – During Construction & Before Occupancy:** The Contractor will develop and implement a compliant Indoor Air Quality (IAQ) Management Plan for the construction and pre-occupancy phases of the Project to meet/exceed the recommended Control Measures of the SMACNA IAQ Guidelines for Occupied buildings Under Construction 2nd Edition 2007, ANSI/SMACNA 008-2008 (Chapter3).

  Prior to occupancy, either the Contractor will be required to conduct a building flush-out or the Proponent may opt to implement air quality testing in compliance with credit requirements.
- **IEQc4.1 Low Emitting Materials, Adhesives and Sealants:** The design specifications for adhesives and sealants used inside the building envelope will include requirements for compliance with the low VOC criteria for adhesives and sealants as established in the South Coast Air Quality Management District (SCAQMD) Rule #1168.
- **IEQc4.2 Low Emitting Materials, Paints and Coatings:** The design specifications will include requirements for paints and coatings to meet low-VOC criteria for paints and coatings in accordance with applicable sections of Green Seal Standard GS-11, Green Seal Standard GC-03 and SCQAMD Rule #1113.
- **IEQc4.3 Low Emitting Materials, Flooring Systems:** The design specifications will include compliant flooring materials that meet the applicable requirements of FloorScore certification or the Carpet Rug Institute Green label program.
- **IEQc4.4 Low Emitting Materials, Composite Wood:** The design specifications will include composite wood and agrifiber products that contain no added urea-formaldehyde.
- **Credit 5 Indoor Chemical and Pollutant Source Control:** The project team will design to minimize and control the entry of pollutants into the building and to contain chemical use areas.
- **Credit: 6.1 Controllability of Systems, Lighting:** The proposed design will include lighting controls in the residential units. The controls in the amenity spaces and common areas include vacancy/occupancy sensors and daylight dimming controls. Multi-occupant user spaces will have multi-level lighting controls for modifying light levels as necessary for the various uses. The management offices will have lighting controls appropriate for the room use.
- **Credit 6.2: Controllability of Systems, Thermal Comfort:** The proposed design will include temperature controls for the condominiums (i.e., thermostats and

operable windows) and regularly occupied amenity spaces. The management offices and tenant lease spaces also have temperature controls.

- **IEQc7 Thermal Comfort – Design & Verification:** The design team will ensure the building systems are designed to meet the requirements of ASHRAE 55-2004 for all applicable mechanically-ventilated regularly occupied spaces under LEED credit IEQc7.1.

  Once IEQc7.1 is achieved, IEQc7.2 is then available to the Project. This credit requires issuance of an occupant survey within 6 to 18 months after occupancy. The Proponent is committed to collect anonymous responses about thermal comfort in the building and implement corrective actions if more than 20 percent of the occupants are dissatisfied.
- **IEQc8 Daylight and Views:** The residential building envelope is a high-performance system with extensive areas of windows with ample access to both daylight and views. It is assumed that at least 75 percent of the regularly occupied space within the residential units will have access to daylight and views. This could be as high as 90 percent of the spaces with access to views for exemplary performance, which would need to be determined through detailed calculations once design of the units is finalized.

4.3.1.6 Innovation in Design (ID)

- **IDc1.1 Exemplary Performance for IEQc8.2:** As mentioned above, the Project may achieve Exemplary Performance for providing 90 percent of the regularly occupied space access to views. This would need to be determined through detailed calculations once design of the units is finalized.
- **IDc1.2 Tenant Guidelines:** Tenant Guidelines would be developed to educate future residential tenants about the sustainable design and construction features of the Project and information on adopting conservation practices to encourage tenants to support the overall sustainability goals of the Project.
- **IDc1.3 Green Education:** Signage could be posted or resident newsletters could be issued to educate residents and their visitors on the sustainable features of the Project.
- **IDc1.4 & IDc1.5:** Two ID credits remain to be determined at this time. Possible ID credits include Low Mercury Lighting, Integrated Pest Management, and Green Housekeeping.
- **IDc2 LEED Accredited Professional:** There are several LEED APs on the project team.

4.3.1.7 Regional Priority Credits (RPCs)

Applicable RPCs for the Proposed Project include:

- SSc3 Brownfield Development;
- SSc6.1 Stormwater Management, Quantity,
- SSc7.1 Heat Island Effect – Non-roof;
- SSc7.2 Heat Island Effect- Roof;

› EAc2 On-Site Renewable Energy; and

› MRc1.1 Building Reuse.

LEED credits SSc3, EAc2, and MRc1.1 are not available to the Project. The Project will achieve three RP credits related to stormwater management (SSc6.1) and heat island effect (SSc7.1 and SSc7.2).

4.3.1.8 Boston Green Building Credits

At this preliminary design stage, the Project is anticipated to achieve one out of the four available Boston Green Building credits (Appendix A of Article 37):

› **Groundwater Recharge.** The Project Site is not within the Groundwater Conservation Overlay District, or GCOD, as defined in Article 32 of the Code. In accordance with BWSC requirements, the Project will infiltrate no less than one inch across that portion of the surface area.

4.4 Climate Change Preparedness and Resiliency

As required by the BRA for all Large Project Review projects, the Proponent and project team have begun to consider the projected impacts related to climate change in early stages of planning and design by completing the Resiliency Checklist, which is provided in Appendix C. Climate change is expected to result in rising sea levels, more frequent extreme storms, and more extreme weather events. The following sections describe what has been considered as it relates to climate change impacts as part of the early stages of project design.

4.4.1 Addressing Sea Level Rise/Flooding

The Project Site is located outside of the 100-year flood zone and approximately 3,015-feet from the closest open body of water; therefore, extreme flooding and sea level rise are not anticipated to impact the Project.

4.4.2 Addressing Extreme Weather Conditions

In addition to sea level rise and flooding, additional climate change issues predicted for Massachusetts, per the 2011 Massachusetts Climate Change Adaptation Report, include an increase in extreme weather events which could consist of drought, tropical rainfall patterns (i.e., increased precipitation) and extreme heat and cold stretches, increase in the number of days with extreme heat (i.e., temperatures greater than 90°F and 100°F) and/or fewer days of snow yet increased winter precipitation. Project-related resiliency measures aimed at addressing these potential events are discussed below.

4.4.3 Potential Resiliency Measures

4.4.3.1 Site Resiliency Measures

In order to manage stormwater, the Project willprovide infiltration that retains site runoff while providing treatment and peak flow mitigation in accordance with stormwater standards. Additionally, the Project Site will grade away from the proposed building and on-site drainage will be picked up by area drains or existing infrastructure in the surrounding streets.

At the street level, the Proponent aims to reduce the heat island effect through the integration of greenery, such as tree canopy cover and at-grade multi-tiered planting in the pocket park.

4.4.3.2 Building Resiliency Measures

Although the Project Site does not fall within the projected 100-Year Floodplain (based on a 3-foot sea level rise), the Proponent has chosen to locate the critical building system infrastructure, such as all sensitive mechanical and electrical equipment, above the ground floor in an enclosed rooftop mechanical penthouse protected from the exterior elements in order to support the building during extreme weather or flash flooding conditions. Other measures to address flooding concerns include the use of water tight doors, leak detection, sump pumps, and water-proof seals of piping routes. Emergency power will also be added for life safety applications. Electrical transformers will be located in the basement main electrical room and shall be designed to Utility Company requirements.

The following building design and planning measures will be explored to mitigate for rising temperature impacts:

- Incorporate high-reflective roof materials;
- Design residential units for improved natural ventilation (i.e., operable windows) to reduce the reliance on mechanical ventilation systems; and
- Use climate profiles that reflect the predicted increase in temperature during the building energy modeling process, to better understand how the buildings and their systems would perform under different climate conditions. This information can then be taken into account when designing the HVAC system.

LEED 2009 for New Construction and Major Renovations

Project Checklist

Project Name: 171 Tremont Street

Date: April 1, 2016

Sustainable Sites — Possible Points: 26

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
		2	Credit 4.4	Alternative Transportation—Parking Capacity	2
		1	Credit 5.1	Site Development—Protect or Restore Habitat	1
		1	Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
1			Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
		1	Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 10

Y	?	N			
Y			Prereq 1	Water Use Reduction—20% Reduction	
2		2	Credit 1	Water Efficient Landscaping	2 to 4
		2	Credit 2	Innovative Wastewater Technologies	2
3	1		Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 35

Y	?	N			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
6	2	11	Credit 1	Optimize Energy Performance	1 to 19
		7	Credit 2	On-Site Renewable Energy	1 to 7
		2	Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
		3	Credit 5	Measurement and Verification	3
	2		Credit 6	Green Power	2

Materials and Resources — Possible Points: 14

Y	?	N			
Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		2	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
1	1		Credit 4	Recycled Content	1 to 2
1	1		Credit 5	Regional Materials	1 to 2
		1	Credit 6	Rapidly Renewable Materials	1
	1		Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

Y	?	N			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
	1		Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
1			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems—Lighting	1
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1
1			Credit 7.1	Thermal Comfort—Design	1
1			Credit 7.2	Thermal Comfort—Verification	1
1			Credit 8.1	Daylight and Views—Daylight	1
1			Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

Y	?	N			
	1		Credit 1.1	Innovation in Design: Exemplary Performance for IEQc8.2	1
	1		Credit 1.2	Innovation in Design: Tenant Guidelines	1
	1		Credit 1.3	Innovation in Design: Green Education	1
	1		Credit 1.4	Innovation in Design: TBD	1
	1		Credit 1.5	Innovation in Design: TBD	1
1			Credit 2	LEED Accredited Professional	1

Regional Priority Credits — Possible Points: 4

Y	?	N			
1			Credit 1.1	Regional Priority: SSc7.1	1
		1	Credit 1.2	Regional Priority: SSc3	1
1			Credit 1.3	Regional Priority: SSc7.2	1
1			Credit 1.4	Regional Priority: SSc6.1	1

Total — Possible Points: 110

Certified 40 to 49 points	Silver 50 to 59 points	Gold 60 to 79 points	Platinum 80 to 110
55	14	42	

Boston Green Building Credits — Possible Points: 4

Y	?	N	d/C			
Y			d	Prereq 1	Retrofit Diesel Construction Vehicles	
Y			d	Prereq 2	Outdoor Construction Management Plan	
Y			d	Prereq 3	Integrated Pest Management Plan	
		1	d/C	Credit 1.1	Modern Grid	1
		1	d/C	Credit 1.2	Historic Preservation	1
1			d/C	Credit 1.3	Groundwater Recharge	1
		1	d/C	Credit 1.4	Modern Mobility	1

FIGURE 4.1
LEED Scorecard

5

Urban Design

This chapter describes the existing urban context of the Project Site, and discusses the proposed building design and public realm improvements. Figures 5.1 through 5.11 include building floorplans, building elevations, building sections, view perspectives, landscaping plans, and accessibility routes.

5.1 Key Findings and Benefits

- The Project supports the continued transformation of the Midtown Cultural District into a desirable area for live/work/play activities.
- The slender, elegant design will complement the variety of architectural styles, massings, and heights fronting on the Boston Common.
- Public realm improvements will include new streetscaping and a public pedestrian pocket park, enhancing accessibility and the pedestrian environment.

5.2 Neighborhood Context

The Project Site is centrally located in the Midtown Cultural District near Downtown Crossing, the Theater District, Chinatown, and Boston Common (see Figure 1.1). It represents one of the few remaining gaps in the Tremont Street wall from Park Street to Boylston Street. The Project Site is surrounded by a mix of uses. The Parkside, Grandview Boston Apartments and Tremont on the Common residences are located to the north; 80 Mason, The Ritz-Carlton Hotel and residential towers along with the recently completed Millennium Place are located to the east; and Loews Cinema is located to the south.

Over the last decade, Downtown Crossing has reemerged as a vibrant neighborhood where Bostonians and visitors are attracted to live, work, and play. The Washington Street corridor has transformed from the "combat zone" into a bustling urban community situated at the feet of City Hall Plaza, and bookended by both Boston Common and the Financial District. The Project endeavors to continue these transformation efforts by drawing on successful precedent set by Millennium Partners' new developments at Hayward Place, Emerson College's relocation to Boylston Street and Tremont Street, the redevelopment of Lafayette City Center with the goal of increasing density in an area with existing sufficient infrastructure as well as major public improvements within Boston Common, such as the restoration of the Parkman Bandstand. The Proponent's goal is to enhance the landscape of the Downtown Crossing neighborhood by providing high quality residential units that will continue the process of elevating the community experience in this neighborhood.

The Project Site is located on the corner of Tremont Street and Avery Street (see Figure 1.4) in the "ladder district," a series of small east-west streets connecting Tremont Street and Washington Street resembling a ladder when viewed from above. Avery Street is a well trafficked "rung" as it serves to connect the vehicular and foot traffic from the Ritz Carlton hotel and residences and Millennium Place to Boston Common. Running north from Avery Street is Mason Street which serves as the vehicular entrance and exit for the adjacent Parkside and Grandview condo buildings.

Tremont Street begins at City Hall as a major vehicular and pedestrian street connecting the Park Street T Station with Boylston Street T Station. Along the eastern side of Tremont Street are buildings with a variety of commercial, retail, and residential uses. On the western side of Tremont Street is Boston Common. Boston Common is the oldest public park in the country and serves as the start of the Freedom Trail and the anchor of the Emerald Necklace, a system of connected parks that wind through many of Boston's neighborhoods.

5.3 Building Design

5.3.1 Height and Massing

The height of the building is 212 feet as measured from Tremont Street to the top of the highest occupiable floor, excluding the rooftop mechanicals, which, on portions of the roof, will extend an additional 12 to 23 feet (see Figures 5.4A-5.4B). The varied building heights on Tremont Street produce a dynamic profile when viewed from Boston Common. The Project examines its neighbors on its block from Avery Street to West Street in order to determine the appropriate height. By grouping The Parkside and Grandview as the lower datum and Tremont on the Common as the upper datum, a line can be struck equally spaced between the two massings. This line of equilibrium gives the appropriate height for the major architectural elements on Boston Common.

As discussed in detail in Section 3.3 of Chapter 3, *Environmental Protection*, the stepped top is designed to minimize shadow impact on Boston Common. The worst case shadow conditions occur in the early morning when the sun is in the eastern sky. By stepping the top of the building away from the Boston Common, shadow impacts are significantly reduced (by over 40 percent for the new shadow allowed under the Public Commons Shadow Act). As the sun rotates from the eastern to the southern sky, shadows are quicker to leave the Boston Common because there is less height and mass on the western side of the building (see Figures 5.3A-5.3B).

5.3.2 Character and Materials

The exterior materials palette will utilize an elegant composition of natural stone, glass, and metal components. The all glass great room facing Boston Common will utilize a detailed metal frame to give scale and richness to the curtain wall (see Figure 5.6A). Glass Juliet balconies are centered on the great room to give the

façade a vertical element and further break down the scale of the curtain wall (see Figure 5.4C).

The north and south facades will consist primarily of limestone and glass. The limestone column is the tallest portion of the building and acts as visual support for the glass pieces on the front and side. The southern façade will have a contemporary all glass bay window containing the master bedroom (see Figure 5.6B). This element gives an architectural element and visual interest to the building as it turns the corner down Avery Street.

The east side of the building will feature a stone and glass bay window expression. The bay windows on Mason Street are characteristic of other residential buildings in the area, particularly The Parkside and Grandview.

5.3.3 View Corridors and Access

The building is situated on the edge of Tremont Street and will be visible from portions of the Boston Common. The architecture will present a confident façade of glass and metal frame on Tremont Street. The massing will step away from Boston Common to minimize the visual impact and height of the building.

Residential pedestrian access is centered on the Tremont Street façade of the building (see Figure 5.1A and Figure 5.7). Vehicular access for residents is on Mason Street. Residents will drive in to the valet staging space, from which space a valet will park the vehicle in the underground parking garage. Residents will then be able to directly access the elevator lobby from the valet staging space (see Figure 5.1A and Figure 5.1C).

5.4 Public Realm Improvements

The footprint of the proposed building expands to the property line, appropriate to the urban context of the Downtown neighborhood. The pedestrian streetscape will be consistent with the City of Boston street standards for public sidewalks. Street trees and street lighting will be provided on Avery Street.

5.4.1 Pedestrian Access and Circulation

There are continuous 11-foot sidewalks on Tremont Street and 10-foot sidewalks on Avery Street fronting the Project Site, which allow for high volume pedestrian traffic. On the Mason Street frontage there are narrower sidewalks due to the street's use as a service roadway. While the project will not change the width of the sidewalks, it will include reconstruction where necessary to provide ADA-compliant curb-cuts and approved pavement materials. There is a wide pedestrian way between the Project Site and The Parkside Condominiums to the north, described in Section 5.4.2 below.

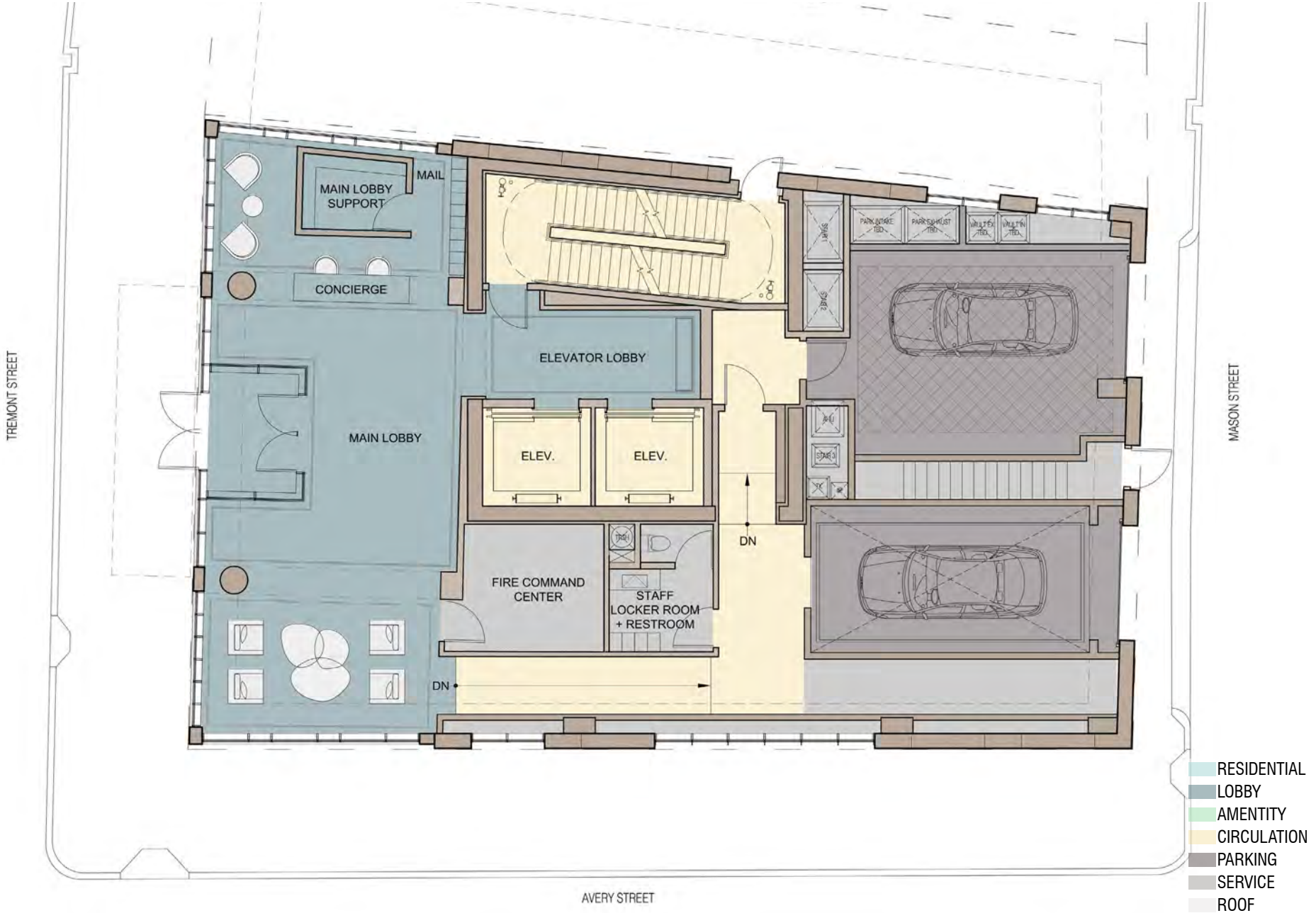
All building entry points will be flush. For additional information regarding accessibility, refer to the *Accessibility Checklist* in Appendix C, BRA Checklists, and Figure 5.11, Accessibility Plan.

5.4.2 Open Space and Landscaping

As part of the improvements to the public realm and in an effort to provide a benefit to the neighbors, the easement between 171 Tremont and the Parkside Condominiums will be landscaped to create a contemporary and well maintained public pocket park and pedestrian thoroughfare, shown in Figure 5.9. By collaborating with the neighbors on the design, this pocket park represents the innovative energy of Tremont Street and the Theater District.

The qualities of materials and palette of the park will tie the surrounding building together and provide character to pedestrian street life. Paving materials will reference the area's history with a mix of large granite slabs and cobble stones while contributing to the refined style of the surrounding buildings. Heated pathways will allow improved access through the park throughout the winter. A central fountain will be a unique element that draws pedestrians into the space. A mature grove of trees and well-maintained plantbeds will showcase the seasonal changes in the landscape and provide an elegant and enjoyable experience for visitors. Figures 5.10a and 5.10b provide rendered perspectives of the proposed pocket park.

At night, the public space will be well-lit by lighting incorporated into the building façade, as well as integrated lighting within the fountain and plant beds (Figure 5.10b). Security cameras and a 24-hour concierge will provide a safe and comfortable environment for visitors and residents. On-site open space will also include a private roof deck for the penthouse unit.

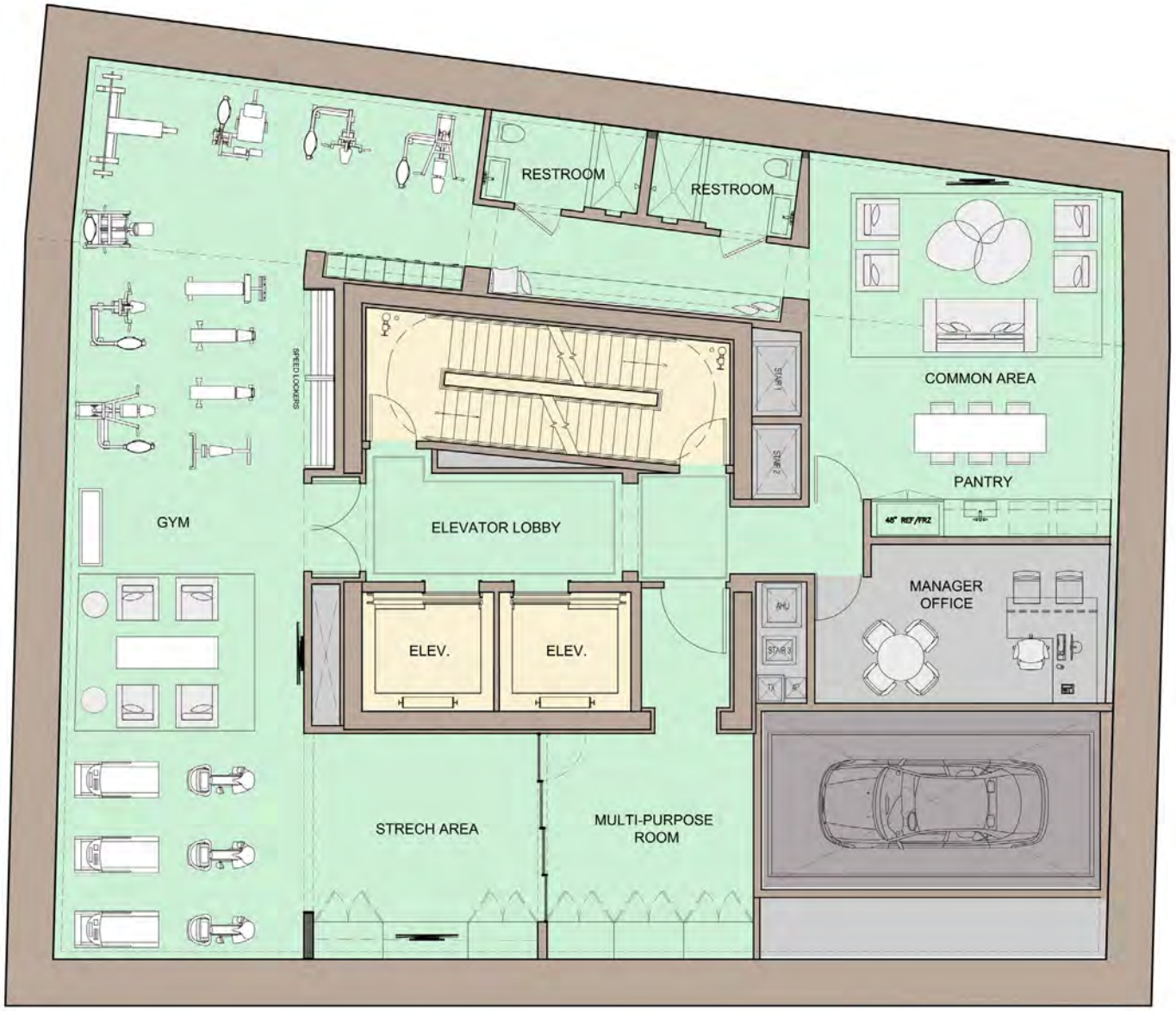


171 TREMONT

FIGURE 5.1A
GROUND FLOOR PLAN

0 5 10 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

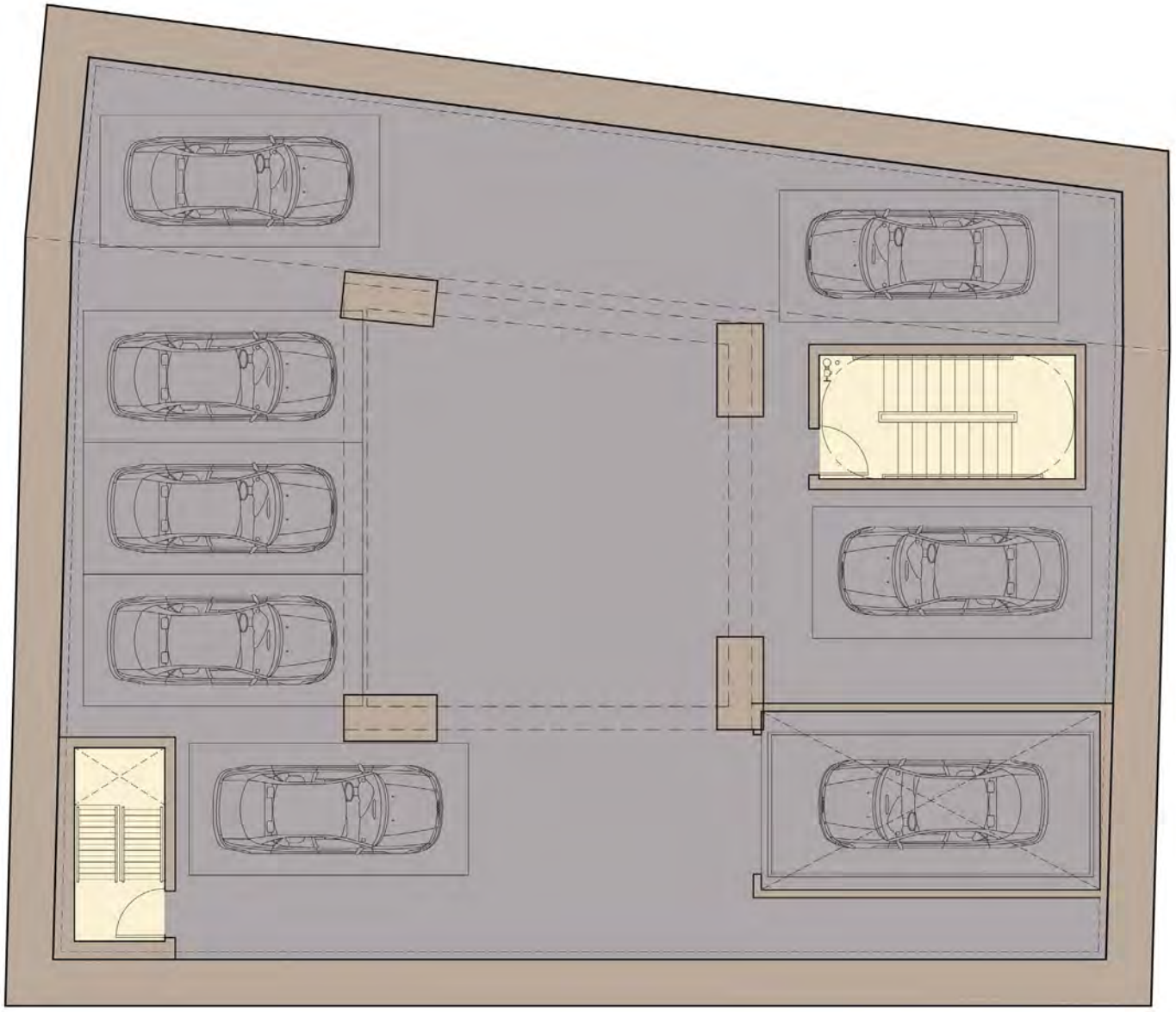


171 TREMONT

FIGURE 5.1B
UPPER AMENTITY LEVEL B-2 FLOOR PLAN

0 5 10 N

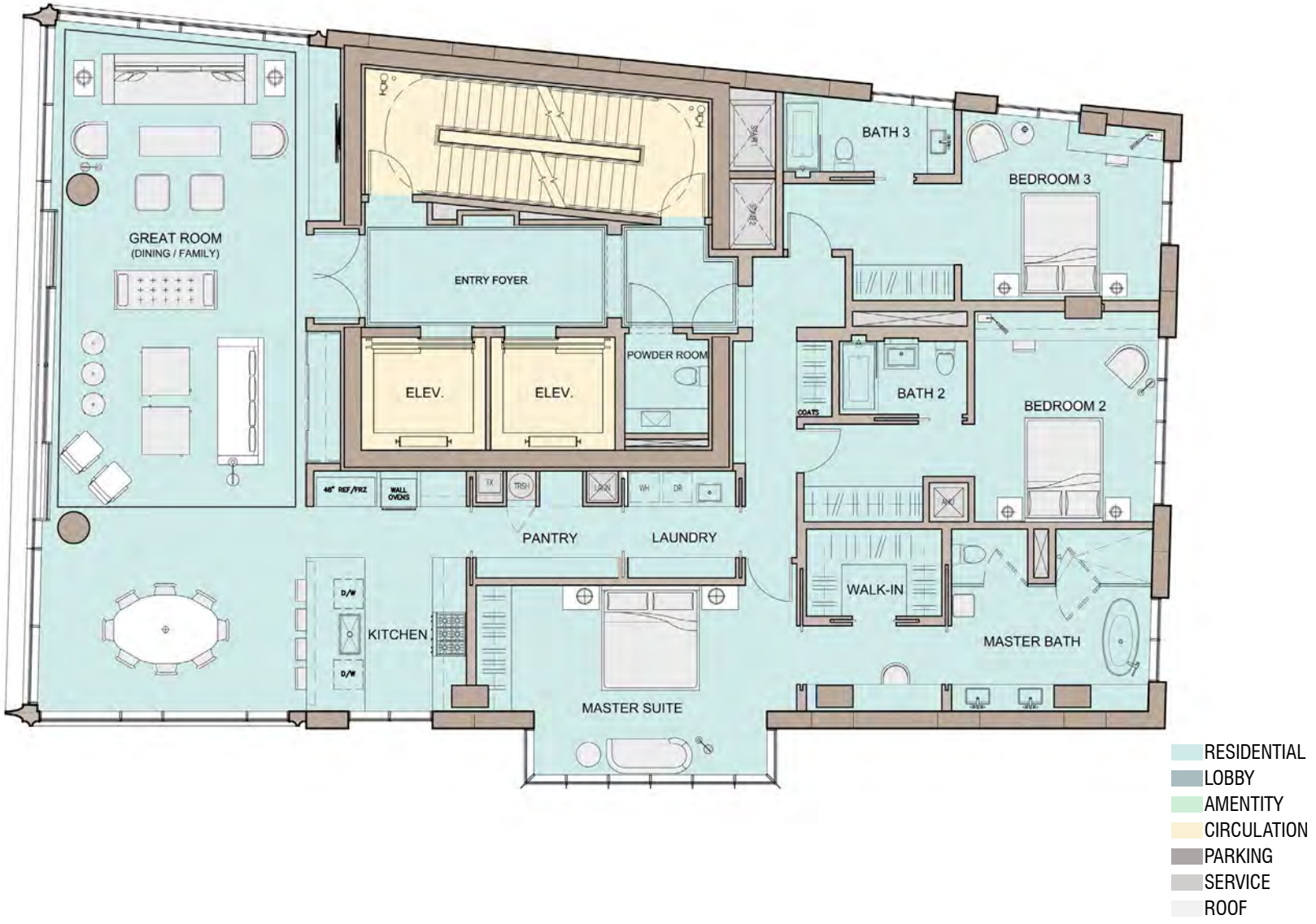
ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

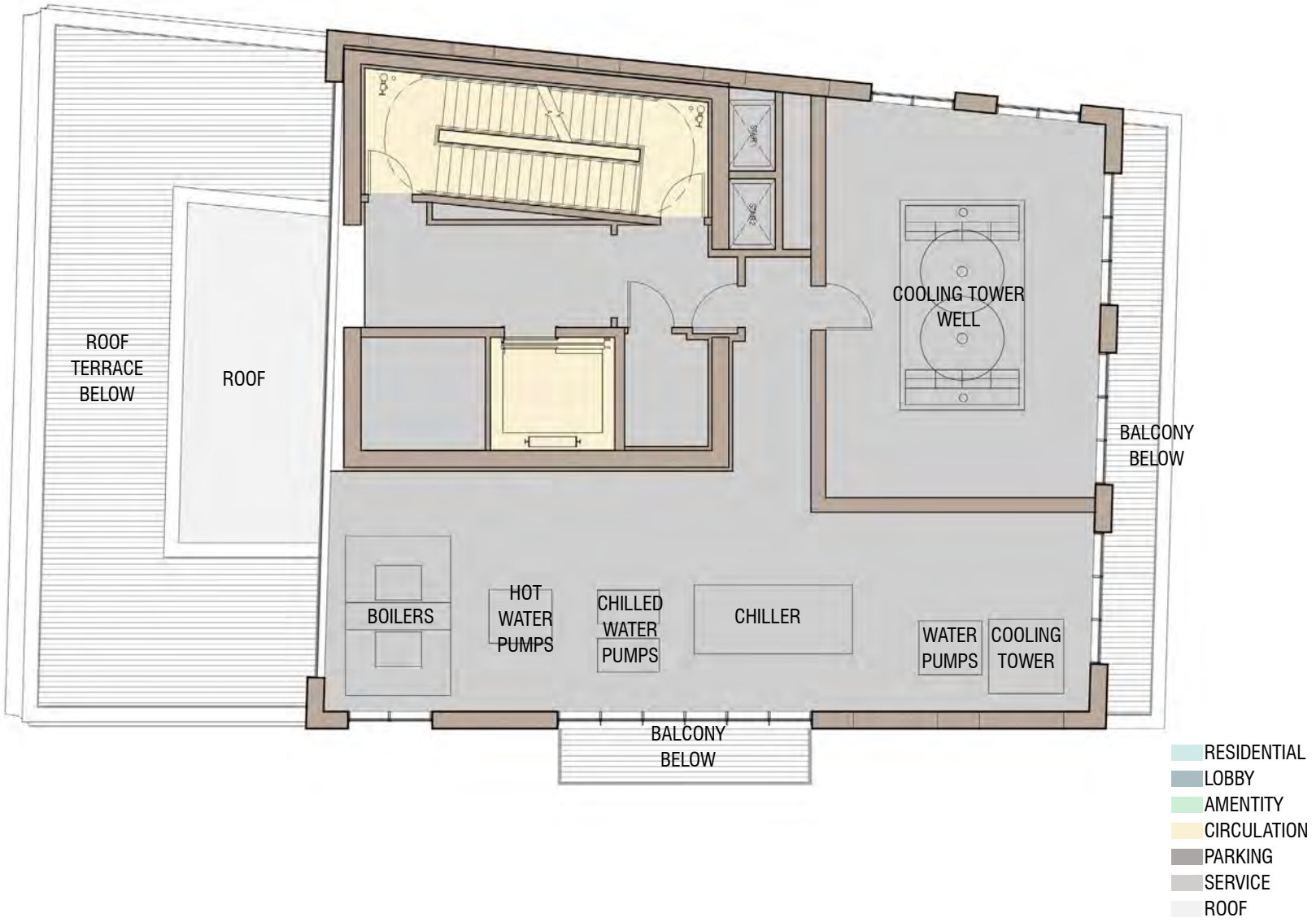


RESIDENTIAL
LOBBY
AMENITY
CIRCULATION
PARKING
SERVICE
ROOF

FIGURE 5.1C
TYPICAL PARKING LEVEL FLOOR PLAN

0 5 10 N


GREAT ROOM
(DINING / FAMILY)
ENTRY FOYER
ELEV.
ELEV.
POWDER ROOM
BATH 3
BEDROOM 3
BATH 2
BEDROOM 2
COATS
48" REF/FRZ
WALL OVENS
TX
TRSH
LAUN
WH
DR
PANTRY
LAUNDRY
D/W
KITCHEN
D/W
WALK-IN
MASTER BATH
MASTER SUITE
RESIDENTIAL
LOBBY
AMENTITY
CIRCULATION
PARKING
SERVICE
ROOF

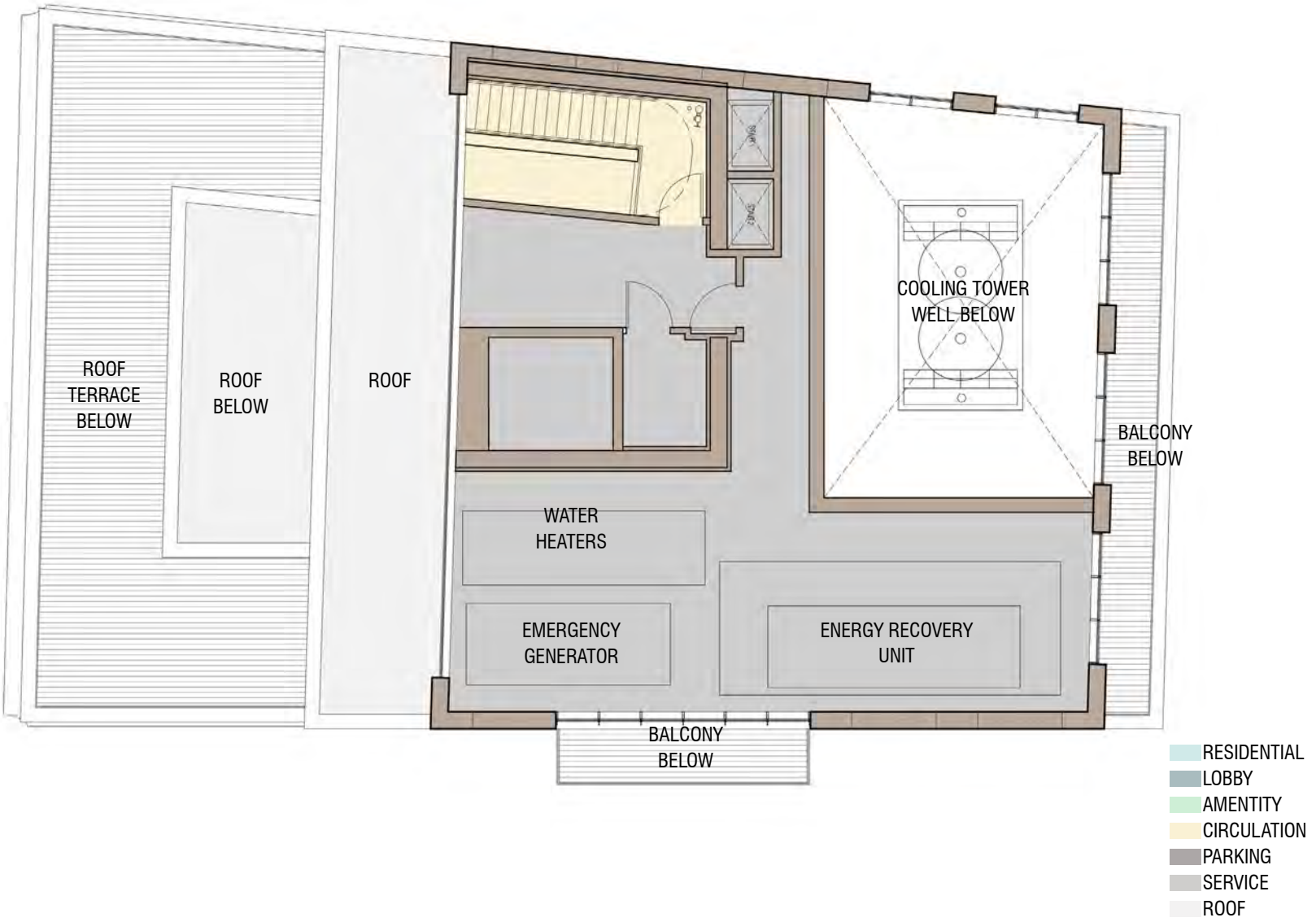


171 TREMONT

FIGURE 5.1E
LOWER MECHANICAL LEVEL

0 5 10 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

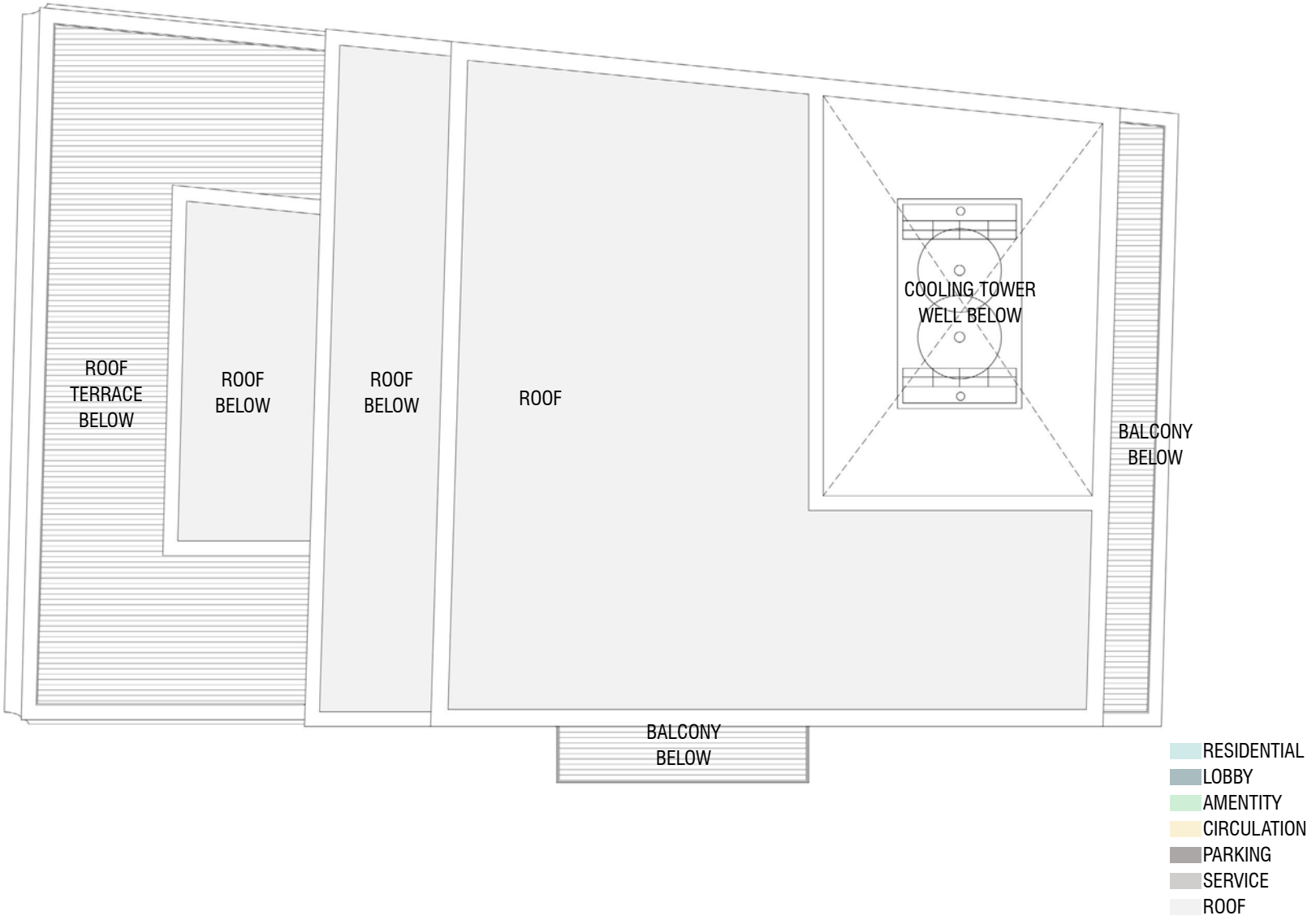


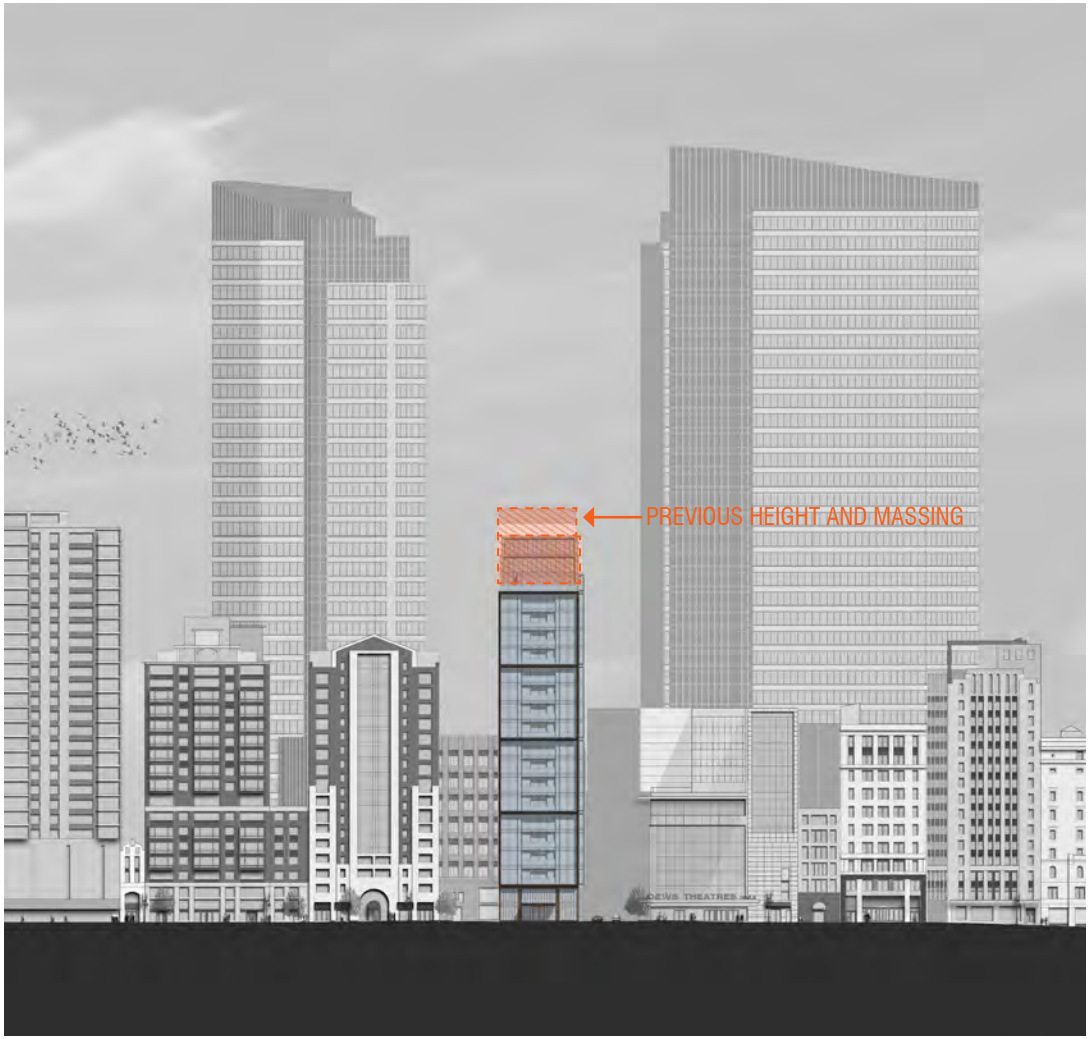
171 TREMONT

FIGURE 5.1F
UPPER MECHANICAL LEVEL

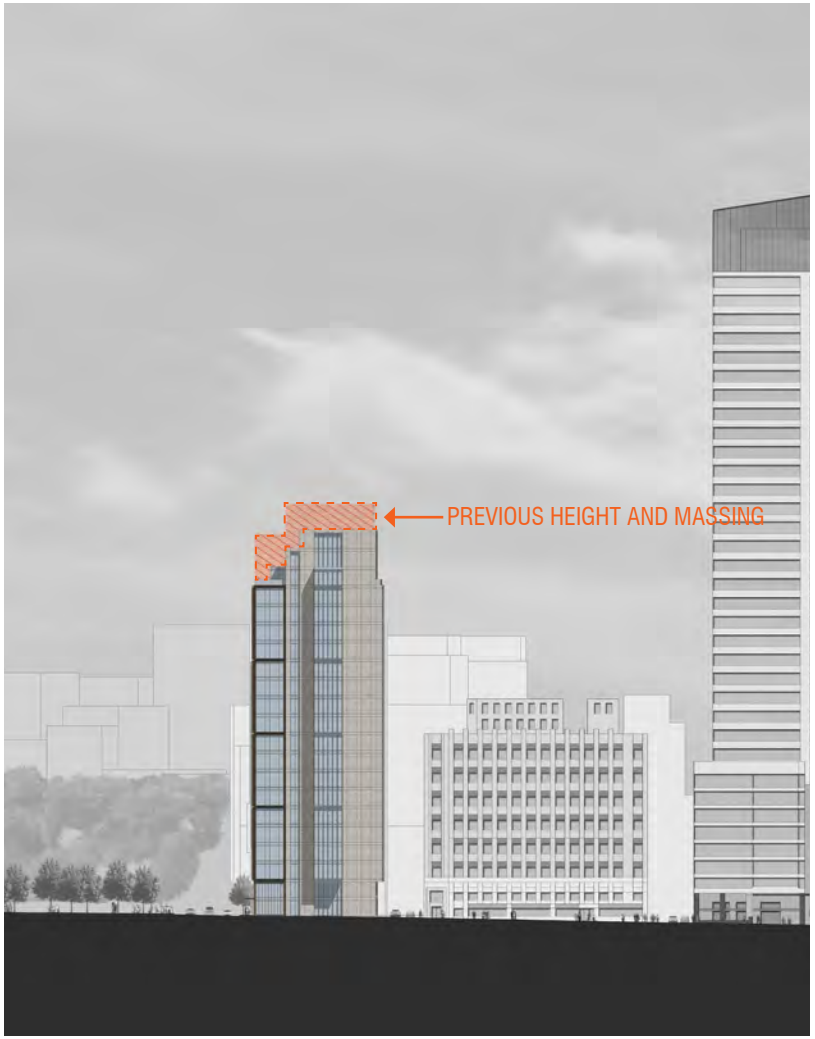
0 5 10 N

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK


ROOF
TERRACE
BELOW
ROOF
BELOW
ROOF
BELOW
ROOF
COOLING TOWER
WELL BELOW
BALCONY
BELOW
BALCONY
BELOW
RESIDENTIAL
LOBBY
AMENTITY
CIRCULATION
PARKING
SERVICE
ROOF



WEST ELEVATION - TREMONT STREET



SOUTH ELEVATION - AVERY STREET

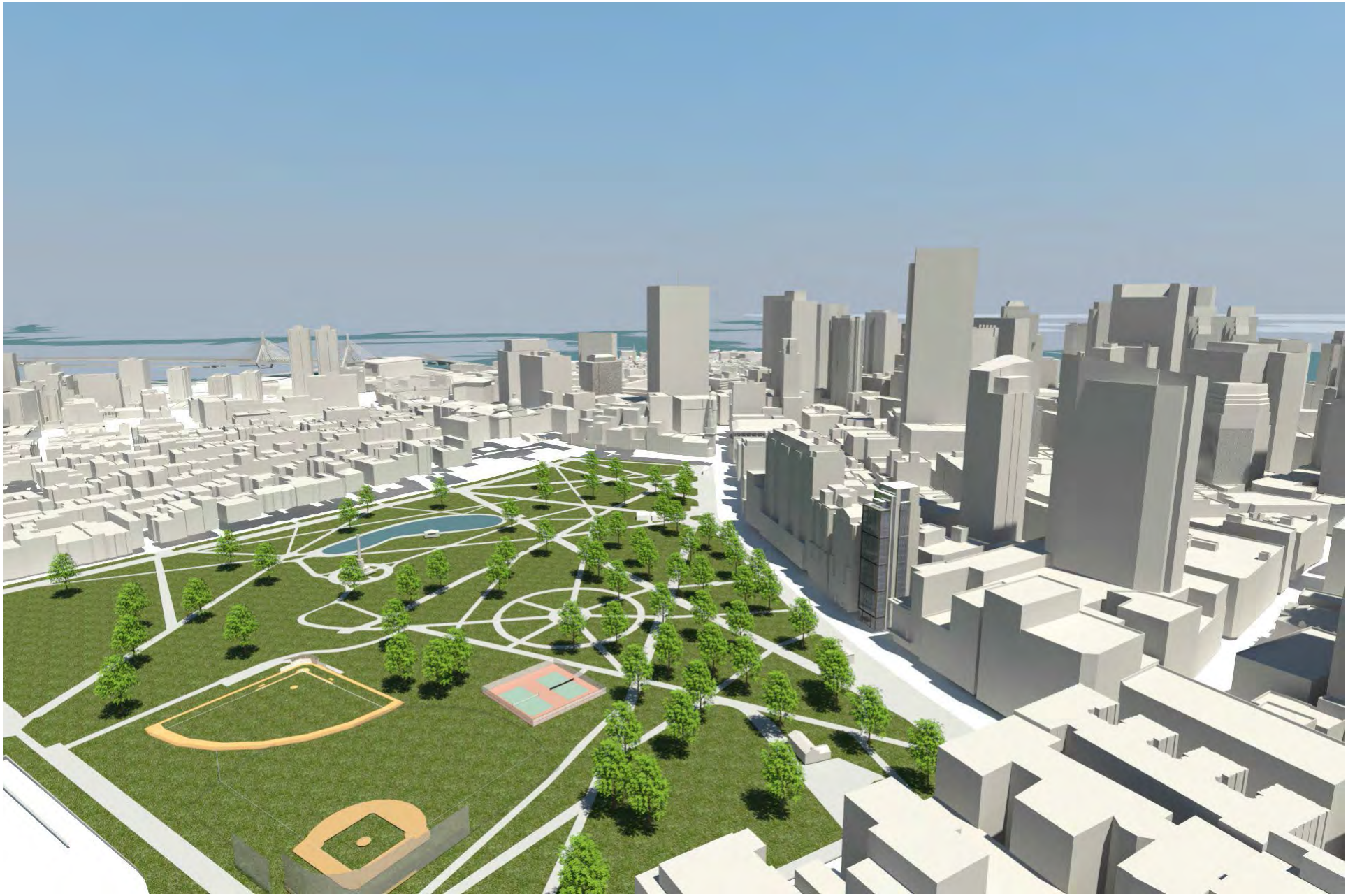
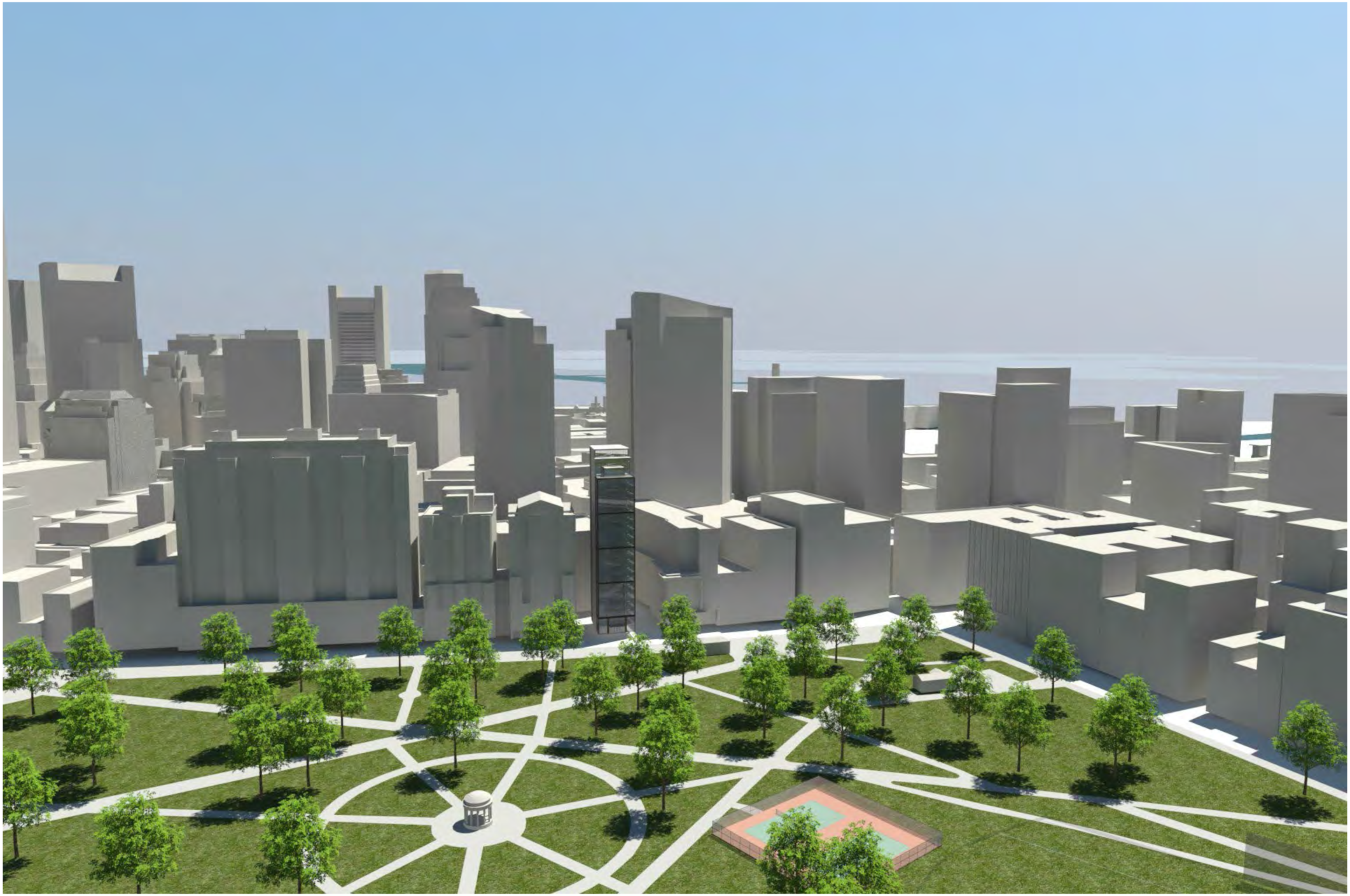


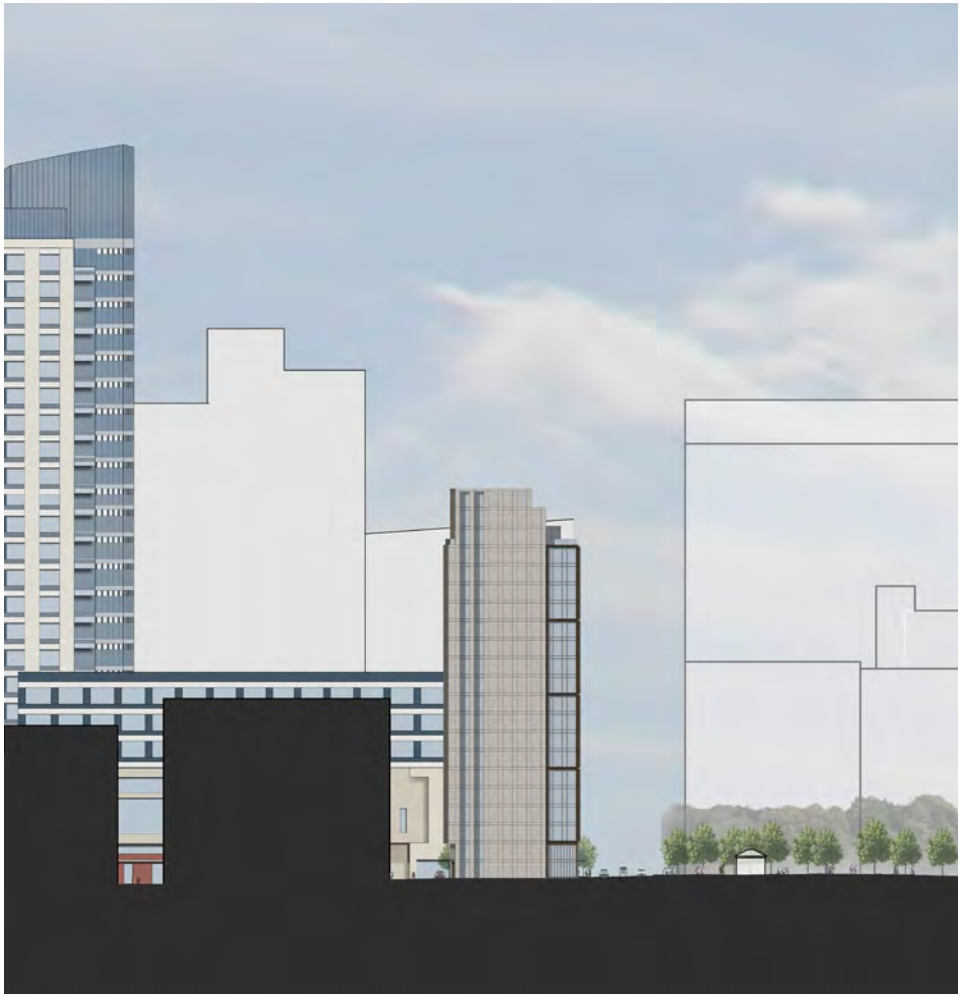
FIGURE 5.2B
MASSING DIAGRAM - VIEW TO NORTH



171 TREMONT

FIGURE 5.2C
MASSING DIAGRAM - VIEW TO EAST

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

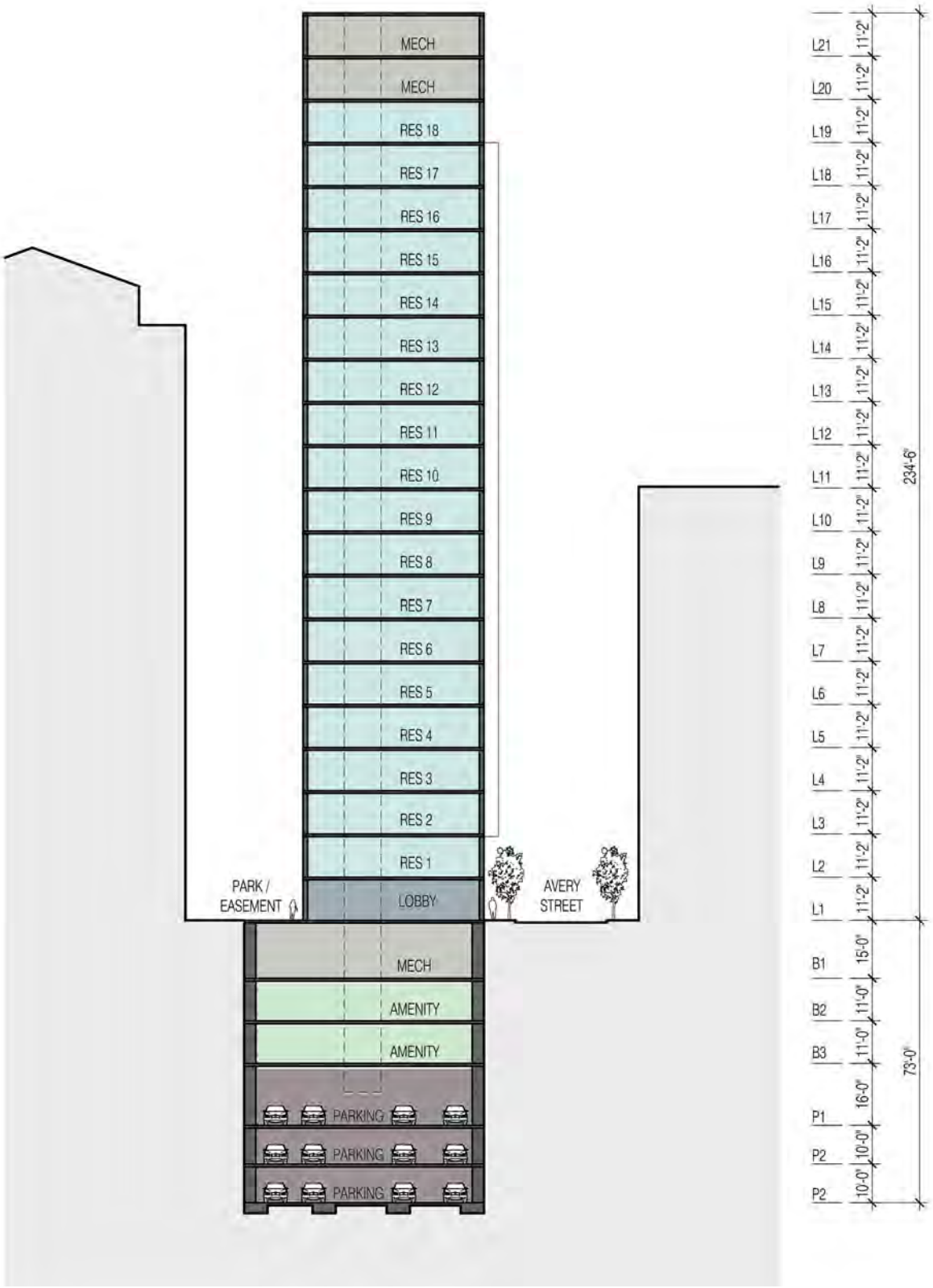


NORTH ELEVATION - POCKET PARK

EAST ELEVATION - MASON STREET

SOUTH ELEVATION - AVERY STREET

WEST ELEVATION - TREMONT STREET



171 TREMONT

FIGURE 5.4A
NORTH-SOUTH BUILDING SECTION

0 20

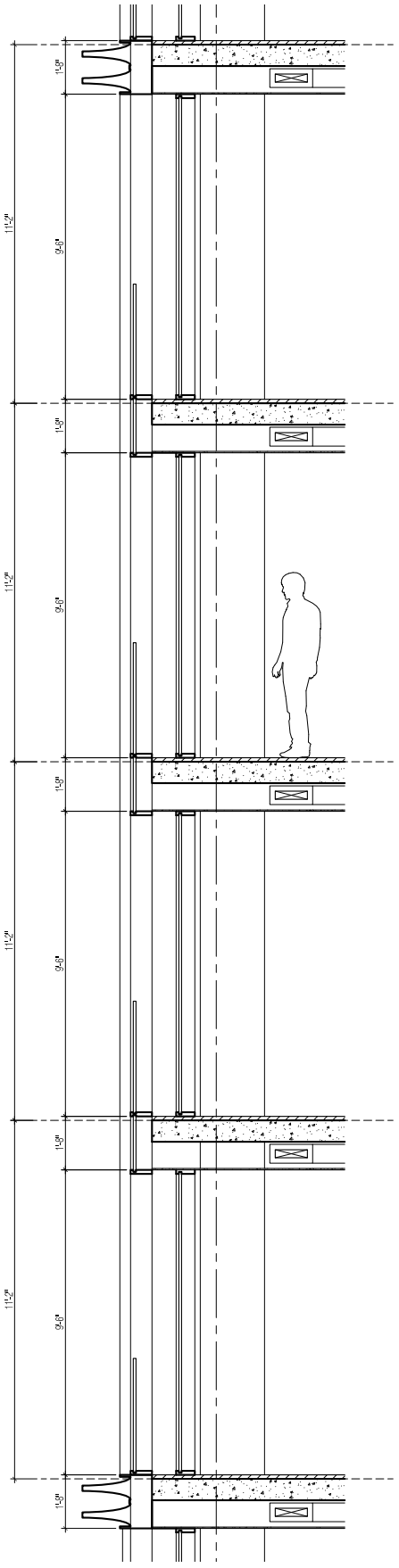
ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

171 TREMONT

FIGURE 5.4B
EAST-WEST BUILDING SECTION

0 20

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK



171 TREMONT

FIGURE 5.4C
FACADE DETAIL - WEST ELEVATION

0 5.5

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

EXISTING CONDITION

PROPOSED PROJECT

171 TREMONT

FIGURE 5.5A
VIEW FROM CHARLES/BEACON

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

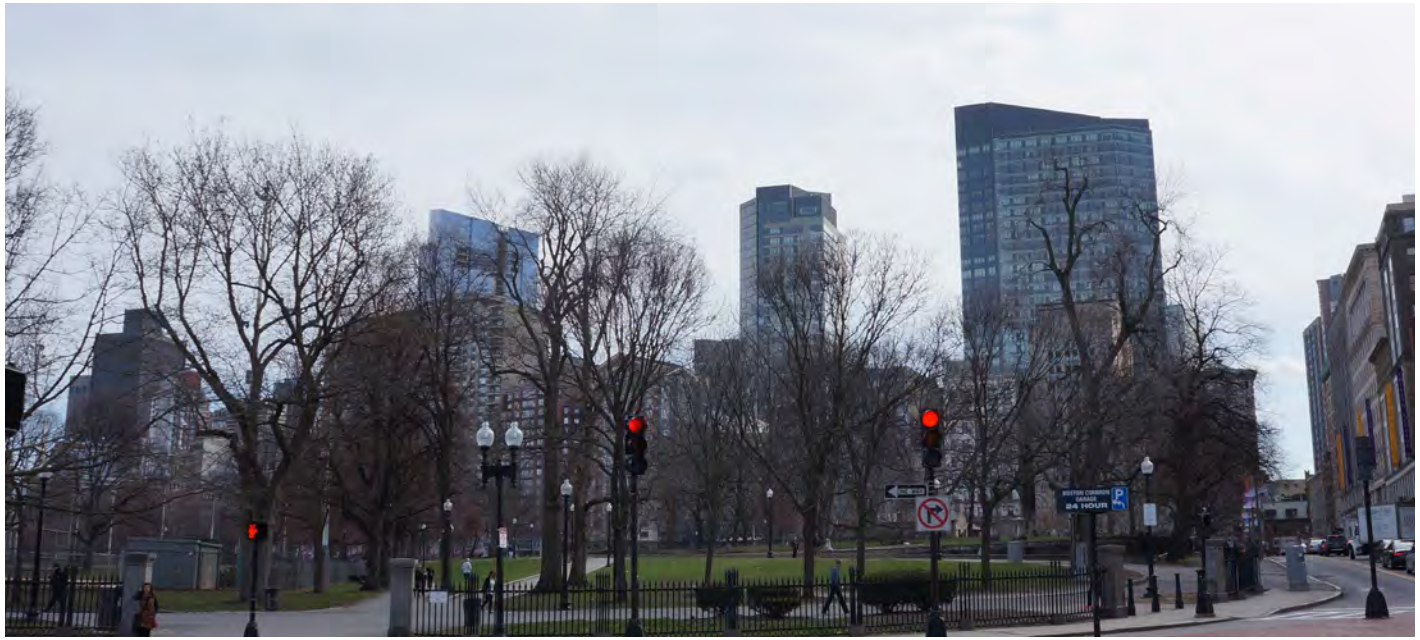
EXISTING CONDITION

PROPOSED PROJECT

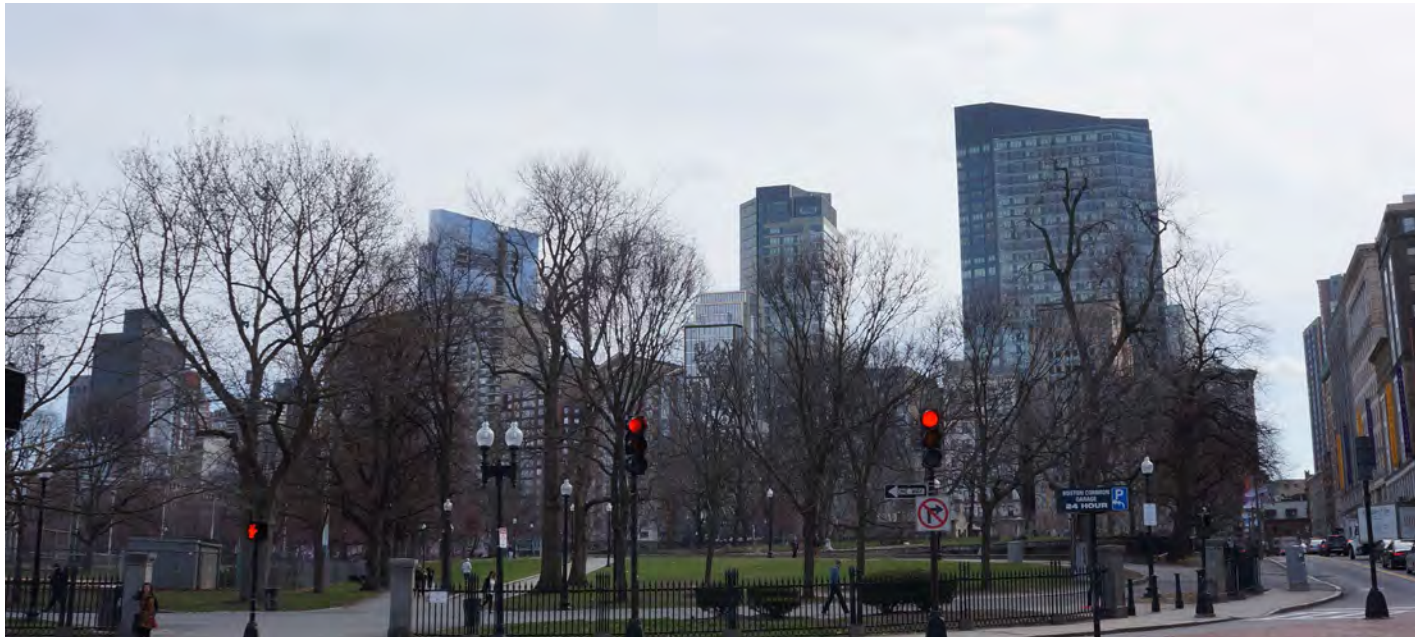
171 TREMONT

FIGURE 5.5B
VIEW FROM PUBLIC GARDEN CHARLES ST ENTRANCE

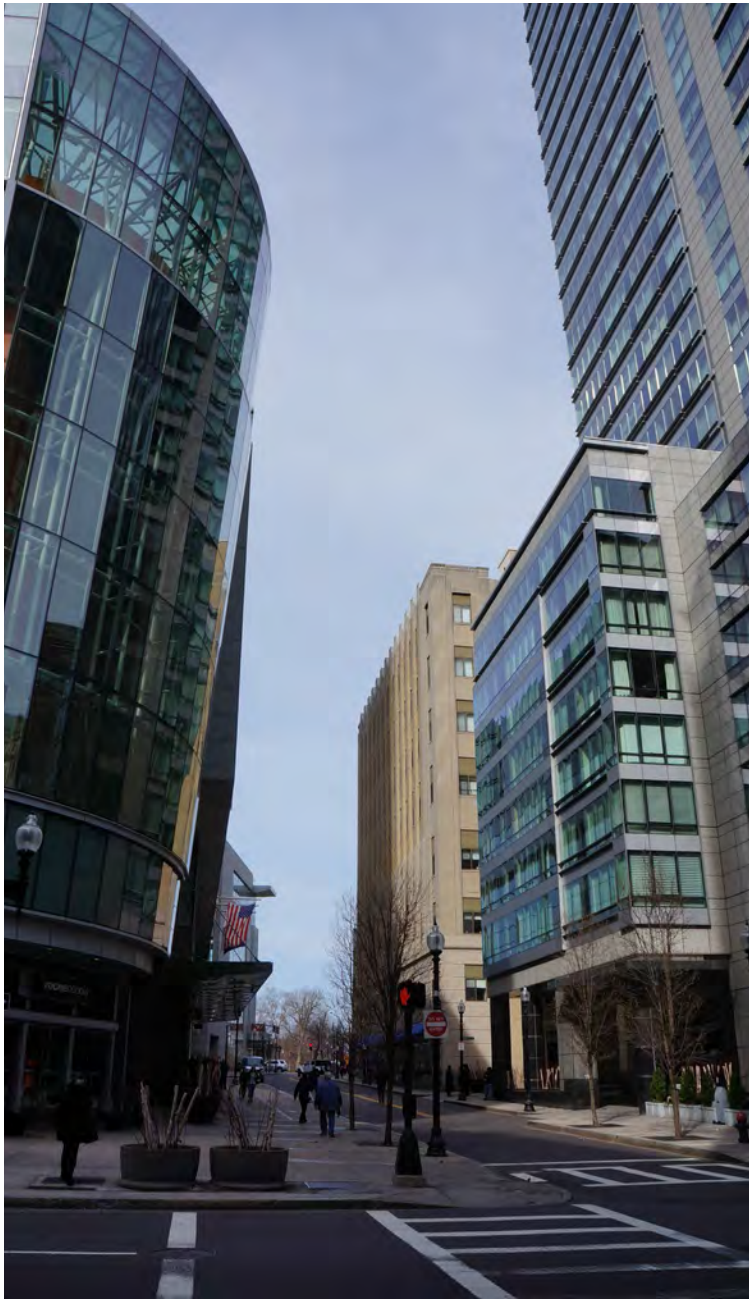
ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK



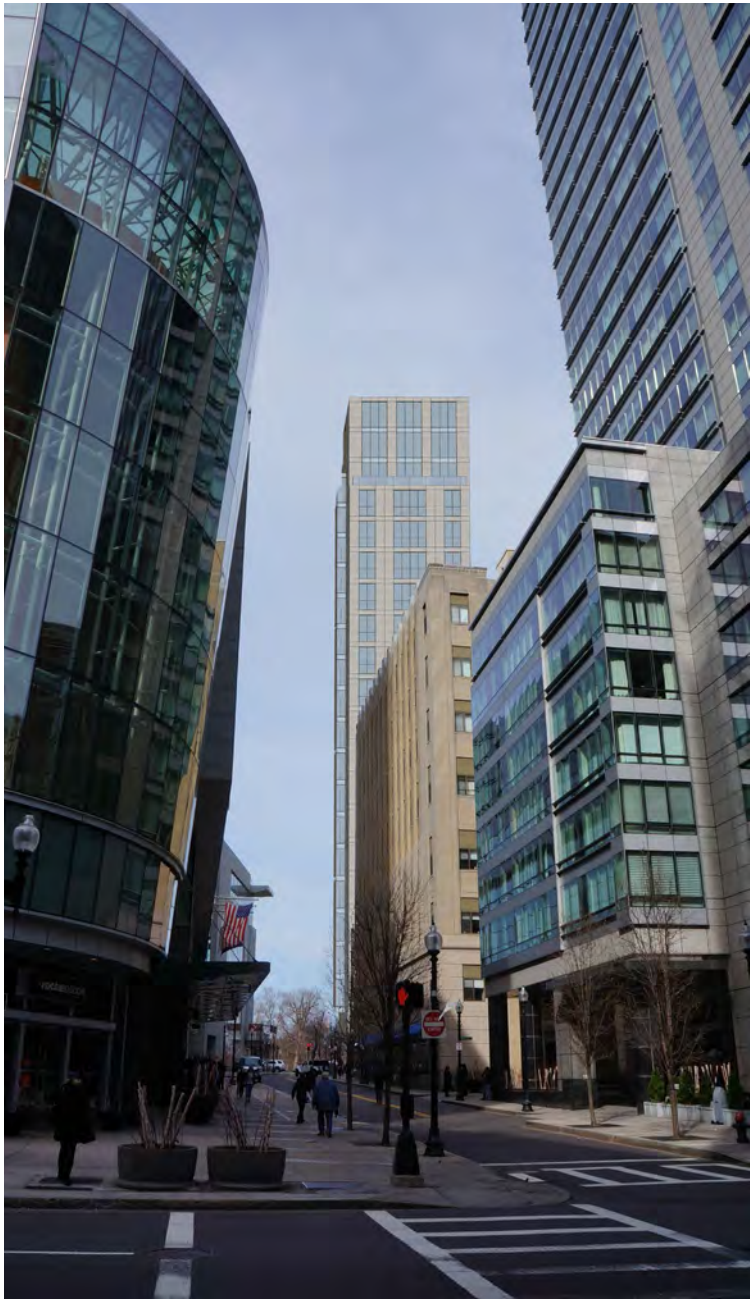
EXISTING CONDITION



PROPOSED PROJECT



EXISTING CONDITION



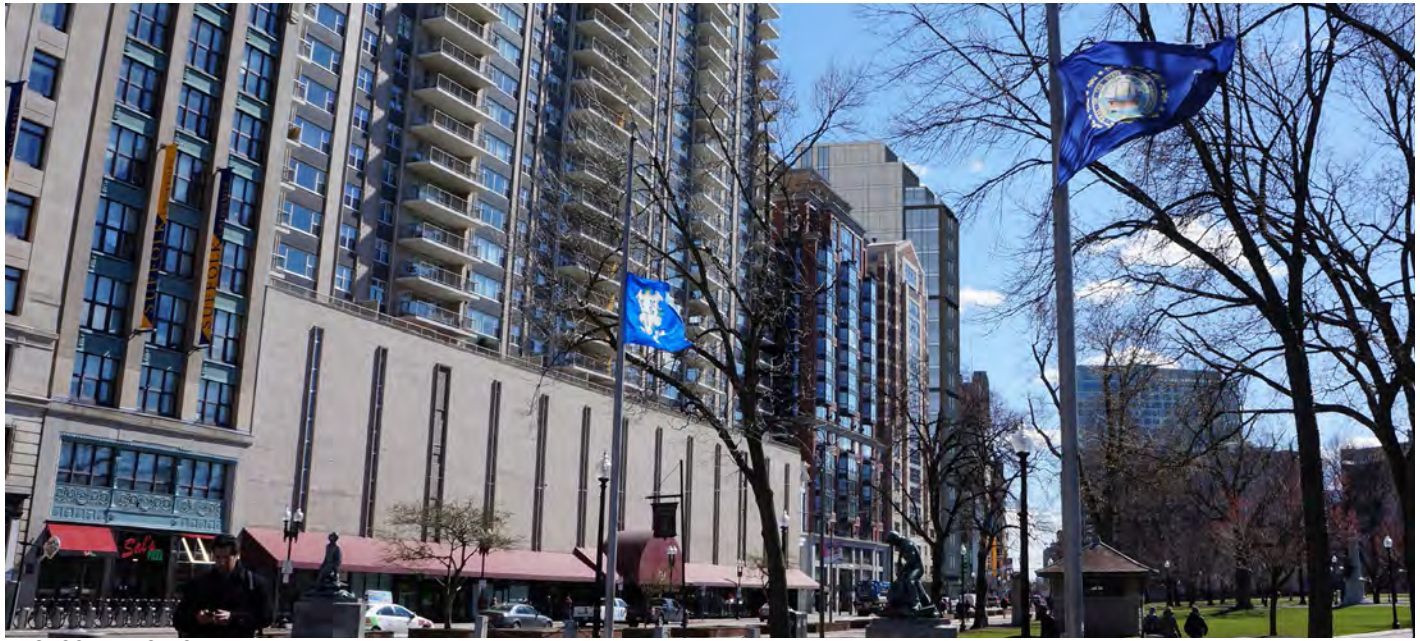
PROPOSED PROJECT

171 TREMONT

FIGURE 5.5D
VIEW FROM AVERY/WASHINGTON

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

EXISTING CONDITION



PROPOSED PROJECT

171 TREMONT

FIGURE 5.5E
VIEW FROM PARK STREET T STATION

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

EXISTING CONDITION

PROPOSED PROJECT

EXISTING CONDITION

PROPOSED PROJECT

EXISTING CONDITION

PROPOSED PROJECT

171 TREMONT

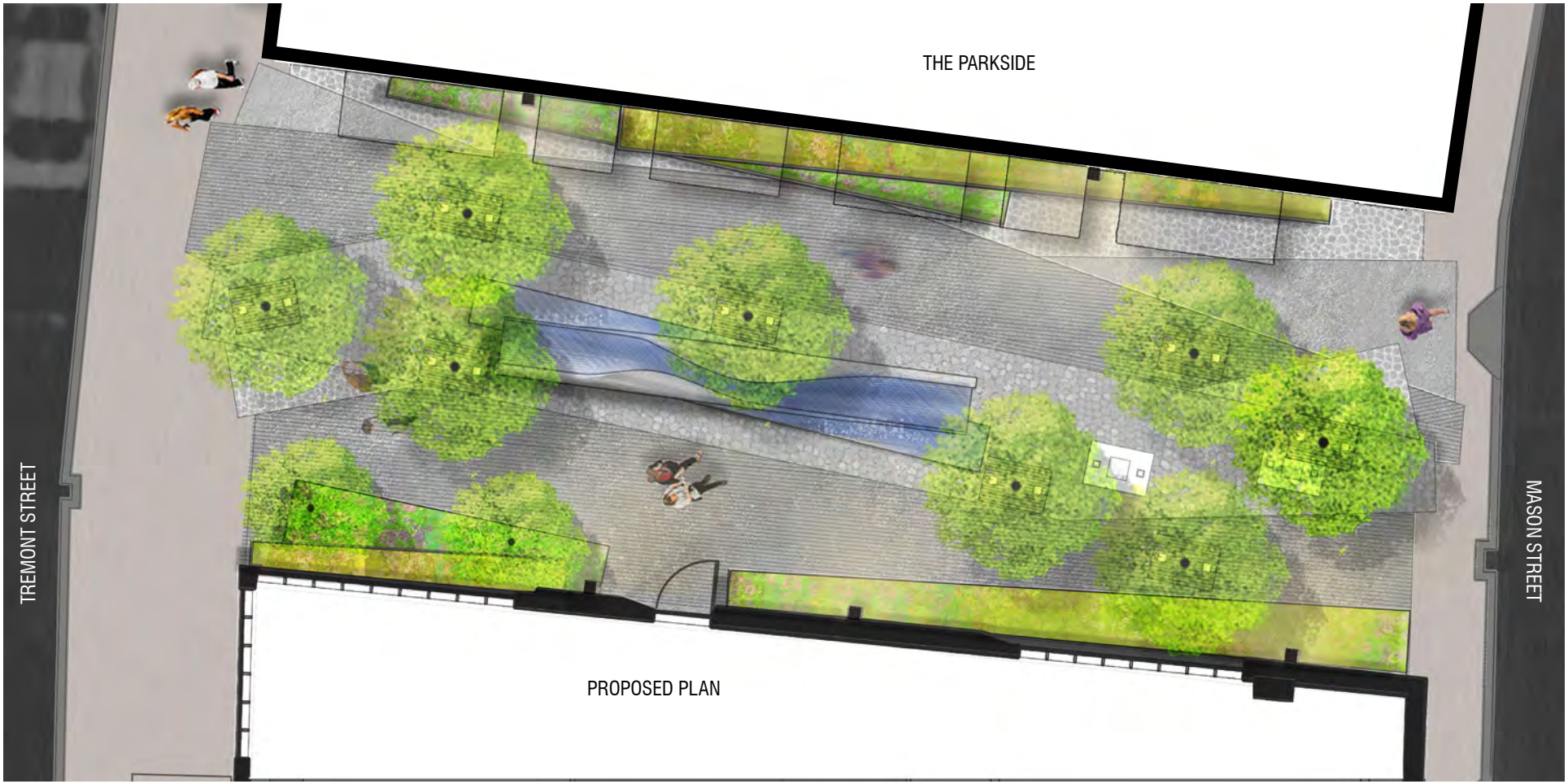
FIGURE 5.5H
VIEW FROM BOYLSTON STREET T STATION

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

FIGURE 5.6A
AERIAL VIEW OF WEST FACADE

FIGURE 5.7
VIEW OF ENTRANCE FROM BOSTON COMMON

FIGURE 5.8
GREAT ROOM RENDERING



mikyoung kim design

171 TREMONT

FIGURE 5.9
PROPOSED LANDSCAPE PLAN

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

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171 TREMONT

FIGURE 5.10A
PUBLIC PLAZA PERSPECTIVE LOOKING EAST

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

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171 TREMONT

FIGURE 5.10B
NIGHTTIME VIEW OF PUBLIC PLAZA PERSPECTIVE LOOKING WEST

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

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FIGURE 5.10C
WINTER VIEW OF PUBLIC PLAZA PERSPECTIVE LOOKING WEST

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

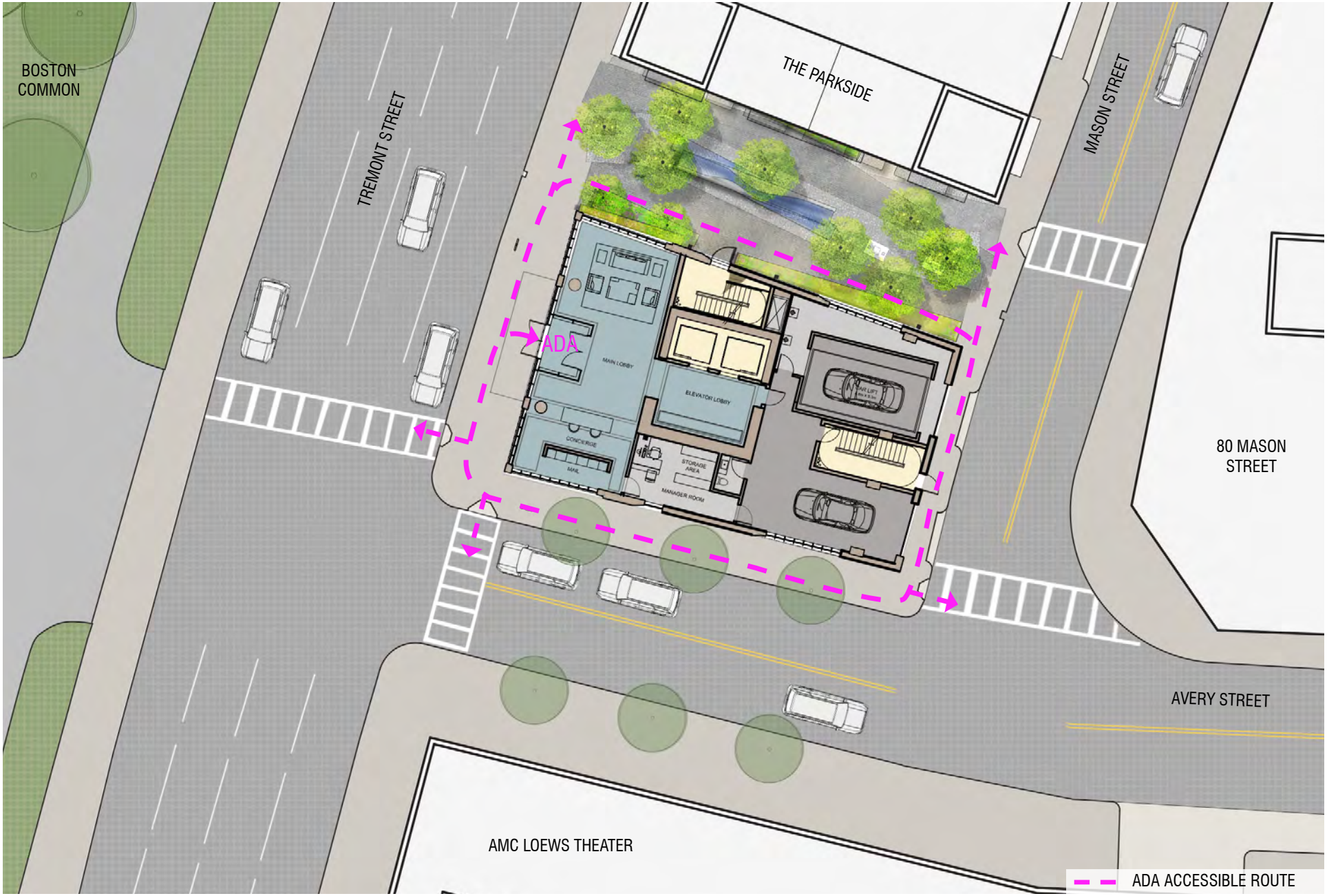
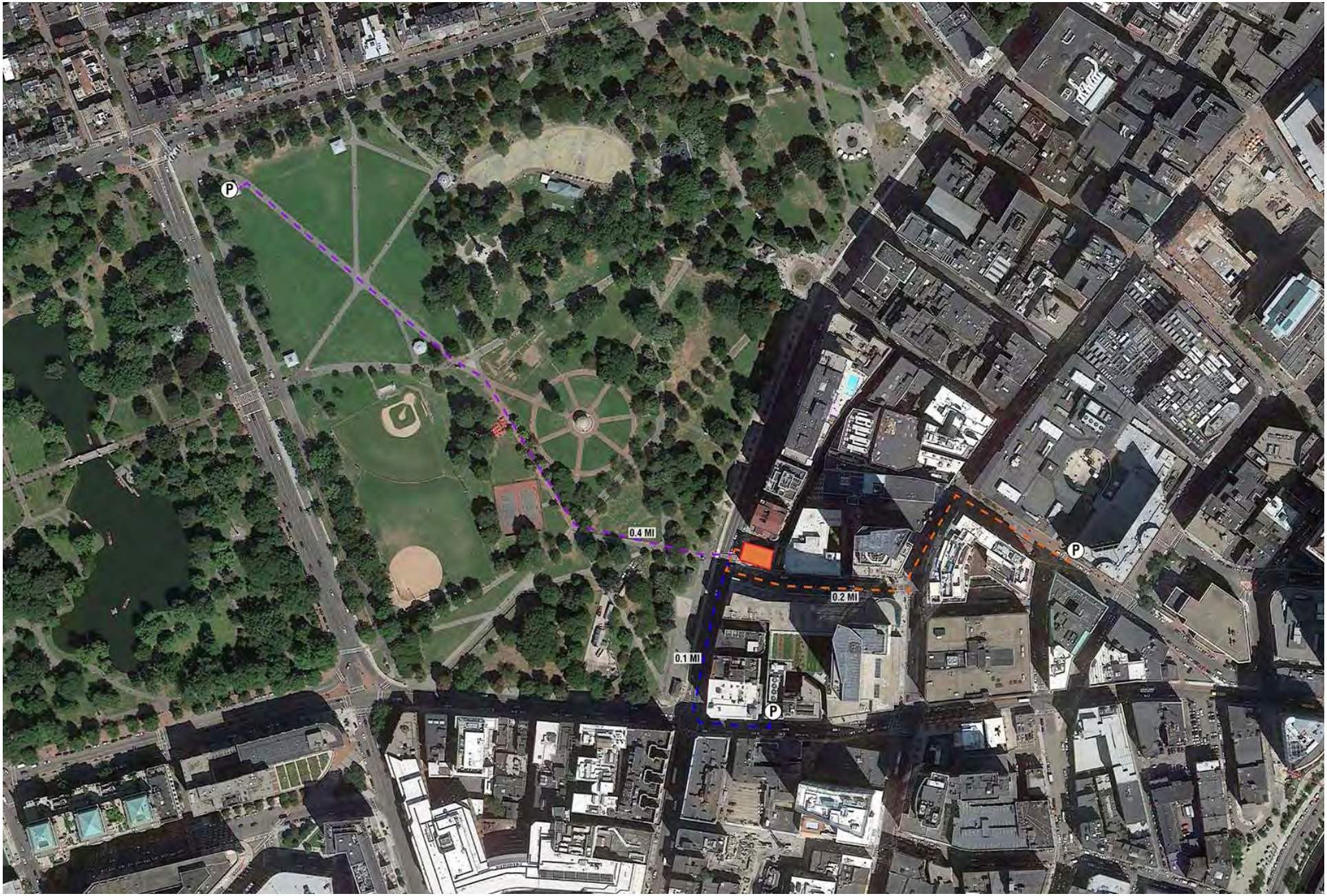


FIGURE 5.11
ACCESSIBILITY PLAN



171 TREMONT

FIGURE 5.12
PUBLIC PARKING

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

6

Infrastructure

This chapter describes the infrastructure systems that will support the Project. The following utilities are evaluated: wastewater, water, stormwater management, natural gas, electricity, and telecommunications. The Project is located in an urban context with a comprehensive utility service network available at the Site frontage.

The Project will connect to existing city and utility company systems in the adjacent public streets. Based on initial investigations and consultations with the appropriate agencies and utility companies, it is anticipated that the existing infrastructure systems will support the incremental increase in demand associated with the development and operation of the Project. As design progresses, all required engineering analyses will be conducted and the final design will adhere to all applicable protocols and design standards ensuring that the proposed building is properly supported by and properly uses city infrastructure. Detailed design of the Project's utility systems will proceed in conjunction with the design of the building and interior mechanical systems.

The systems discussed herein include those owned or managed by the Boston Water and Sewer Commission (BWSC), private utility companies, and on-site infrastructure systems. There will be close coordination among these entities and with the project engineers and architects during the construction process for the Project. Figure 6.1 shows the existing infrastructure at the Project Site.

6.1 Key Findings and Benefits

The key impact assessment findings related to infrastructure systems include:

- Utility infrastructure systems are available at the Site frontage and it is anticipated that they will support the demand associated with the development and operation of the Project. This will be confirmed as the design develops, service locations are established and we meet with the appropriate agencies and utility companies.
- On-site drainage generally flows towards the Boston Harbor via BWSC-owned and maintained drainage and combined sewer infrastructure in Mason Street abutting the Project Site.
- The Project Site is currently serviced by the BWSC for domestic and fire protection water and sanitary sewage conveyance.
- Based upon sewage generation rates outlined in the DEP Sewer Connection and Extension Regulations, 310 CMR 15.203.f, the Project is estimated to generate

approximately 5,830 gallons per day of sanitary sewage and will require between approximately 6,413 gallons of water per day

The key Project-related mitigation and/or benefits associated with the infrastructure systems include:

- The Project will not introduce additional peak flows, pollutants, or sediments that would potentially impact the receiving waters of the local BWSC stormwater drainage system.
- The Project will improve the quality and quantity of site stormwater runoff compared to existing conditions. Additionally, the proposed stormwater management systems will comply with the 2008 DEP Stormwater Management Policy and Standards.
- Consistent with the sustainable design goals and Article 37 of the Code, through the specification of low-flow high-efficiency plumbing fixtures, the Project is expected to achieve a minimum 20 percent water efficiency while targeting up to 35 percent water efficiency. The achievement of this credit will be determined once plumbing fixtures are chosen by the plumbing engineer.

6.2 Regulatory Context

All connections will be designed and constructed in accordance with applicable city, state and federal standards. The final design process for the Project will include required engineering analyses and will adhere to applicable protocols and design standards, ensuring that the proposed building is properly supported by, and in turn properly use the utility infrastructure of the City and private utilities. Detailed design of the Project-related utility systems will proceed in conjunction with the final design of the building and its interior mechanical systems.

All improvements and connections to BWSC infrastructure will be reviewed by BWSC as part of the Site Plan Review process. This process includes a comprehensive design review of the proposed service connections, assessment of system demands and capacity and establishment of service accounts.

- The City requires all new developments mitigate their contributions at a ratio of 4:1 to stormwater infiltration and inflow (I/I) in their neighborhood sanitary sewers. As such, the Proponent will work with the City to determine the best way to reduce the amount of I/I equivalent to four (4) times the Project wastewater generation.
- The Boston Fire Department (BFD) will review the Project with respect to fire protection measures such as access, hydrants, siamese connections, and standpipes.
- Design of the site access, hydrant locations, and energy systems (gas and electric) will also be coordinated with the respective system owners.

- Where new utility connections are needed and existing connections are to be capped, the excavation will be authorized by the Boston Public Works Department (BPWD) through the street opening permit process, as required.
- Additional information on the regulatory framework for each utility system is included in subsequent sections of this chapter.

6.3 Stormwater Management

Since the Project Site is already impervious, the Project will not produce significant changes in either the pattern or rate of stormwater runoff. Stormwater management controls will be established in compliance with the BWSC standards. The Project is expected to improve stormwater runoff quality and reduce peak flows through the use of treatment and potential infiltration facilities.

6.3.1 Existing Drainage Conditions

On-site drainage generally flows towards the Boston Harbor (as shown on BWSC maps). Tremont and Mason Street contains BWSC-owned and maintained drainage infrastructure fronting the Project Site. Drainage infrastructure also runs through the utility easement on the north side of the building. Roadway runoff is piped from the Project Site by the BWSC at several locations along Tremont and Mason Street. There is an existing 12-inch drain line in Tremont Street and an existing 15-inch combined sewer in Mason Street. Both Systems connect to the 28-inch by 42-inch combined sewer in Washington Street which ultimately overflows to the Boston Harbor and the New East Side Interceptor which ultimately ends at Deer Island. Refer to Figure 6.2a for the existing drainage facilities serving the Project Site.

6.3.2 Proposed Stormwater Management Measures

Figure 6.2b presents the proposed drainage plan for the Project. Construction of the Project will incorporate stormwater management and treatment systems that will improve water quality, reduce runoff volume and control peak rates of runoff in comparison to existing conditions. The Project will provide infiltration that retains site runoff while providing treatment and peak flow mitigation, in accordance with stormwater standards. Additionally, to better ensure improved water quality from the Project, a "Don't Dump, Drains to Boston Harbor" casting will be installed at all new catch basins, area drains, and trench drains.

Stormwater runoff calculations will be done for existing and proposed conditions during the BWSC permitting process for the 2-, 10-, 25- and 100-year storm events. During construction, measures will be implemented to minimize water quality impacts and avoid impacts to abutters.

6.4 Sanitary Sewer

6.4.1 Existing Sewer System

The BWSC owns and maintains the sanitary sewer lines in the vicinity of the Project Site. These include the 15-inch combined sewer along the Site frontage in Mason and Avery Street Existing site uses generate approximately 5,610 gallons per day of wastewater.

6.4.2 Proposed Sewage Flow and Connection

Generation rates from the Massachusetts State Environmental Code (Title 5) were used to estimate the Project's sewage generation rates. The Project's residential units are projected to generate an estimated 5,830 gallons per day of sewage. At this stage of the design, options for potential sewer connections are being evaluated and will be coordinated with the BWSC.

6.5 Water Demand

6.5.1 Existing Water Supply System

The BWSC owns and maintains the water mains in the vicinity of the Project Site (Figure 6.1). BWSC record drawings show the streets surrounding the Site are serviced by southern high service pipes and high pressure fire service mains. These pipes range in size from a (2) 16-inch mains in Tremont Street, to 12-inch main in Mason Street, and a 16-inch and 12-inch main in Avery Street. The installation dates and materials of these pipes also vary, from pit-cast iron ("PCI") pipe installed in 1914,relined in 1988 to ductile iron cement lined ("DICL") pipe installed and lined in 1993 and 2001. The existing water infrastructure provides a high level of service and diversity to the Boston Proper neighborhood. Additionally, currently two fire hydrants are in close proximity to the Project Site.

The existing building is currently serviced by an existing fire protection line connecting to the BWSC main in Avery Street.

6.5.2 Proposed Water Demand and Connection

Domestic water demand is based on estimated sewage generation with an added factor of 10 percent for consumption, system losses, and other use. Based upon sewage generation rates outlined in the DEP Sewer Connection and Extension Regulations, 310 CMR 15.203.f, the Project will require approximately 6,413 gallons of water per day. However, appropriate low-flow and low-consumption plumbing fixtures will be installed in all residential units to achieve a reduction in water usage of a minimum 20 percent over the baseline in order to comply with Article 37 of the Boston Zoning Code (as LEED "certifiable"), as discussed in Chapter 4, *Sustainability*.

The Proponent will target up to 35 percent water use efficiency by continuing to consider and evaluate methods to conserve water as building design evolves.

New water connections will be designed in accordance with BWSC design standards and requirements. Water services to new buildings will be metered in accordance with BWSC's Site Plan Requirements and Site Review Process. The review includes, but is not limited to, sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and Siamese connections conform to BWSC and Boston Fire Department (BFD) requirements. The Proponent will provide for the connection of the meter to the BWSC's automatic meter reading system. Fire protection connections on the Project Site will also need approval of the BFD.

6.6 Other Utilities

6.6.1 Electric

Eversource owns and operates the electric facilities in the vicinity of the Project Site (Figure 6.1). The survey, provided by Feldman Professional Land Surveyors, indicate underground power facilities in Tremont, Avery, and Mason Street along the frontage of the Project Site. Potential connections for the Project could be made from either public street. Further into design of the Project, the Proponent's electrical engineer and civil engineer will coordinate with Eversource on future configurations of the power system and connections.

The estimated electrical demand load for the Project is a 520kVA. Energy conservation measures will be an integral part of the Project-related infrastructure design. The buildings will employ energy-efficient and water-conservation features for mechanical, electrical, architectural, and structural systems, assemblies, and materials, where feasible and reasonable.

6.6.2 Gas

National Grid Energy owns and operates the gas mains and services in the vicinity of the Project Site (Figure 6.1). The survey, provided by Feldman Professional Land Surveyors, indicates a 1-inch gas main in Tremont Street and a 6-inch main running through the access easement on the north side of the building into Mason Street. Given the existing infrastructure, gas line connections could be made from either main.

The Project's proposed gas load is estimated at 7000 MBH. The Proponent will work with National Grid to confirm adequate system capacity as design is finalized.

6.6.3 Telecommunications

Verizon owns and operates the telephone facilities and services in the vicinity of the Project Site (Figure 6.1). The survey, provided by Feldman Professional Land Surveyors, indicates that there is an active conduit and manhole located in Mason

Street where the existing building is currently being serviced. Given the existing infrastructure, telephone for the Project Site could be provided from Mason Street. The configuration of the proposed service will be developed with Verizon as the project design progresses.

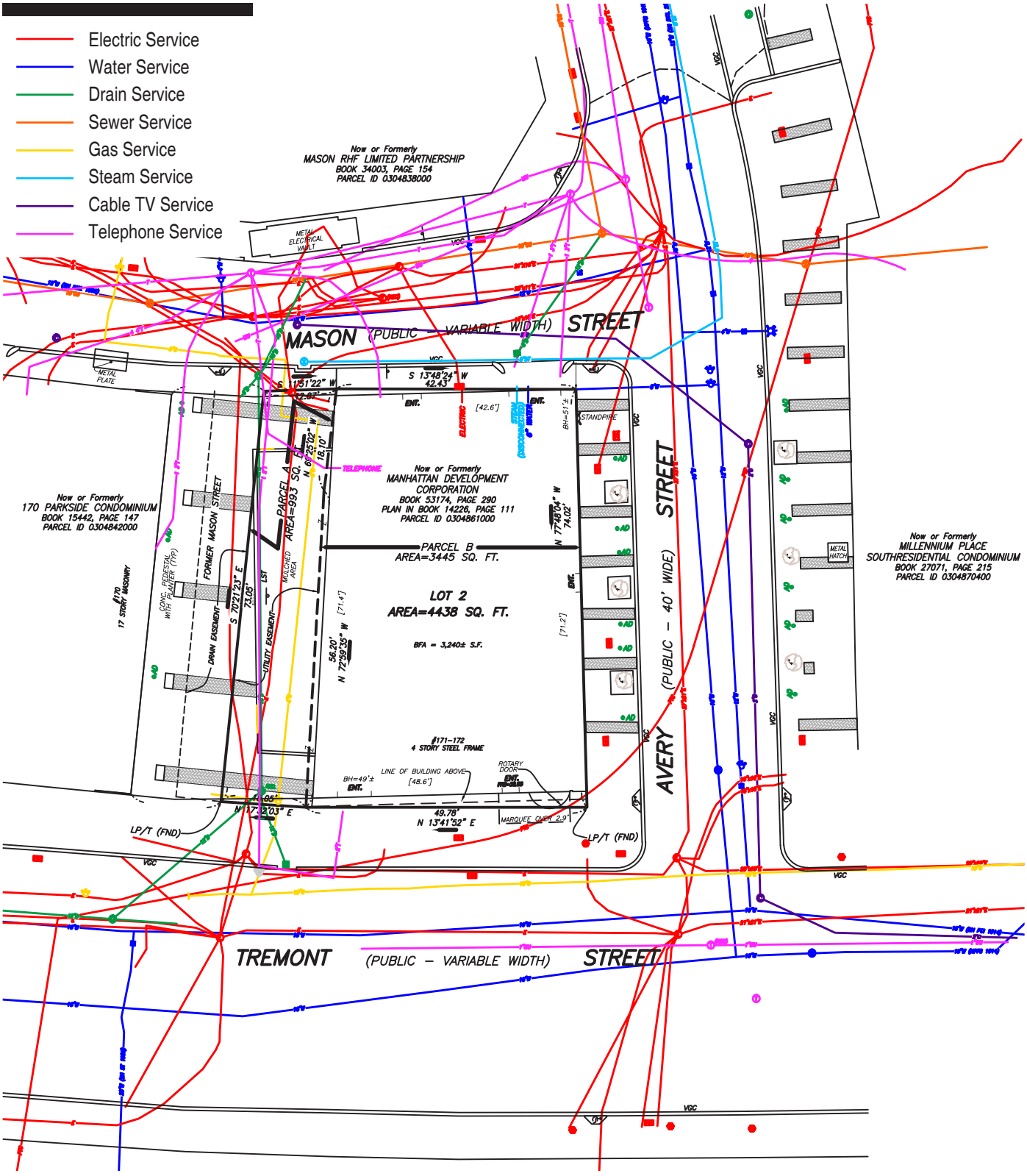
Comcast owns and operates the telecommunications facilities and services in the vicinity of the Project Site. The survey, provided by Feldman Professional Land Surveyors, indicates there is active conduit and manholes in Tremont, Avery, and Mason Street. Telecommunications for the Project Site could be provided from either public street. The configuration of the proposed service will be developed with Comcast as the project design progresses.

6.6.4 Steam

Veolia owns and operates the steam mains and services in the vicinity of the Project Site (Figure 6.1). The survey, provided by Feldman Professional Land Surveyors, indicates an 8-inch steam main in Mason and Avery Street. Given the existing infrastructure, steam connections could be made in either street.

6.6.5 Utility Protection During Construction

During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and/or construction staging as required. The contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility.

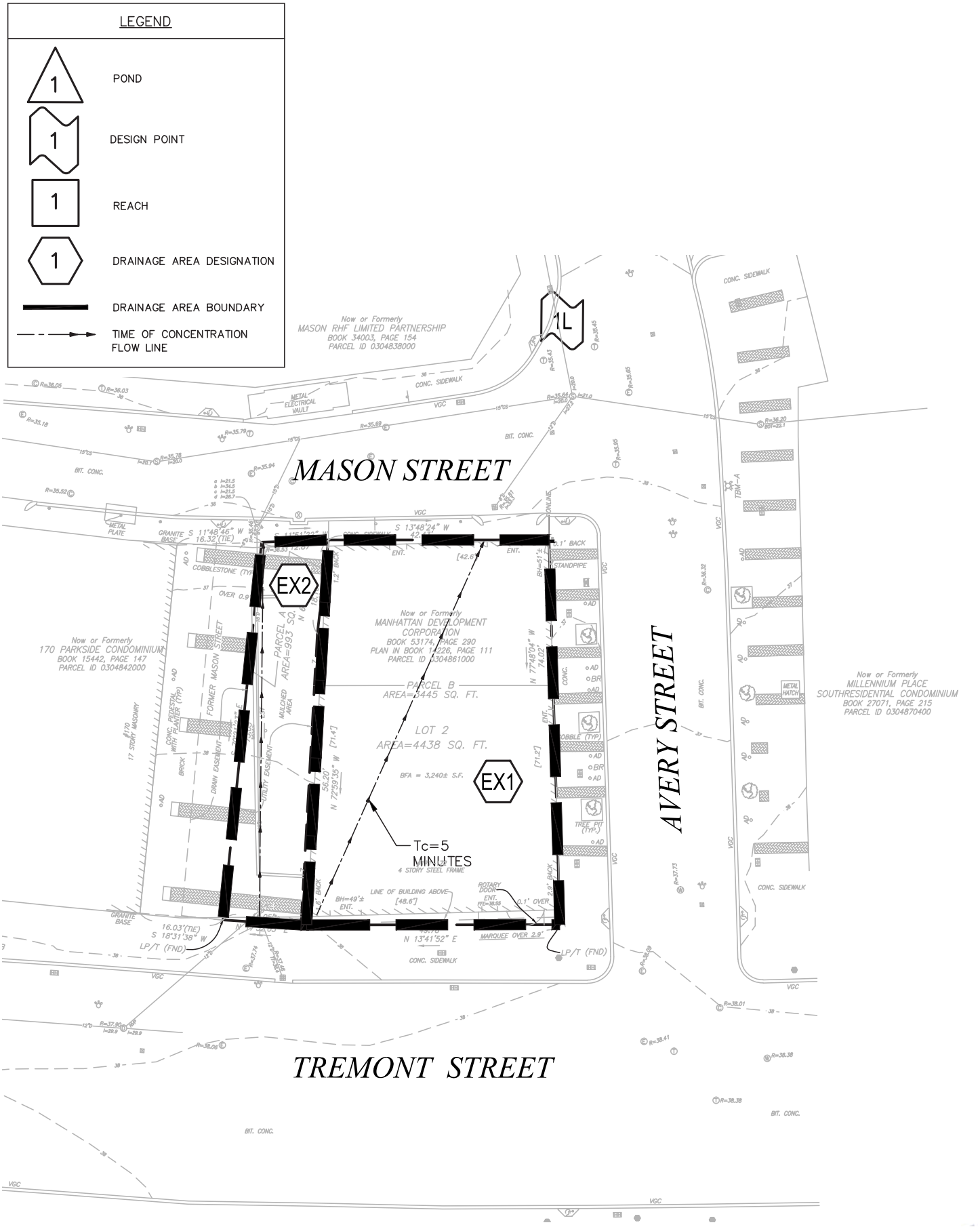


171 TREMONT

FIGURE 6.1
Existing Utilities

0 12.5

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK



171 TREMONT

FIGURE 6.2a
Existing Site Drainage

0 12.5

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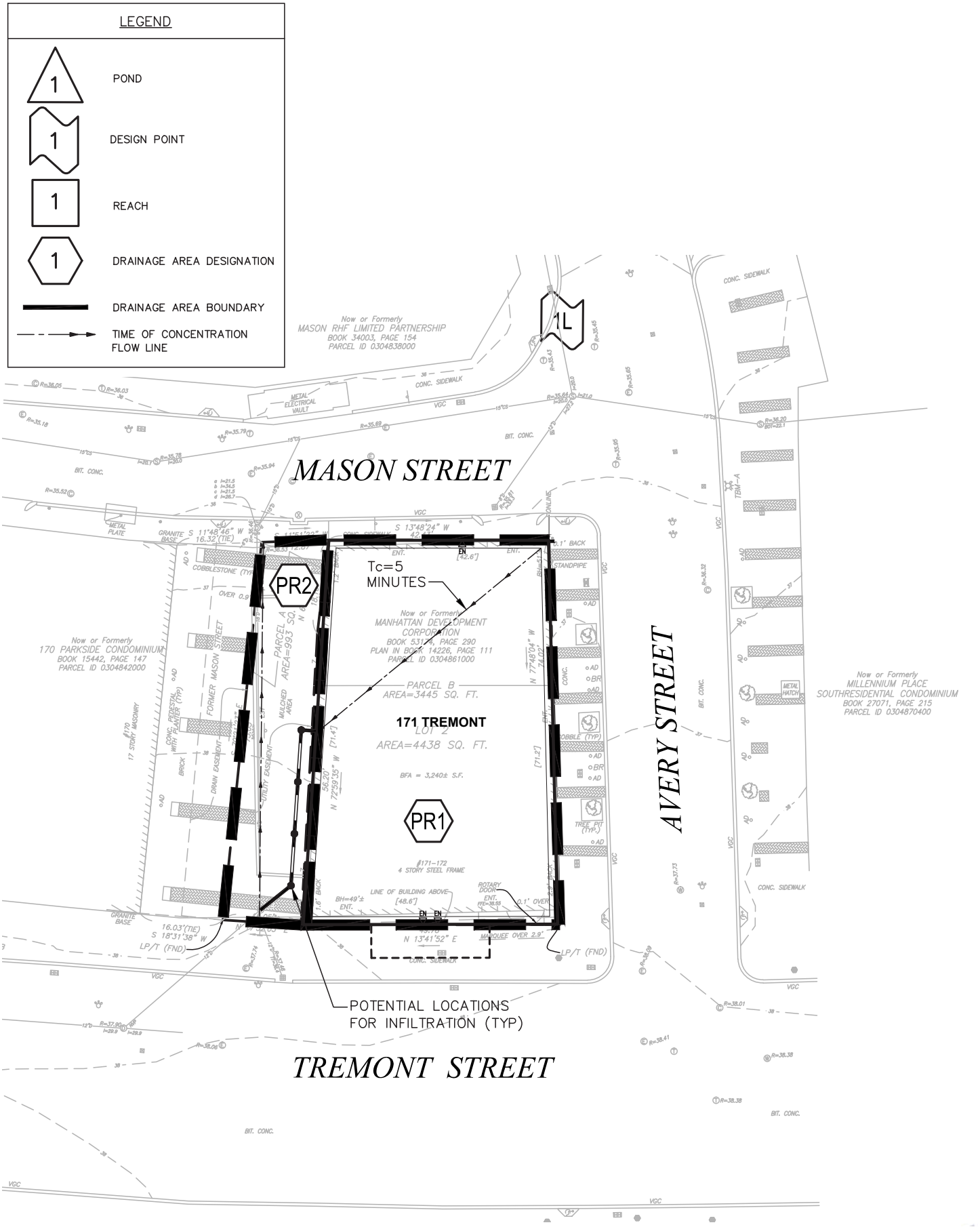


171 TREMONT

FIGURE 6.2b
Proposed Site Drainage

0 12.5

ELKUS | MANFREDI ARCHITECTS GRADE NEW YORK

7

Response to Comments

The following includes a copy of each comment letter received by the BRA during the public review period for the PNF as well as a copy of the BRA Scoping Determination. Each comment letter received is listed in Table 7-1 below.

Table 7-1 List of Commenters

Letter No.	Commenter	Affiliation	Date
SD	BRA	Scoping Determination	January 8, 2016
1	David Carlson	BRA Design Staff/Boston Civic Design Commission	December 9, 2015
2	John P. Sullivan	Boston Water and Sewer Commission	August 12, 2015
3	Carrie Marsh	Boston Parks & Recreation Commission	September 25, 2015
4	Maura T. Zlody	City of Boston Environment Department	October 16, 2015
5	Brian Golden	Article 37 Interagency Green Building Committee, Boston Redevelopment Authority	September 1, 2015
6	Anne Brooke	Friends of the Public Garden	December 17, 2015
7	Greg Galer	Boston Preservation Alliance	September 25, 2015
8	Diane Rubin	Millennium Residences	August 14, 2015
NA	Public	Project Area Residents	Various

The Scoping Determination is assigned the code 'SD' and each individual comment is assigned a number, appearing next to the comment on the copy of the letter. Appearing after each comment letter is a section that provides a copy of each substantive comment with a direct narrative response. The enumerated comments/responses correlate with the code numbers that appear on the comment letters. Due the high volume of individual comments received from the public, the key themes have been identified and global responses have been provided following Letter 8. Public comments have also been submitted in support of the Project.

BRA Scoping Determination

Comment SD.1

"A copy of this scoping determination should be included in the booklet for reference."

Response

A copy of the BRA Scoping Determination is included with this submission for reference.

Comment SD.2

Development Team

- *(1) Names*
  - *(a) Proponent (including description of development entity and type of corporation, and the principals thereof)*
  - *(b) Attorney*
  - *(c) Project consultants and architects*
- *(2) Business address, telephone number, FAX number and e- mail, where available for each*
- *(3) Designated contact for each"*

Response

The requested information for the development team is included in Section 1.7 of Chapter 1, *Project Description*.

Comment SD.3

"Legal Information

- *(1) Legal judgements or actions pending concerning the Proposed Project*
- *(2) History of tax arrears on property owned in Boston by Applicant*
- *(3) Evidence of site control over project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.*
- *(4) Nature and extent of any and all public easements into, through, or surrounding the site."*

Response

The requested legal information for the Project is provided in Section 1.8 of Chapter 1, *Project Description*.

Comment SD.4

"Project Area

a. An area map identifying the location of the Proposed Project
b. Description of metes and bounds of project area or certified survey of the project area.
c. Current zoning."

Response

Figures 1.1 and 1.2 identify the location of the Project. The requested metes and bounds of the project area is provided in Section 1.2.1.1 of Chapter 1, *Project Description* and Appendix A.

As mentioned in Chapter 1, the Project Site is centrally located within the Downtown Crossing neighborhood regulated by the Midtown Cultural District, Article 38 of the Boston Zoning Code.

Comment SD.5

"Project Description and Alternatives: The DPIR shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the "development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required."

Response

Chapter 1, *Project Description* and Chapter 5, *Urban Design* provide a detailed description of the Project, and development context with building plans and site illustrations, respectively.

Comment SD.6

"Project Description and Alternatives: A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/ transportation conditions, shall be discussed."

Response

A description of the project alternatives considered and associated environmental effects are presented in Section 1.3 of Chapter 1, *Project Description*.

Comment SD.7

"Public Benefits

a. Anticipated employment levels including the following:
(1) Estimated number of construction jobs
(2) Estimated number of permanent jobs
b. Current and/ or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
c. Other public benefits, if any, to be provided."

Response

A description of the anticipated public benefits, including the information requested are presented in Section 1.4 of Chapter 1, *Project Description*.

Comment SD.8

"Community Process: A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups."

Response

A summary of outreach conducted to elected officials, representatives of the local community, local neighborhood associates, property owners, and other interested parties is provided in Section 1.6 of Chapter 1, *Project Description*.

Comment SD.9

"Community Process: Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project."

Response

A list of abutters to the Project is provided in Appendix B of this DPIR.

Comment SD.10

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

Response

Table 1.2 of Chapter 1, *Project Description* contains an updated list of all anticipated permits and approvals.

Comment SD.11

"A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided."

Response

A statement that confirms the Project is not subject to review under MEPA is provided in Section 1.5.6 of Chapter 1, *Project Description*.

Comment SD.12

"The analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department ("BTD"), dated September 21, 2015 and included in Appendix A."

Response

While no comment letter was received from BTD, the Proponent is continuing to work with BTD to discuss the Project in advance of preparing and executing a Transportation Access Plan Agreement (TAPA) with BTD.

Comment SD.13

"The DPIR must address the comments of the Boston Environment Department, dated October 6, 2015, included in Appendix A and must include the most up to date Article 37/ Interagency Green Building Committee documents."

Response

Direct responses to BED's and IGBC's comments are provided herein under Letters 4 and 5, respectively.

Comment SD.14

"A shadow analysis shall be required for existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn."

Response

Refer to Section 3.3 of Chapter 3, *Environmental Protection,* for a narrative description of the shadow study findings. Figures 3.2a through 3.2d present the updated shadow studies based on the current design for the required conditions. Due to the slim massing form and diminutive floor plate, the resulting new shadows cast from the Project are slight and narrow. Additionally, shadow impacts associated with the Project have been reduced as a result of the reduction in building height. New shadow is predicted to be cast on the Boston Common in the morning hours only. These impacts are reduced due to the siting of the building in the path of shadow cast by the Ritz Carlton Hotel and Ritz Carlton Residences at 10 Avery Street. During the remaining times, new shadow falls on the roofs of existing buildings only and not on sidewalks or public open space.

Figure 3.3 shows the impact of net new shadow specifically on the Boston Common to verify compliance with the Public Common Shadow Act (1990). The Project will require approval of approximately 2,987 square feet (0.069 acres) of shadow beyond the two hour limit from the "shadow bank" established by the BRA, which has been reduced from 5,135 square feet (0.12 acres) as a result of the reduction in building height.

Comment SD.15

"A qualitative analysis of the potential pedestrian level wind impacts shall be required for the DPIR. "

Response

The potential pedestrian level wind conditions with and without the Project were studied. Generally, the results show that with the addition of the Project and pocket park landscaping, overall wind conditions are expected to be either similar or better than under the No-Build Condition, which meet BRA standards. Refer to Section 3.2 of Chapter 3, *Environmental Protection,* for an overview of findings of the wind tunnel analysis conducted on the Project. The complete study is provided in Appendix D.

Comment SD.16

"A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building and evaluating the net change in obstruction."

Response

Section 3.4 of Chapter 3, *Environmental Protection,* presents the daylight analysis conducted for the Project. The Project is not expected to result in a significant increase in the amount of obstructed skyplane from adjacent public ways. Tremont Street, as the least impacted viewpoint, is expected to increase no more than 13 percent of skyplane obstruction (from 70.9 percent to 83.5 percent) due to the increased building height proposed. The Mason Street skyplane is expected to be the most impacted with an increase of 24 percent (from 47.8 percent to 72.2 percent); however, this street is not considered a main pedestrian route as it mainly provides access to service and loading areas for the residential buildings that front Tremont Street.

Comment SD.17

"An evaluation of potential solar glare impact is required, if the project incorporates the substantial use of glass-facades."

Response

Section 3.5 of Chapter 3, *Environmental Protection,* presents an overview of the solar glare study conducted for the Project. The full study is provided in Appendix E.

Comment SD.18

"…a microscale air quality (carbon monoxide) analysis is required for any intersection (including the proposed garage entrances/ exits) where level of service (LOS) is expected to deteriorate to D and the Proposed Project causes a 10 percent increase in traffic, or where the level of service is E or F and the Proposed Project contributes to a reduction of LOS."

Response

As outlined in Chapter 2, *Transportation*, the traffic analysis demonstrates that the Project-related vehicle generation is expected to be very low (only three vehicles during the peak hour) and, therefore, a detailed traffic analysis was not required due to the low-impact nature of the proposed residential use. As such, on-road Carbon Monoxide (CO) emissions and nearby concentrations would not substantially increase due to the Project and it is unlikely that the Project would cause a

10 percent increase in traffic or worsen the LOS of any intersection, per the thresholds established for quantities CO analysis by the BRA. Paired with low existing ambient concentrations, the Project will not cause or contribute to a violation of the NAAQS for CO. Refer to Section 3.6 of Chapter 3, *Environmental Protection,* for further information.

Comment SD.19

"An indirect source air quality analysis of the operation of the proposed modular system parking garage should be prepared to determine potential air quality impacts on nearby sensitive receptors and compliance with air quality standards, as applicable."

Response

The Project will provide 21 vehicle parking spaces in a three-level below-grade parking garage. This small number of vehicles is not expected to create large enough volumes of CO emissions to raise the background CO concentration above the NAAQS threshold. Additionally, any combustion equipment used to operate the modular system parking garage will meet applicable emissions codes and will be permitted for pollutant emissions, if required, after final selection of equipment has been made.

Comment SD.20

"A description of the project's heating and mechanical systems and of the parking garage ventilation system, including location of intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of the heating, mechanical, and exhaust systems, including the building's emergency generator, shall be required. Measures to avoid any violation of air quality standards shall be described, and sidewalk vents for the garages are prohibited."

Response

Section 3.6.3 of Chapter 3, *Environmental Protection,* describes the building mechanical systems and compliance with state and federal air quality standards. Final design information of mechanical, HVAC, and emergency generator equipment has not yet been completed. The HVAC equipment and emergency generator are currently proposed to be placed at roof level where the potential for pedestrian-level impact is avoided. This equipment will be designed to meet any applicable local ordinance and state-level regulations. If applicable, the pollutant and noise emissions will be studied and confirmed to meet regulations during the self-certification or permitting process.

The exact location of garage exhaust systems will be determined during final design, but pollutant emissions in the garage exhaust are expected to be minimal due to the small number of vehicles utilizing the parking garage (approximately 21 vehicles). Parking garage shall be provided with three exhaust fans ducted from the parking area to the outdoors and will be controlled based on CO_2 and NO_2 levels. The supply and exhaust fan will be provided with sound attenuators.

Comment SD.21

"The presence of any contaminated soil or groundwater and any underground storage tanks at the project site shall be evaluated and remediation measures to ensure their safe removal and disposal shall be described."

Response

As stated in Chapter 3, *Environmental Protection*, characterization of the environmental soil and groundwater quality at the Project Site has not been conducted to date. Chemical testing of soil and groundwater to be generated as a result of construction activity will be conducted at the appropriate stage of the design process to further evaluate site environmental conditions. If discovered, management of contaminated soil and groundwater will be handled in accordance with applicable local, state, and federal laws and regulations.

Comment SD.22

"…the DPIR shall quantify and describe the generation, storage, and disposal of all solid wastes from the construction and operation of the Proposed Project. In addition, measures to promote the reduction of waste generation and encourage recycling, particularly for paper, plastics, glass, metals, and other recyclable products, and compliance with the City's recycling program, shall be described."

Response

In accordance with the sustainability goals established for the Project, as discussed in Chapter 4, *Sustainability*, the CM will be required to target diverting at least 75 percent of the construction and demolition debris from landfills and incineration facilities. The reuse of materials will be implemented, where practical and feasible.

During operation of the building, residents will be encouraged to reduce solid waste by recycling under the existing single stream recycling service currently implemented in the City of Boston. All recycling will be collected in the trash room located at Level B-1.

Comment SD.23

"The DPIR shall establish the existing noise levels at the project site and vicinity based upon a noise-monitoring program. Calculations of future noise levels after project completion (based on appropriate modeling), and demonstrated compliance with the Design Noise Levels established by the U.S. Department of Housing and Urban Development for residential and other sensitive receptors, and with all other applicable Federal, State, and City of Boston noise criteria and regulations shall be required."

Response

Noise monitoring was conducted to establish existing sound levels. As described in Section 3.7 of Chapter 3, *Environmental Protection*, building construction material will be selected to provide the necessary noise attenuation to adhere to the U.S. Department of Housing and Urban Development requirements for residential receptors during the final design process. The Project will incorporate noise attenuation measures, such as locating equipment within an enclosed mechanical area on the building rooftop to minimize the potential noise impacts. Additionally, during final design, low-noise equipment will be selected, with the appropriate noise mitigation to adhere to applicable federal, state, and City of Boston noise regulations.

Comment SD.24

"An analysis of the potential noise impacts from project-generated traffic, from the project's mechanical and exhaust systems, as well as the effects of aircraft flyover noise (from Logan Airport), and compliance with applicable regulations of the City of Boston and Commonwealth of Massachusetts shall be required. A description of the project's mechanical and exhaust systems and their proposed location shall be included. Measures to minimize and eliminate adverse noise impacts on nearby sensitive receptors, including the project itself, from traffic noise and mechanical systems shall be described."

Response

With the limited number of proposed residential units, noise associated with the Project-generated vehicle trips is expected to be negligible compared to noise associated with existing traffic volumes traveling in the vicinity of the Project Site. As discussed in Section 3.7 of Chapter 3, *Environmental Protection*, all mechanical equipment is proposed within a two-story enclosed penthouse located on the roof top to minimize potential noise impacts.

Comment SD.25

"The DPIR shall contain an evaluation of the project site's existing and future storm water drainage and storm water management practices. The DPIR shall illustrate existing and future drainage patterns from the project site and shall describe and quantify existing and future storm water runoff from the site and the Proposed Project's impacts on site drainage."

Response

Chapter 6, *Infrastructure,* provides an evaluation of the existing and proposed stormwater management, and run-off rates.

Comment SD.26

"The DPIR shall describe the project area's storm water drainage, to which the project will connect, including the location of storm water drainage facilities and ultimate points of discharge."

Response

Chapter 6, *Infrastructure,* describes the proposed stormwater strategy and identifies the connection point to the city system and eventual outfall.

Comment SD.27

"…an analysis of existing sub-soil conditions at the project site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology (e.g., underground garage if applicable, pier pilings), the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, roadways and the harbor."

Response

Although subsurface explorations were not performed as part of this DPIR, subsurface data are available for the project area from the design and construction of adjacent buildings. Refer to Section 3.11 of Chapter 3, *Environmental Protection,* for further details.

Comment SD.28

"Maintaining groundwater levels in the City of Boston is required. Consultation with the Boston Groundwater Trust regarding potential groundwater impacts in areas

influenced by tidal fluctuations is recommended. Measures to ensure that groundwater levels will be maintained and will not be lowered during or after construction shall be described. If on-going pumping is required, the metering of discharge must be conducted with oversight by the Boston Water and Sewer Commission. Levels reported shall be based on Boston City Base (BCB)."

Response

Refer to Section 3.11.3 of Chapter 3, *Environmental Protection,* for existing groundwater conditions at the Project Site. The Project Site is not located within the Groundwater Conservation Overly District and, therefore, is not subject to compliance with Article 32 of the Boston Zoning Code.

The area is greater than 0.5-miles from the Fort Point Channel and groundwater in the area is not subject to tidal fluctuations. Some temporary construction dewatering is anticipated during construction of the foundations and below-grade portion of the Project. However, given the groundwater levels are in the range from 30 to 40 feet below grade (between approximately El. 10 to El. -1.5 Boston City Base) and the below-grade portion of the Project will have a deep perimeter cutoff consisting of a concrete diaphragm wall (i.e., slurry wall), dewatering during construction will be limited and is not expected to impact areas outside the Project Site. Pumping is not currently being considered for the permanent post-construction condition.

Comment SD.29

"…a construction impact analysis shall include a description and evaluation of [the potential construction impacts]."

Response

Refer to Section 3.12 of Chapter 3, *Environmental Protection* for a discussion of potential temporary construction impacts associated with the Project. The Project Construction Manager will prepare a Construction Management Plan for review and approval by the appropriate city agencies.

Comment SD.30

"Compliance with city and state rodent control program requirements must be ensured."

Response

Refer to Section 3.13 of Chapter 3, *Environmental Protection* for a discussion of how the Proponent intends to meet the city and state rodent control requirements.

Comment SD.31

"The Proponent must analyze project impacts on the surrounding environment that are attributable to forecasted climate conditions over the full duration of the expected life of the project."

Response

As indicated in the Climate Change Resiliency and Preparedness Checklist included in Appendix C, the Proponent considered climate conditions projected for the 50 year expected life of the Project. The Project includes appropriate mitigation strategies to improve building energy performance, resulting in decreased energy requirements. The Project is located in an area that is neither currently, nor projected in the future to become, prone to flooding.

Comment SD.32

"The Proponent must submit an updated and final Climate Change Preparedness and Resiliency Checklist along with a written response to the IGBC."

Response

An updated version of the Climate Change Preparedness and Resiliency Checklist is provided in Appendix C. A written response to the IGBC's comments is provided under Letter 5 below.

Comment SD.33

"The DPIR must address the comments of the BRA's Urban Design Department included in Appendix A. In addition to this, the standard list of urban design materials should be included in the DPIR for the Proposed Project, included in Appendix E."

Response

Figures 1.3 through 1.5, and Figures 5.1 through 5.12 aim to address the BRA's Urban Design Department comments. Section 5.3.2 of Chapter 5, *Urban Design* describes the exterior building materials proposed.

Comment SD.34

"The DPIR must address the comments of the Boston Water and Sewer Commission ("BWSC"), dated September 8, 2015 included in Appendix A. An infrastructure impact analysis must be performed. The standard scope for infrastructure analysis is outlined in the letter submitted by the BWSC."

Letter 1: BRA Design Staff/Boston Civic Design Commission

Comment 1.1

"A more evolved, detailed site/landscape plan with grading indicated may be helpful to understand more fully the relationship of the building massing to the public passages around its perimeter. If at all possible, work with your immediate abutter to the north to transform the space between your proposed building and their existing building. Also, please show the interactions with program elements that have changed (if any)."

Response

Figure 5.9 presents the proposed landscape plan. Since the last review of the landscape plans, the design team has further developed the small public plaza to the north of the building. By engaging cooperation from the abutters to the north, an understanding has been reached that the landscape design would encompass the full width of the easement. Further, the Proponent has responded to abutter comments of providing a safe and open landscape design while allowing for pedestrian passage. The revised landscape plan features a water sculpture in the center of the space to provide interest in the public realm as well as trees to provide wind mitigation. The plaza grading slopes to the east maintaining the pre-existing condition. Paving materials will include a historic reference to granite and cobble while contributing to the refined style of the surrounding buildings.

Comment 1.2

"The following (standard list of) urban design materials (these items are reasonably well represented in the initial submission) should be submitted for the DPIR for the Proposed Project…:

1. *Plan for the surrounding area and district and sections at an appropriate scale (1" = 40' or larger) showing relationships of the Proposed Project to the surrounding area and district:*

    a. *massing*
    b. *building height*
    c. *scaling elements*
    d. *open space*
    e. *major topographical features*
    f. *pedestrian and vehicular circulation*
    g. *land use*

2. *Black and white or color 8"x10" photographs of the site and neighborhood*

3. *Eye-level perspective (reproducible line drawings) showing the proposal (including main entries and public passages/areas) both in the context of the surrounding area and experientially… Additional views from the area streets…. Long-ranged (distanced) views of the proposed project should also be studied to assess the impact on the skyline or other view lines…."*

4. *Site plan at an appropriate scale (l" = 20' or larger) showing:*

    a. *General relationships of proposed and existing adjacent buildings and open space*
    b. *Open spaces defined by buildings on adjacent parcels and across streets*
    c. *General location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features*
    d. *Pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas*
    e. *Survey information, such as extending elevations, benchmarks, and utilities*
    f. *Construction limits*

5. *Study building/site model at l" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration (window treatment), facade composition, etc.*

6. *Massing model at 1" = 40' in basswood suitable for placement in the area model at the BRA (if applicable).*

7. *Drawings at an appropriate scales (, 1" =8', 1 "-16', or 1"-20') to describe the facade design and proposed materials including:*

    a. *Building and site improvement plans*
    b. *Elevations in the context of the surrounding area*
    c. *Sections showing organization of functions and spaces*
    d. *Preliminary building plans showing ground floor and typical upper floors*
    e. *Phasing of the proposed project*

8. *A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.*

9. *Proposed schedule for submittal of all design or development related materials.*

10. *Proposed LEED certification plans and point rating goal assessment.*

11. Electronic model of the Proposed Project in format suitable for use in the BRA's digital 3-D model of Boston. Format should be approved by Urban Design's Technology manager"

Response

Refer to Chapter 5, *Urban Design* for the requested project design description and supporting graphics. Chapter 4, *Sustainability* provides a description of how the Project will be designed and constructed as a LEED certifiable project, in compliance with Article 37.

Letter 2: Boston Water and Sewer Commission

Comment 2.1

"With the site plan the Proponent must provide detailed and estimates for water demand (including water required for landscaping), wastewater generation, and stormwater runoff for the Project."

Response

The Proponent will provide detailed water, sewer, and stormwater runoff estimates with their site plan and General Service Application to be submitted during design development or when the project is close to 50 percent designed.

Comment 2.2

"The site plan must show in detail how drainage from building roof tops and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times."

Response

The proposed site plan will clearly describe the Project's strategy to manage site runoff in coordination with the plumbing engineer. Stormwater runoff will conveyed separately from sanitary sewer.

Comment 2.3

"The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP' s Stormwater Management Standards."

Response

The Project stormwater management facilities will be designed to meet MassDEP stormwater management standards. The proposed strategy for stormwater management is described in Chapter 6, *Infrastructure* and will be advanced as part of the Design Development phase for the Project.

Comment 2.4

"The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Boston Harbor next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings."

Response

All new catch basins, area drains, and trench drains will have a "Don't Dump, Drains to Boston Harbor" casting installed with it.

Comment 2.5

"The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers."

Response

The Proponent will explore additional opportunities to protect stormwater in relation to sanding, deicing, pesticides and fertilizers.

Comment 2.6

"The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should .consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered."

Response

Consistent with the sustainable design goals and Article 37 of the Code, through the specification of low-flow high-efficiency plumbing fixtures, the Project is expected to achieve a minimum 20 percent water efficiency while targeting up to 35 percent water efficiency. The achievement of this credit will be determined once plumbing fixtures are chosen by the plumbing engineer.

Letter 3: Boston Parks and Recreation Department

Comment 3.1

"The PNF states that the project implementation will require approval by the BRA of 0.12 acres (5,135 sf) of shadow beyond the two hour limit from the "shadow bank." The Parks Department will work closely with the BRA on the consideration of the request for use of the shadow bank."

Response

As presented in Section 3.3 of Chapter 3, *Environmental Protection*, the amount of new shadow beyond the two hour limit from the shadow bank has been reduced to approximately 2,987 square feet (0.069 acres) from 5,135 square feet (0.12 acres) as a result of the reduction in building height (Figure 3.3).

Comment 3.2

"…further consideration is warranted as appropriate, for impact mitigation to the Fund for Parks to be used for improvements to Boston Common or the Public Garden."

Response

Since the last review of the landscape plans, the design team has further developed the small public plaza to the north of the building. By engaging cooperation from the abutters to the north, an understanding has been reached that the landscape design would encompass the full width of the easement, which allows for a dedicated public open space area and, thus public benefit. Further, the Proponent has responded to abutter comments of providing a safe and open landscape design while allowing for pedestrian passage.

The Proponent recognizes how access to the Boston Common will benefit future residents of the Project and is committed to working with the Parks Department and the Friends of the Public Garden to develop additional contributions to benefit the Boston Common.

Letter 4: City of Boston Environment Department

Comment 4.1

"As the LEED process continues, we suggest that credit determinations begin with the intent that the project can be built to LEED Platinum standards. As credits are assessed for implementation from that perspective, the reasons for choosing and not choosing credits can be clearly explained as can a description of the ways in which chosen credits will be implemented."

Response

As demonstrated by the updated draft LEED Scorecard (Figure 4.1), the Proponent is committed to constructing a LEED certifiable project striving for a Silver level; thereby, exceeding the Article 37 requirements. Chapter 4, *Sustainability* provides an evaluation of LEED credits.

Comment 4.2

"A detailed discussion of mechanical equipment locations and associated protection from climate change impacts should be included in the Draft Project Impact Report (DPIR)."

Response

Section 4.4 of Chapter 4, *Sustainability* discusses the approach to preparing for changes in climate change, in accordance with the BRA Climate Change Resiliency and Preparedness Policy. All building mechanical equipment shall be located in an enclosed penthouse on the roof protected from the exterior elements. Electrical transformers shall be located in the basement main electrical room, which shall be designed to Utility Company requirements. Water tight doors and leak detection shall be provided.

Comment 4.3

"The following environmental issues should be addressed in detail in the DPIR:

Energy Conservation and On-site Generation
The overall energy goal for the project should be to reduce energy demand to the greatest extent possible and then produce as much of the energy demand through on-site alternative/renewable generation.

Reducing the intensity of energy use can be accomplished by metering and sub metering to provide information to the facility manager about the ways in which behavior influences cost and, subsequently, conservation. Individual metering should be easily incorporated.

The use of Energy Star products and building systems and the aforementioned sub-metering for heating, electricity and water can also be used as a means to provide information about cost and conservation."

Response

Refer to Chapter 4, *Sustainability* for a description of the energy conservation approach for the Project, including an evaluation of on-site alternative/renewable energy. Such measures include the use of EnergyStar appliances and equipment throughout the building. Additionally, each residential unit will have an energy and water meter so that tenants will directly receive and pay those utility bills. Direct payment and control of use has shown to encourage reduction in consumption of energy and water, and, thus, reduce associated GHG emissions. In addition, monthly or quarterly reporting or real-time displays within a common area will be explored so tenants alike can have an understanding of resource use (i.e., energy and water consumption) where they live.

Comment 4.4

"The following environmental issues should be addressed in detail in the DPIR:

Water Conservation, Reuse and Protection
The use of potable water increases the maintenance and life-cycle costs for building operations. Efficiency measures such as using alternative water sources for non-potable applications, the use of Energy Star products in units and building systems, and participation in the WaterSense program are options that can result in water efficiency.

The project should minimize to the greatest extent possible the efficiency of water use by capturing and reusing all rainwater hitting roofs for use in building systems/operations. Landscaping should be designed to minimize or eliminate the use of irrigation from potable water.

We request the permanent installation of plaques at storm drains that bear the warning "Don't Dump - Drains to Boston Harbor."

Response

Refer to Chapter 4, *Sustainability* for a description of the sustainable design approach for the Project. Such measures include use of EnergyStar equipment and appliances, low-flow/high-efficiency water fixtures, and water-efficient landscaping

for the proposed pocket park. Additionally, as stated in Chapter 6, *Infrastructure*, all new catch basins, area drains, and trench drains will have a "Don't Dump, Drains to Boston Harbor" plaques installed to discourage illegal dumping.

Comment 4.5

"The following environmental issues should be addressed in detail in the DPIR:

Noise
Figure 1-23, Building Sections, does not show the location of the loading area or access and egress. The location of the loading and service area should be clearly described and shown on drawings. We strongly recommend that the area be fully enclosed as a means to minimize noise impacts on residents. If it will not be enclosed, a plan to minimize noise should be described.

External mechanical equipment and locations should be described, their noise generation identified and mitigation detailed. The mitigated noise levels should be calculated and identified.

Assessment of ambient sound should be conducted and levels take into account when making decisions about envelope, windows and equipment."

Response

Section 3.7 of Chapter 3, *Environmental Protection* provides an evaluation of potential sources of noise from the Project, including service and loading activities and building mechanical equipment. The analysis demonstrates that the Project will comply with City of Boston noise regulations.

Due to its residential program, the Project is expected to have limited loading needs other than regular mail, trash collection, and recycling. The project design for loading and servicing aims to mitigate potential noise impacts to the neighborhood. Loading and servicing (trash collection and deliveries) for the Project will be accommodated through the rear of the building valet space on Mason Street, as shown on Figure 2.8. Trash will be stored within the building on the lower level below-grade (Level B-1). When the trash is to be collected, it will be loaded on to the car elevator and brought up to the ground level.

The Project will incorporate noise attenuation measures, such as locating the equipment within a two-story enclosed mechanical penthouse on the building rooftop to minimize the potential noise impacts at the sensitive receptor locations. During final design, the appropriate low-noise mechanical equipment will be selected, including appropriate noise mitigation measures, to minimize potential noise impacts. As such, the sound levels associated with the Project's mechanical equipment is expected to be negligible at the nearby sensitive receptor locations.

Noise monitoring was conducted to establish existing sound levels at the Project Site.

Comment 4.6

"The following environmental issues should be addressed in detail in the DPIR:

Idling
A plan to ensure compliance with state and local anti-idling laws in the loading/service area and at any on- street delivery and pick-up locations should be described."

Response

All vehicles at any on-street delivery and pick-up locations will comply with the anti-idling laws as outlined in M.G.L. ch.60 §16A and 310 CMR 7.11, which prohibit the continued idling beyond five minutes. Appropriate signage will be placed in these areas to restrict idling times.

Comment 4.7

"The following environmental issues should be addressed in detail in the DPIR:

Transportation
The location of bicycle storage and the number of bicycles that will be accommodated should be identified and shown in a diagram in the DPIR."

Response

A bicycle storage room for the storage of 18 bicycles (one per unit) is located on the Amenity Floor (Level B-3), as shown in Figure 2.7. Bicyclists will use the passenger elevator to access Level B-3, which will be sized to accommodate a bicycle.

Comment 4.8

"The following environmental issues should be addressed in detail in the DPIR:

Shadow
Shadow diagrams show inconsistent areas. New diagrams should be provided in the DPIR with accompanying text.

A diagram should also show the size of the area that will exceed the Public Commons Shadow Act limit."

Response

Refer to Section 3.3 of Chapter 3, *Environmental Protection* for a narrative description of the revised shadow study findings (shown in Figures 3.2a through 3.2d). Due to the slim massing form and diminutive floor plate, the resulting new shadows cast from the Project are slight and narrow. Additionally, shadow impacts associated with the Project have been reduced as a result of the reduction in building height. New shadow is predicted to be cast on the Boston Common in the morning hours only. These impacts are reduced due to the siting of the building in the path of shadow cast by the Ritz Carlton Hotel and Ritz Carlton Residences at 10 Avery Street. During the remaining times, new shadow falls on the roofs of existing buildings only and not on sidewalks or public open space.

As presented in Section 3.3 of Chapter 3, *Environmental Protection*, the amount of new shadow beyond the two hour limit from the shadow bank has been reduced to approximately 2,987 square feet (0.069 acres) from 5,135 square feet (0.12 acres) as a result of the reduction in building height (Figure 3.3).

Comment 4.9

"The following environmental issues should be addressed in detail in the DPIR:

Exemplary Green Performance
A considerably high level of performance can distinguish this project from others as a model for sustainability and green building. Exceeding Code minima, instituting new green measures based upon LEED EBOM and using various opportunities to market a green building are examples of exemplary performance."

Response

As discussed in Chapter 4, *Sustainability*, while the sustainability goals of the Project are in the development phase, the Proponent has identified a couple areas of focus. In support of the City's energy conservation and GHG reduction goals, the Proponent and design team are working to provide an energy efficient building beyond the requirements of the MA Stretch Energy Code, where feasible. An overall energy cost savings of 22 to 26 percent, or 6 to 8 LEED points under EAc1, is being targeted for the Project, which will be verified by the final building energy model.

The Proponent and landscape design team will work to create a sustainable pocket park through thoughtfully choosing materials, such as recycled content and/or materials extracted and/or manufactured locally. The landscape design will utilizing native, drought-tolerant plantings, and efficient irrigation system to reduce the amount of potable water usage.

Letter 5: Article 37 Interagency Green Building Committee

Comment 5.1

"The PNF indicates that the project, now in the design stage, will use the LEED 2009 for New Construction and Major Renovations rating system and shows the intent to achieve LEED Silver with 42 points. The IGBC accepts the LEED Rating System selection but, expresses concern, as in order to be deemed to be in compliance with the chosen rating system, a project must achieve a minimum of 40 points. This is of particular concern, as points are often dropped during the construction phase."

Response

As discussed in Chapter 4, *Sustainability*, the Proponent intends to design and construct the Project as LEED Silver certifiable. The draft LEED Scorecard has been updated since the PNF and is now tracking 55 'yes' points (with one additional point available under the Boston Green Building Credits) tracking a Silver certifiable level with an additional 14 'maybe' points (Figure 4.1). The 'maybe' points represent credits that will continue to be evaluated as design progresses and through construction. This represents an increase in LEED points compared to the 42 'yes' points for a Certified rating presented in the PNF.

Comment 5.2

"In support of the City of Boston's Greenhouse (GHG) emissions reduction goals, the IGBC requests that:

- *The project fully utilize utility and state-funded energy efficiency and clean/renewable energy programs to minimize energy use and adverse environmental impacts.*
- *The project include strategies to reduce energy usage to 30% or more below the ASHRAE 90.1-2010 baseline including a feasibility study of viable renewable energy technologies and/or clean energy systems for the project.*
- *As planning proceeds, please provide through your BRA Project Manager your preliminary and then comprehensive energy modeling data and information on utility assistance and support, including technical assistance and building energy modeling, afforded to the project throughout the design process."*

Response

As discussed in Chapter 4, *Sustainability*, while the sustainability goals of the Project are in the development phase, the Proponent intends to support the City's energy conservation and GHG emissions reduction goals, the Proponent and design team are working to provide an energy efficient building beyond the requirements of the MA Stretch Energy Code, where feasible. An overall energy cost savings of 22 to 26 percent, or 6 to 8 LEED points under EAc1, is being targeted for the Project, which will be verified by the building energy model to be developed and provided to the BRA during Design Development.

Letter 6: Friends of the Public Garden

Comment 6.1

"We are very concerned, however, about the proposed 255' tall residential development at 171-172 Tremont Street (237' plus mechanical floor). At 20 stories, this development would provide 19 luxury condominiums while consuming 50% of the remaining legally allowable acreage in the "Shadow Bank" provided for in the 1990 Shadow Law for the Common. The project is located within the Boston Common and Public Garden precedent, opening the door in this strong real estate market for more development exceeding the height limit in the mid-town area bordering the parks. We advocate for compliance with both the 1990 Shadow Law and Boston's zoning code's provisions protecting the Common as well as the Public Garden."

Response

Section 3.3 of Chapter 3, *Environmental Protection* provides a revised shadow impact study based on the updated/current building design. Figure 3.3 shows the impact of net new shadow specifically on the Boston Common to verify compliance with the Public Common Shadow Act (1990). The Project will require approval of approximately 2,987 square feet (0.069 acres) of shadow beyond the two hour limit from the "shadow bank" established by the BRA, which has been reduced from 5,135 square feet (0.12 acres) as a result of the reduction in building height. Under the Public Commons Shadow Act, the BRA, as the permit-granting authority, may approve such additional shadow as long as the total area shaded for more than a two hour period does not exceed one acre, such are to be calculated as the sum of the areas of new shadow cast beyond such two hour limit by all structures in the Midtown Cultural District approved after March 20, 1989, including PDAs.

Letter 7: Boston Preservation Alliance

Comment 7.1

"…we are hesitant to support the height of the building due to the amount of the shadow bank it consumes. The proposed tower will create additional shadows on the Common and, while minor in absolute terms, these shadows would consume half of the remaining shadow bank on this historic, public open space."

Response

Section 3.3 of Chapter 3, *Environmental Protection* provides a revised shadow impact study based on the updated/current building design. Overall, net new shadow associated with the Project have been minimized as a result of the reduction in building height. Figure 3.3 shows the impact of net new shadow specifically on the Boston Common to verify compliance with the Public Common Shadow Act (1990). The Project will require approval of approximately 2,987 square feet (0.069 acres) of shadow beyond the two hour limit from the "shadow bank" established by the BRA, which has been reduced from 5,135 square feet (0.12 acres) as a result of the reduction in building height. Under the Public Commons Shadow Act, the BRA, as the permit-granting authority, may approve such additional shadow as long as the total area shaded for more than a two hour period does not exceed one acre, such are to be calculated as the sum of the areas of new shadow cast beyond such two hour limit by all structures in the Midtown Cultural District approved after March 20, 1989, including PDAs.

Comment 7.2

"Sky and light impact to our urban environments is not well represented by shadows alone. And while shadow regulations provide some minimal level of protection, they for certain do not encompass the totality of visual consequences a tall building has on the street and park environment below. While the renderings presented show a gap between the proposal and the Millennium towers behind, permitting blue sky and brightness to reach the Common, the impact of sky visibility will vary and be reduced as one moves across the Common. There will be negative impacts and mitigation is in order."

Response

An analysis of the percentage of skydome (visible sky and light from the centerline of an adjacent public way) obstructed as a result of the Project was conducted using the BRA's Daylight Analysis Program (BRADA), in accordance with Section 80B-2(c) of the Code. Section 3.4 of Chapter 3, *Environmental Protection* presents the findings

of the daylight analysis. As shown graphically in Figures 3.4a through 3.4d and summarized in Table 3-2, some percentage of skyplane is expected to be obstructed with and without the Project from each viewpoint. Under existing conditions, all viewpoints experience an almost 50 percent or higher skydome obstruction due to the minimal or non-existent set back of the existing 4-story building.

Comment 7.3

"Therefore, we feel that the proposed tower on this site might be more acceptable if the project included mitigation that directly benefits the Common through tangible, measurable improvements in perpetuity. While the abutting pocket park proposed is positive, it will largely be a benefit utilized by the residents of the proposed building and Parkside to the north rather than the general public. This is not sufficient mitigation for either the shadow bank consumption or the height variance required. We encourage a discussion with the Friends of the Public Garden and the Boston Parks Department to determine the best mechanism for mitigation that will provide significant and long-term financial support for the upkeep and preservation of the Common."

Response

Since the last review of the landscape plans, the design team has further developed the small public plaza to the north of the building. By engaging cooperation from the abutters to the north, an understanding has been reached that the landscape design would encompass the full width of the easement, which allows for a public open space area and, thus public benefit. Further, the Proponent has responded to abutter comments of providing a safe and open landscape design while allowing for pedestrian passage.

The Proponent recognizes how access to the Boston Common will benefit future residents of the Project and is committed to working with the Parks Department and the Friends of the Public Garden to develop additional contributions to benefit the Boston Common.

Letter 8: Millenium Residences

Comment 8.1

"The Project Proponent should provide an explanation as to why the proposed Project cannot conform to the City's zoning code, enacted after a lengthy, multi-year public participation process…. The Millennium Residences question how the proposed Project has satisfied the legal standard for the variances it will need to construct this building….(T)he Project will need relief from the Code in the form of a height variance and a Floor Area Ratio ("FAR") variance."

Response

Like many high-rise buildings in the Midtown Cultural District, the project will require zoning relief. Grounds for requested relief will be stated in the appeal to be filed with the Board of Appeal at the appropriate time. This is a public filing.

Comment 8.2

"The proposed Project is simply too high at 255 feet at a location immediately adjacent to… the Boston Common."

Response

The Project's height (212 feet to the top of the highest occupied floor and 235 feet to the top of the mechanicals steps down substantially from nearby residential buildings, including Millenium Place at 685 feet tall, and the Ritz-Carlton Towers Boston Common at 475 feet.. In addition, its height is not inconsistent with its neighbors, which are also immediately adjacent to the Common. For example, the Grandview just to the north of 171 Tremont has a cornice that measures approximately 186 feet high. Its neighbor, Tremont on the Common, is approximately 249 feet tall, with a cornice rising to approximately 286 feet.

Comment 8.3

"There is no reason why a wholly residential project of 19 units should require 28 new parking spaces"

Response

Currently, 21 parking spaces are proposed to support approximately 18 residential units, equivalent to 1.17 spaces per unit. The market for the proposed luxury condominiums calls for a parking ratio of over 1.00, as some residents are expected to own more than one car, and need an additional space for vehicle storage.

Comment 8.4

"Automatic Traffic Recorder counts should be completed in the vicinity of the proposed development to identify the AM, midday, and PM weekday peak hours as well as the Saturday peak hour."

Response

Automatic Traffic Recorder (ATR) counts have not been called for by BTD. In any event, the change in volumes due to approximately three peak hour residential vehicle trips would be inconsequential, particularly in light of the fact that the trip generation would effectively represent a reduction in trips compared to use of the existing office building on the site.

Comment 8.5

"A full safety analysis using at least three years of crash data should also be completed."

Response

A safety analysis has not been called for by BTD. As the residential trip generation would effectively represent a reduction in trips compared to use of the existing office building on the site, no consequential impact to safety would be expected.

Comment 8.6

"Are the sidewalks wide enough to accommodate the pedestrians in the vicinity of the project site? What is the level of service (LOS) for pedestrians per Highway Capacity Manual (HCM) 2010?

Response

The generation of approximately five pedestrian trips and four transit trips in the peak hour would be inconsequential, particularly in light of the fact that the trip generation would effectively represent a reduction in trips compared to use of the existing office building on the site. Pedestrian level of service (LOS) analysis has not been called for by BTD.

Comment 8.7

"The number of pedestrians in the vicinity of the project site should be quantified to better understand their patters and flow. Pedestrian counts should be completed as part of previously mentioned TMCs."

Response

Pedestrian counts have not been called for by BTD. In any event, the change in volumes due to approximately five pedestrian trips and four transit trips in the peak hour, and five peak hour residential vehicle trips would be inconsequential, particularly in light of the fact that the trip generation would effectively represent a reduction in trips compared to use of the existing office building on the site.

Comment 8.8

"Are the pedestrian clearance intervals at the signalized intersections sufficient per the MUTCD, BTD, and MassDOT guidelines?"

Response

An analysis of pedestrian clearance intervals at signalized intersections has not been called for by BTD. In any event, the clearance interval is not dependent on pedestrian volume, but rather on the length of the crosswalks which are not proposed to be changed by the proposed project.

Comment 8.9

"The BTD guideline is a maximum of one space per housing unit. Is a variance being sought by the proponent?"

Response

A variance will be sought. Please see response to Comment 8.3.

Comment 8.10

"When the elevator is in use by a vehicle and if another vehicle arrives, will the roadway be blocked in one direction on Mason Street by the waiting vehicle until the elevator becomes available?"

Response

As described in Section 2.3, Vehicle Parking, the roadway will not be blocked by waiting vehicles, as residents seeking parking will drive their vehicles into the valet space. In order to minimize delays, the system is proposed to provide priority to entering vehicles.

Comment 8.11

"What is the average wait time of the elevator?"

Response

The average wait time for the vehicle elevator is anticipated to normally be less than two minutes.

Comment 8.12

"What happens if the mechanical elevator breaks down?"

Response

As explained in Section 2.3, Vehicle Parking, in the event of an elevator malfunction, contingency parking plans will be instituted.

Comment 8.13

"A vehicle turning diagram is needed on how vehicles will be able to access some of the spaces especially those near the ends of the garage (for example, spaces 1, 6 and 14)?"

Response

The parking spaces will be accessed by valet drivers. The Proponent will work with BTD through the execution of a Transportation Access Plan Agreement to ensure that vehicles can access the parking spaces.

Comment 8.14

"The DPIR should demonstrate that the truck turning radius requirements to/from loading area on Mason Street are adequate and satisfied the design guidelines as per AASHTO Green Book."

Response

Effectively, truck volumes are expected to be reduced as fewer deliveries and loading operations are expected for the proposed residential building compared to the existing office building. Nonetheless, the Proponent will work with BTD through the execution of a Transportation Access Plan Agreement to ensure that truck maneuvering is not reduced by the Project compared to existing conditions.

Comment 8.15

"The DPIR should provide justification for the 1.5 spaces per unit when the BTD guidelines call for a maximum of 1 space per residential unit."

Response

The current project calls for a parking ratio of approximately 1.17 spaces per unit. See response to Comment 8.3.

Comment 8.16

"The Millennium Residences would request that the Project Proponent provide a more detailed explanation of the new shadow it casts on the Boston Common and how it has reached the conclusion that the implementation of the Project will require approval by the BRA of only 0.12 acres (5, 135 square feet) and what benefit to the public real justifies the use of the "shadow bank" for luxury high rise, private use. The Millennium Residences further request that the Project Proponent show that the total amount of additional shadow has not exceeded the 1 acre Allotment."

Response

Please see Section 3.3 which details new shadow impacts on the Boston Common.

Comment 8.17

"The Millennium Residences question why the proposed Project is not set back off of Avery Street by 10 to 15 feet."

Response

Because of the small parcel area, the project has maintained the existing building footprint.

Comment 8.18

"[T]he Project Proponent has not included a retail or other publically accessible use on the ground floor. Why is this lovely, key location-directly across from the Boston Common-reserved for a private, luxury residential lobby…?"

Response

The project will create an important anchor to the residential neighborhood by creating an active site that includes an open space for the community to enjoy. Because of the small footprint, the ground floor area is limited and therefore cannot accommodate additional uses such as retail.

Comment 8.19

Request that "the Proponent respond to the following questions in its next submission:

- *Given the density of the project area, construction is a major concern. Construction vehicle traffic needs to be estimated in terms of the number of trucks per day and the range (low and high) throughout the construction duration. The DPIR should provide a detailed description of the impacts and the location of the sidewalk closures and safety measures taken.*
- *What is the proposed construction staging of the demolition of the existing building and hauling of existing debris including the staging of demolition equipment, level of truck traffic generated, and noise and air quality impacts resulting from the demolition?*
- *What are the construction impacts resulting from the excavation of earth for the foundation and the levels underground including the number of truck traffic generated, and the hauling and disposal of the excavated materials?*
- *What is the proposed construction staging of the building construction including laydown areas of construction equipment and materials, staging areas in the vicinity of the project, schedule of delivery of materials to the project site, level of truck traffic generated throughout the construction duration?*
- *Are any temporary road closures and detour of vehicles proposed? If so, what would be the duration and frequency of any temporary detours?*
- *Are any temporary lane closures and disruption of traffic along Tremont Street, Avery Street and Mason Street anticipated?*
- *Are any sidewalk closures and pedestrian detour routes anticipated?"*

Response

Construction period impacts are discussed in Chapter 3, Section 3.12, *Construction*.

Comment 8.20

"What are the proposed public outreach steps to be undertaken to keep all the stakeholders and neighborhood residents and business informed on the construction progress and expected disruptions to vehicular, pedestrian and bicycle traffic?

Response

In coordination with the BTD, the Proponent will develop a detailed evaluation of potential short-term construction-related transportation impacts. A detailed CMP will also be developed and submitted to the BTD for their approval. These plans will

detail construction vehicle routing and staging, and will be made available to the public on the project website.

Comment 8.21

"The Millennium Residences ask the Project Proponent to explain its justification for asking the BRA to deviate 100% from decades of historic BRA planning for the Midtown Cultural District.?

Response

The Midtown Cultural District Plan was completed more than 25 years ago and planning principles for the district as well as the district itself have evolved considerably since then. The Project has been conceived to address significant demand for downtown high-rise residences, which enliven the district, create patrons for neighboring stores and restaurants, and help address the city's housing shortage.

Public Comments

In summary, the public comments fall into the following key categories:

- Zoning variances for building height and floor area ratio.
- Proposed building height and associated impacts (shadow, wind, sky visibility, views).
- Transportation impacts associated with:
  - High number of parking given available transit and under estimation of impacts to traffic operations;
  - Pedestrian circulation;
  - Service/Loading activities; and
  - Mechanized parking operations (ramp/self-parking system).
- Proposed usage of Mason Place.
- Construction period impacts and staging.

The responses below aim to address each key category and refer to specific updated plans and renderings enclosed. Also attached, for completeness, are all other updated plans and figures not specifically referenced in this memo.

Zoning Variances

Since filing the PNF, there have been two significant massing changes to the Project in response to public comments (illustrated in Figure 5.2a). The height of the building as measured from Tremont Street to the top of the highest occupiable floor has been reduced from 237 feet to 212 feet. As a result of reducing the height, the residential area was reduced by 5,115 square feet, the units from 19 to approximately 18, and the vehicular spaces from 28 to 21. the Floor Area Ratio (FAR) has been reduced from 15.8 to 14.3. Zoning relief is still required for the Project and will be sought from the Zoning Board of Appeals for building height and floor area ratio at the appropriate time.

Proposed Building Height and Associated Impacts

Since filing the PNF, the height of the building as measured from Tremont Street to the top of the highest occupiable floor has been reduced from 237 feet to 212 feet (Figure 5.2a).

Shadow

As a result, the amount of shadow being cast on Boston Common has been reduced by stepping down the top of the building and presenting a shorter façade on the

Boston Common. Figure 3.3 shows the impact of net new shadow specifically on the Boston Common to verify compliance with the Public Common Shadow Act (1990). The Project will require approval of approximately 2,987 square feet (0.069 acres) of shadow beyond the two hour limit from the "shadow bank" established by the BRA, which has been reduced from 5,135 square feet (0.12 acres) as a result of the reduction in building height. This impact is insignificant as per the Public Commons Shadow Act, the total area shaded for more than a two hour period does not exceed one acre.

Wind

Pedestrian wind impacts were not previously studied as part of the PNF. A full wind analysis (wind tunnel) was run based on the currently proposed building height and shape. Section 3.2 of Chapter 3, *Environmental Protection* reports the findings of this study. The full study is provided in Appendix D. The potential pedestrian level wind conditions with and without the Project were studied. In general, wind study results show that with the addition of the Project and pocket park landscaping, overall wind conditions are expected to be either similar or better than under the No-Build Condition, which meet BRA standards.

Daylight

An analysis of the percentage of skydome (visible sky and light from the centerline of an adjacent public way) obstructed as a result of the proposed residential building was conducted using the BRA's Daylight Analysis Program (BRADA), in accordance with Section 80B-2(c) of the Code. Section 3.4 of Chapter 3, *Environmental Protection* presents the findings of the daylight analysis. As shown graphically in Figures 3.4a through 3.4d and summarized in Table 3-2, some percentage of skyplane is expected to be obstructed with and without the Project from each viewpoint. Under existing conditions, all viewpoints experience an almost 50 percent or higher skydome obstruction due to the minimal or non-existent set back of the existing four-story building.

Views

Visual impacts associated with the Project have been evaluated. Figures 5.5a through 5.5h present existing and future conditions from various vantage points in the project area. As demonstrated by these view perspectives, the proposed building has minimal visual impacts from various vantage points surrounding the Project Site, including points within Boston Common.

Transportation Impacts

Parking and Traffic Generation

While the parking ratio of 1.16 spaces per residential unit provides more than the 1.0 spaces per unit under City of Boston Zoning, this ratio is not expected to encourage

additional vehicle trip generation over-and-above typical rates for downtown residences. Further, in light of the excellent non-auto mobility of the Project Site, the Project is expected to generate only approximately three vehicle trips during each of the weekday AM and PM peak hours. This magnitude of vehicle trip generation is expected to have negligible impact to the roadway network, even though the majority of vehicle trips will pass through the Tremont Street/Avery Street intersection. In practice, there will likely be no noticeable degradation in level of service, queuing or delays. It is important to also note that the residential use will eliminate the existing office use on the Project Site, albeit the office space is currently vacant. Indeed, a trip generation analysis for the approximately 13,800-square foot office building demonstrates that, while the trip generation for office use would be less over the course of the 24-hour weekday, it would be slightly greater during the AM and PM hours compared to the approximately 18 residential units proposed. Therefore, the Project represents a net reduction in trip generation during the critical weekday peak periods when compared to the exiting office land use.

Pedestrian Circulation

As demonstrated by the traffic analysis in Chapter 2, Transportation, the Project is a relatively low trip generator. It is expected to generate approximately 120 person trips on a daily basis. Approximately 12 person trips are projected to occur during the weekday AM peak hour and approximately 13 person trips are projected to occur during the weekday PM peak hour. Given the low amount of additional traffic anticipated, pedestrian circulation is not expected to be disrupted from current conditions. In fact, the Project intends to provide pedestrian enhancements, specifically the proposed pocket park to the north of the proposed building will be maintained as a pedestrian thoroughfare connecting the Boston Common and Mason Street (Figures 5.10a through 5.10c).

Service and Loading Activities

The project design for loading and servicing aims to mitigate potential traffic disruption within the neighborhood. Loading and servicing (trash collection and deliveries) for the Project will be accommodated through the rear of the building valet space on Mason Street, as shown on Figure 2.8. Trash will be stored within the building on the lower level below-grade (Level B-1). When the trash is to be collected, it will be loaded on to the car elevator and brought up to the ground level.

Delivery and service personnel will access the area behind the building lobby through the valet space on Mason Street. Due to its residential program, the Project is expected to have limited loading needs other than regular mail, trash collection and recycling. Additionally, because future residents will be home owners as opposed to short-term renters, the expected that the loading and servicing needs, such as move-in-move-out will be less than the existing office building.

Mechanized Parking Operations

Section 2.3 of Chapter 2, *Transportation* provides a robust description of vehicle parking operations. In the PNF, the parking was proposed to be a mechanized self-park system. This has been changed to be operated by a full-time on-site valet, 24-hours per day to address concerns of cars backing up on the public ways. The full-time valet attendant will operate the vehicle elevator to deliver and retrieve cars from the garage. The valet operation will be supported by an additional off-street short-term, interior, waiting parking space at the north-east corner of the building(Figure 2.4).

Proposed Usage of Mason Street

Mason Street will continue to provide access to building service and loading operations, as it currently does for the existing 4-story office building as well as access to on-site parking (in the form of structured parking below the proposed building for the residents) will be accessed via a curb-cut and automatic garage door on Mason Street, as described in detail in Section 2.3 of Chapter 2, *Transportation* and shown in Figure 2.4.

As previously mention, due to its residential program, the Project is expected to have limited loading needs other than regular mail, trash collection and recycling. Additionally, because future residents will be home owners as opposed to short-term renters, the expected that the loading and servicing needs, such as move-in-move-out will be less than the existing office building. Refer to Figure 2.8 for the proposed service and loading facility for the Project.

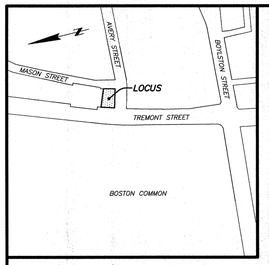
Pedestrian access will be maintained from Mason Street via an easement between the Project Site and abutters to the north, The Parkside Condominiums. This space will be designed as a public pocket park and maintained as a pedestrian thoroughfare. As shown in Figure 5.9, the updated landscape plan illustrates how this slender space will include plantings and trees as well as a central water feature in the center of the space to provide interest within the public realm while allowing for pedestrian passage.

Construction Period Impacts and Staging

Refer to Section 3.12 of Chapter 3, *Environmental Protection* for a discussion of anticipated construction activities, and potential temporary construction impacts and proposed mitigation measures associated with the Project. Construction-related impacts associated with the Project construction activities are temporary in nature and typically related to truck traffic, air (dust), noise, stormwater runoff, solid waste and vibration. As the design of the Project progresses, the Construction Manager will prepare a Construction Management Plan (CMP), in compliance with the City of Boston's Construction Management Program, to address sub-phases and reflect the

input of the regulatory authorities having jurisdiction over such plans, including the Boston Fire Department and BTD. The CMP will include detailed information on construction activities, specific construction mitigation measures, and construction materials access and staging area plans to minimize impact on the surrounding neighborhood.

Appendix A
Metes and Bounds

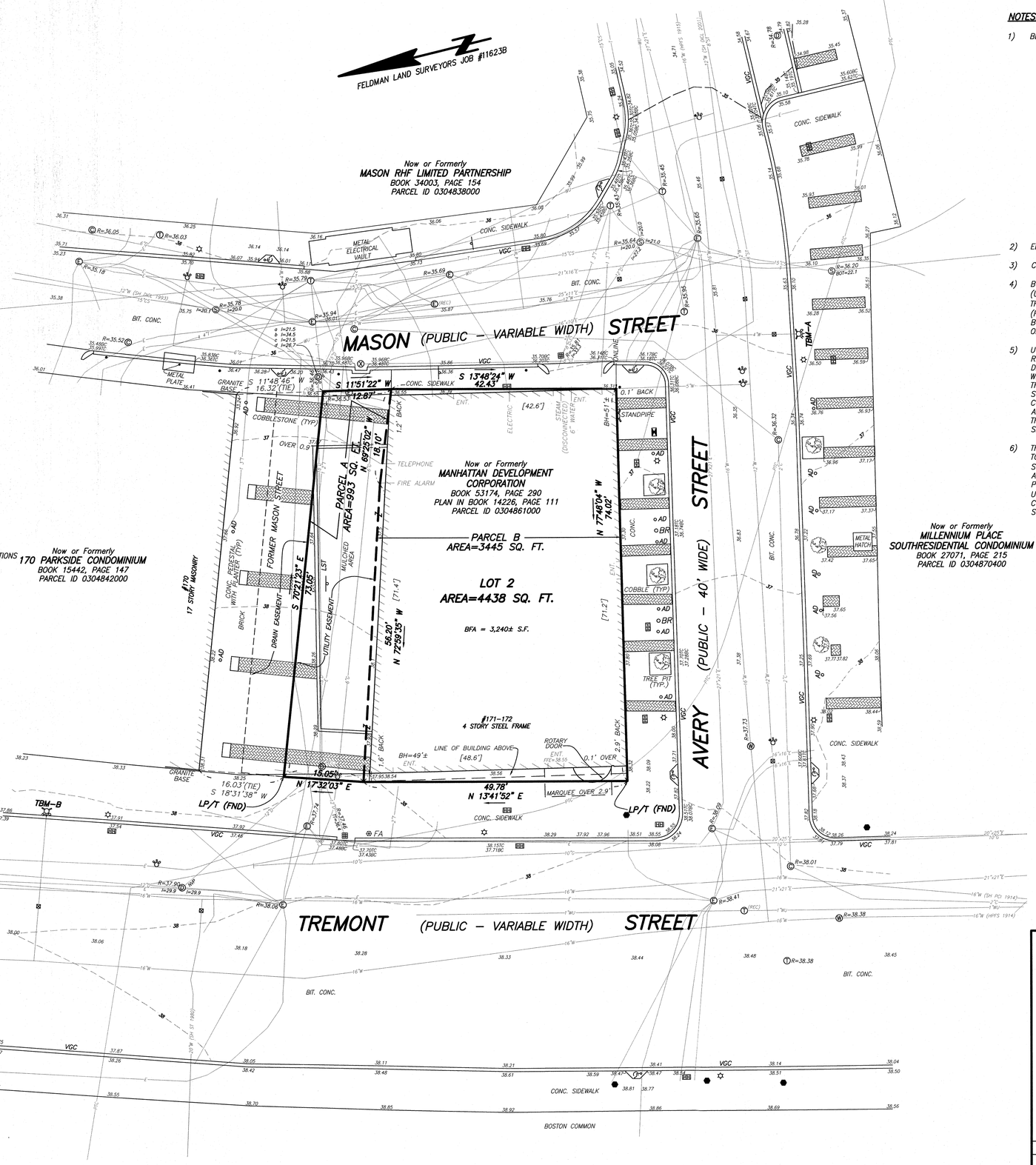


LOCUS MAP – NOT TO SCALE

LEGEND

- (S) SEWER MANHOLE
- (D) DRAIN MANHOLE
- (E) ELECTRIC MANHOLE
- (W) WATER MANHOLE
- (T) TELEPHONE MANHOLE
- (C) CABLE TV MANHOLE
- (X) STEAM MANHOLE
- HYDRANT
- WATER SHUT OFF/WATER GATE
- GAS SHUT OFF/GAS GATE
- ⊠ BOSTON WATER VALVE
- CATCH BASIN
- TRAFFIC CONTROL BOX
- TRAFFIC SIGNAL
- LIGHT POLE
- ELECTRIC HANDHOLE
- BOLLARD
- SIGN
- ○ AD AREA DRAIN
- ○ BR BIKE RACK
- DECIDUOUS TREE
- HP HANDICAP RAMP
- CURB RETURN
- INDICATES COMMON OWNERSHIP

BC	BOTTOM OF CURB
BFA	BUILDING FOOTPRINT AREA
BH	BUILDING HEIGHT
BIT	BITUMINOUS
BOT=	BOTTOM ELEVATION
CONC	CONCRETE
ENT	ENTRANCE
FFE	FINISH FLOOR ELEVATION
I=	INVERT ELEVATION
LP/T	LEAD PLUG AND TACK
LST	LANDSCAPE TIMBER
NVP	NO VISIBLE PIPES
R=	RIM ELEVATION
SQ. FT.	SQUARE FEET
TBM	TEMPORARY BENCH MARK
TC	TOP OF CURB
VGC	VERTICAL GRANITE CURB
—C—	CABLE TELEVISION
—CS—	COMBINED SEWER
—D—	DRAIN
—E—	ELECTRIC
—G—	GAS
—PTC—	PIPE TYPE CABLE
—ST—	STEAM
—T—	TELEPHONE
—W—	WATER
—WU—	WESTERN UNION COMMUNICATIONS
—12"D(CI)—	PIPE SIZE AND MATERIAL



NOTES:

1) BENCH MARK INFORMATION:

   BENCH MARKS USED:

   TBM–2: X–CUT ON THE NORTHEASTERLY MOST BONNET BOLT OF A HYDRANT ON THE NORTHERLY SIDE OF AVERY STREET, ABOUT 30± FEET WESTERLY FROM THE SIDELINE OF WASHINGTON STREET. SEE FELDMAN LAND SURVEYORS JOB #13221. ELEVATION: 31.43

   TBM–6: RIGHT OUTER CORNER ON TOP OF GRANITE BASE, 1.6' ABOVE GRADE AT 545 WASHINGTON STREET. SEE FELDMAN LAND SURVEYORS JOB #13221. ELEVATION: 32.89

   TEMPORARY BENCH MARKS SET:

   TBM–A: X–CUT ON THE STREET SIDE HYDRANT BOLT, 1.8' ABOVE GRADE ON AVERY STREET, OPPOSITE MASON STREET, AS SHOWN HEREON. ELEVATION: 38.19

   TBM–B: X–CUT ON THE STREET SIDE HYDRANT BOLT, 2.3' ABOVE GRADE AT #170 TREMONT STREET, AS SHOWN HEREON. ELEVATION: 40.18

2) ELEVATIONS REFER TO BOSTON CITY BASE.

3) CONTOUR INTERVAL EQUALS ONE (1) FOOT.

4) BY GRAPHIC PLOTTING ONLY, THE PARCEL SHOWN HEREON LIES WITHIN A ZONE "X" (UNSHADED), AN AREA OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD, AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A) FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR SUFFOLK COUNTY, MASSACHUSETTS, MAP NUMBER 25025C0077G, CITY OF BOSTON COMMUNITY NUMBER 250286, PANEL NUMBER 0077, HAVING AN EFFECTIVE DATE OF SEPTEMBER 25, 2009.

5) UTILITY INFORMATION SHOWN IS BASED ON BOTH A FIELD SURVEY AND PLANS OF RECORD. THE LOCATIONS OF UNDERGROUND PIPES AND CONDUITS HAVE BEEN DETERMINED FROM THE AFOREMENTIONED RECORD PLANS AND ARE APPROXIMATE ONLY. WE CANNOT ASSUME RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES THAT ARE OMITTED OR INACCURATELY SHOWN ON SAID RECORD PLANS, SINCE SUB–SURFACE UTILITIES CANNOT BE VISIBLY VERIFIED. BEFORE PLANNING FUTURE CONNECTIONS, THE PROPER UTILITY ENGINEERING DEPARTMENT SHOULD BE CONSULTED AND THE ACTUAL LOCATION OF SUB–SURFACE STRUCTURES SHOULD BE DETERMINED IN THE FIELD. CALL, TOLL FREE, THE DIG SAFE CALL CENTER AT 1–888–344–7233 SEVENTY–TWO HOURS PRIOR TO EXCAVATION.

6) THIS DOCUMENT IS AN INSTRUMENT OF SERVICE OF FELDMAN LAND SURVEYORS ISSUED TO OUR CLIENT FOR PURPOSES RELATED DIRECTLY AND SOLELY TO FELDMAN LAND SURVEYORS' SCOPE OF SERVICES UNDER CONTRACT TO OUR CLIENT FOR THIS PROJECT. ANY USE OR REUSE OF THIS DOCUMENT FOR ANY REASON BY ANY PARTY FOR PURPOSES UNRELATED DIRECTLY AND SOLELY TO SAID CONTRACT SHALL BE AT THE USER'S SOLE AND EXCLUSIVE RISK AND LIABILITY, INCLUDING LIABILITY FOR VIOLATION OF COPYRIGHT LAWS, UNLESS WRITTEN CONSENT IS PROVIDED BY FELDMAN LAND SURVEYORS.

I CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY AND THE LATEST PLANS AND DEEDS OF RECORD.

COMMONWEALTH OF MASSACHUSETTS
PAUL R. FOLEY
No. 48355
Professional
LAND SURVEYOR

PAUL R. FOLEY, PLS (MA# 48355)
PFOLEY@FELDMANSURVEYORS.COM

3/17/2016
DATE

EXISTING CONDITIONS PLAN OF LAND
171–172 TREMONT STREET
BOSTON, MASS.

FELDMAN LAND SURVEYORS
112 SHAWMUT AVENUE
BOSTON, MASS. 02118
PHONE: (617)357–9740
www.feldmansurveyors.com

JANUARY 14, 2015

FELDMAN LAND SURVEYORS

10 0 5 10 20 40

SCALE: 1"=10'

RESEARCH RGA	FIELD CHIEF KP	PROJ MGR PRF	APPROVED PRF	SHEET NO. 1 OF 1
CALC RGA	CADD AJA	FIELD CHECKED	CRD FILE 14523	JOB NO. 14523

FILENAME: S:\PROJECTS\14500s\14523\DWG\14523–EC.dwg

EXHIBIT A

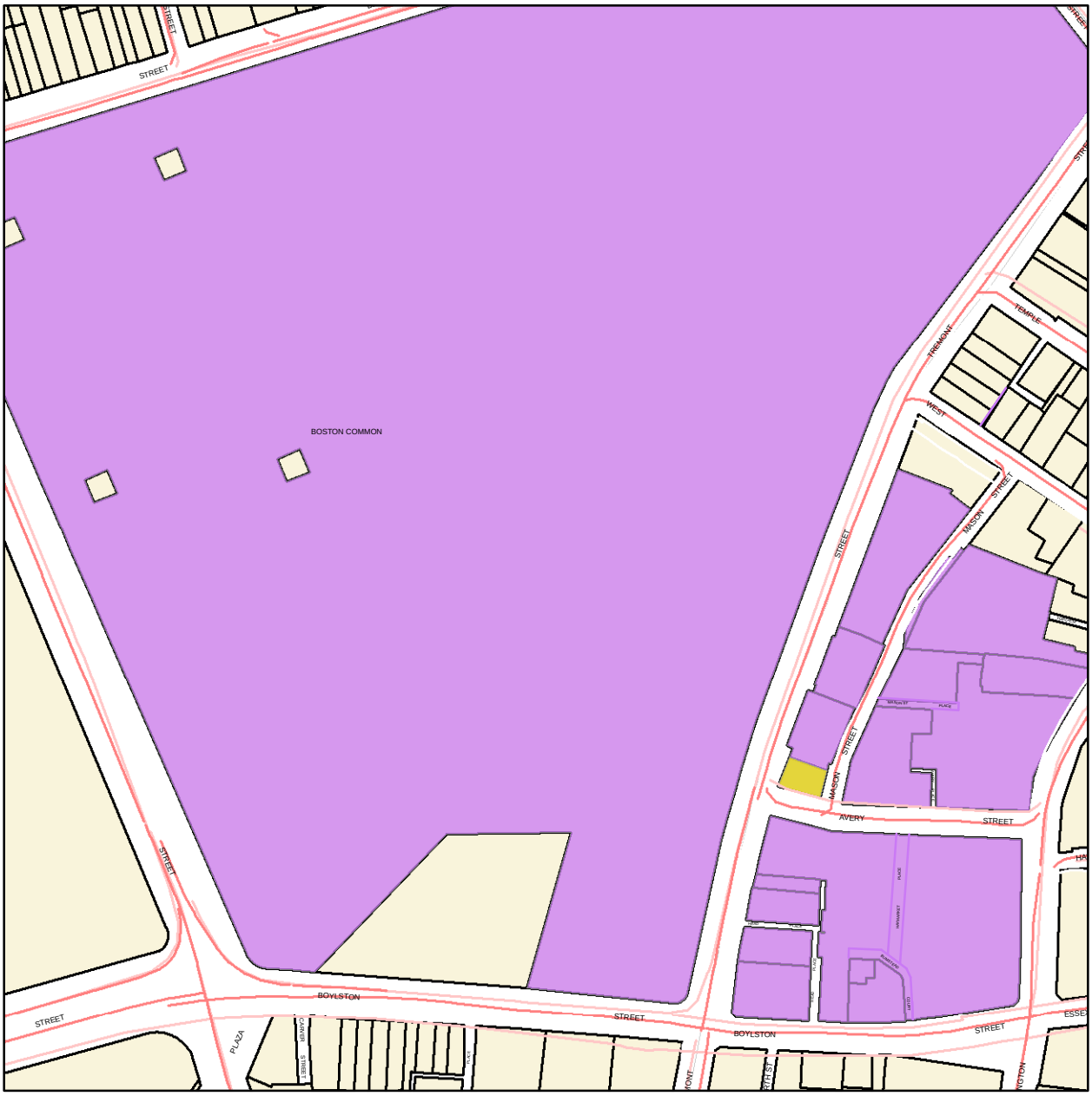
LEGAL DESCRIPTION

A certain parcel of Land located at 171-172 Tremont Street, Boston, Suffolk County, Massachusetts and shown as “New Lot 2” on a plan entitled “Subdivision Plan of Land, Boston, Mass. Scale: 1”--10’, October 26, 1987” prepared by Harry R. Feldman, Inc. and recorded with the Suffolk County Registry of Deeds (the “Registry”) on November 10, 1987 in Book 14226, Page 111.

Being the same property conveyed to Grantor by virtue of a deed from Millennium Music LLC, dated November 8, 2011, and recorded at the Registry in Book 48653, Page 105.

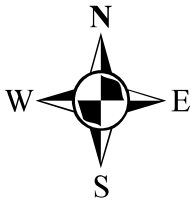
Appendix B
Abutters List

MAP TITLE



Department 1

Department 2



171 172 TREMONT ST - ABUTTERS - 300 FT

PARCEL #	ADDRESS	OWNER	CARE OF	MAILING ADDRESS	CITY	ST	ZIP
0304830000	537 541 WASHINGTON ST	BOHV PROPERTY LLC	C/O DONALD F LAW JR	36 BAY STATE ROAD	CAMBRIDGE	MA	02138
0304830010	MASON ST	BOSTON OPERA HOUSE	C/O ACCOUNTS PAYABLE-BOS OPERA HOUS	539 WASHINGTON ST	BOSTON	MA	02111
0304831000	547 543 WASHINGTON ST	LEVIN HENRY H TRSTS	C/O LEVIN HENRY H TRSTS	45 BROMFIELD ST FL 9	BOSTON	MA	02108
0304832010	1-3 AVERY	MILLENNIUM PLACE PRIMARY	C/O MILLENNIUM PARTNERS	1995 BROADWAY 3RD FL	NEW YORK	NY	10023
0304832020	1 AVERY ST	MILLENIUM PLACE NORTH	C/O MILLENNIUM PARTNERS	1995 BROADWAY 3RD FL	NEW YORK	NY	10023
0304832022	1 AVERY ST #10A	SHAYAKHMETOV SAKEN					
0304832024	1 AVERY ST #10B	ABENDROTH WILLIAM W	C/O WILLIAM W ABENDROTH	1 AVERY ST #10B	BOSTON	MA	02111
0304832026	1 AVERY ST #10C	HOWLAND N LYLE		81 BEACON ST	BOSTON	MA	02108
0304832028	1 AVERY ST #10D	SLATER KENNETH Z TS	C/O TREMONT PARTNERS	222 LAKEVIEW AV STE #1630	WEST PALM BEACH	FL	33401
0304832030	1 AVERY ST #10E	USEN VIRGINIA C	C/O ABIGAIL BERNER	200 SOUTH POND DRIVE	BREWSTER	MA	02631
0304832032	1 AVERY ST #10F	INDYK PIOTR	C/O PIOTR INDYK	1 AVERY STREET UNIT 10-F	BOSTON	MA	02111
0304832034	1 AVERY ST #10G	XU JINWEN	C/O JINWEN XU	1 AVERY ST # 10G	BOSTON	MA	02111
0304832036	1 AVERY ST #11A	UPPOT RAUL N		1 AVERY ST # 11A	BOSTON	MA	02111
0304832038	1 AVERY ST #11B	BOLAND GILES W L TS	C/O GILES W L BOLAND	1 AVERY ST #11B	BOSTON	MA	02111
0304832040	1 AVERY ST #11C	FACTOR SAUL					
0304832042	1 AVERY ST #11D	CITRADEWI JOY	C/O JOY CITRADEWI	1 AVERY ST #11D	BOSTON	MA	02111
0304832044	1 AVERY ST #11E	KOURTIDIS CHRISTOS	C/O CHRISTOS KOURTIDIS	1 AVERY ST #11-E	BOSTON	MA	02111
0304832046	1 AVERY ST #11F	CANHA JANELL	C/O JANELL CANHA	1 AVERY STREET UNIT #11F	BOSTON	MA	02111
0304832048	1 AVERY ST #11G	SABRR GROUP LLC					
0304832050	1 AVERY ST #12A	KANAK DONALD PERRY	C/O KANAK DONALD PERRY	1 HARBOUR RD STE 3314	WANCHAI HONG KO		00000
0304832052	1 AVERY ST #12B	WADHWA KAMAL P	C/O KAMAL P WADHWA	1 AVERY ST #12-B	BOSTON	MA	02111
0304832054	1 AVERY ST #12C	MCDERMOTT CAITLIN	C/O STEVE MCDERMOTT	5 THISTLE LANE	HOLMDEL	NJ	07733
0304832056	1 AVERY ST #12D	DOGAN ALEXANDER L	C/O ANDREW L DOGAN	45 WARE RD	NEEDHAM	MA	02492
0304832058	1 AVERY ST #12E	ITZKAN IRVING TS		330 BEACON ST	BOSTON	MA	02116
0304832060	1 AVERY ST #12F	LANIER BORIS	C/O BORIS LAINER	1 AVERY ST #12-G	BOSTON	MA	02111
0304832062	1 AVERY ST #12G	LAINER BORIS		1 AVERY ST #12G	BOSTON	MA	02111
0304832064	1 AVERY ST #14A	HAUSER DAVID TS	C/O DAVID HAUSER	1 AVERY ST #14A	BOSTON	MA	02111
0304832066	1 AVERY ST #14B	COMERICA BANK & TRUST, N.A.	C/O COMERICA BANK AND TR	1013 CENTRE ROAD STE #229	WILMINGTON	DE	19805
0304832068	1 AVERY ST #14C	MAINO GULIANO		1 AVERY ST #14C	BOSTON	MA	02111
0304832070	1 AVERY ST #14D	ALKHADRA AYMAN					
0304832072	1 AVERY ST #14E	JEN PROPERTIES LTD	C/O JEN PROPERTIES LTD	21 PLEASANT ST	DOVER	MA	02030
0304832074	1 AVERY ST #14F	FILMORE FARM LIMITED LLC	C/O FILMORE FARM LINITED LLC	458 GLEN RD	WESTON	MA	02493
0304832076	1 AVERY ST #14G	FINKELSTEIN ARTHUR R	C/O ARTHUR R FINKELSTEIN	1 AVERY ST #14G	BOSTON	MA	02111
0304832078	1 AVERY ST #15A	JL GRACE PROPERTY CORP	C/O KING & SPAULDING LLP	1185 6TH AV	NEW YORK	NY	10036
0304832080	1 AVERY ST #15B	MENTAKIS INVESTMENT LP	C/O JOSEPHINE I MENTAKIS	1 AVERY ST #15B	BOSTON	MA	02111
0304832082	1 AVERY ST #15C	YASUDA KOJI	C/O KOJI YASUDA	1 AVERY ST #15-C	BOSTON	MA	02111
0304832084	1 AVERY ST #15D	AGUIAR EDGAR J					
0304832086	1 AVERY ST #15E	RIMAWI LAMA		1 AVERY ST #15E	BOSTON	MA	02111
0304832088	1 AVERY ST #15F	WIEHL DANA D	C/O DANA D WIEHL	1 AVERY ST #15F	BOSTON	MA	02111
0304832090	1 AVERY ST #15G	LUI KENNY SHUN-YAN					
0304832092	1 AVERY ST #16A	FARREY JOHANNAH E		1 AVERY ST #16A	BOSTON	MA	02111
0304832094	1 AVERY ST #16B	WONDERMERE ASSET LIMITED	C/O WONDERMERE ASSET LIMITED	1 AVERY ST #16B	BOSTON	MA	02111
0304832096	1 AVERY ST #16C	CHI DOW-CHUNG		1 AVERY ST #16C	BOSTON	MA	02111

0304832098	1 AVERY ST #16D	LEONARD EDRICK	C/O EDRICK LEONARD	1 AVERY ST #16D	BOSTON	MA	02111
0304832100	1 AVERY ST #16E	DAVISON ALAN	C/O ALAN DAVISON	190 ALDER LANE	N FALMOUTH	MA	02556
0304832102	1 AVERY ST #16F	ESSELMAN THOMAS C TS	C/O THOMAS ESSELMAN TS	1 AVERY ST #16F	BOSTON	MA	02111
0304832104	1 AVERY ST #16G	PRABHU ABHIJIT					
0304832106	1 AVERY ST #17A	EREN PROPERTY SA	/O EREN PROPERTY SA	PO BOX 958/PASEA ESTATE	TORTOLA VIRGIN		00000
0304832108	1 AVERY ST #17B	BACIAGALUPPI CLAUDIA					
0304832110	1 AVERY ST #17C	NOONAN FRANK R	C/O FRANK NOONAN	6401 SE INLET WAY	STUART	FL	34996
0304832112	1 AVERY ST #17D	UNIT 17D LLC	C/O UNIT 17D LLC	10 NEWBURY STREET	BOSTON	MA	02116
0304832114	1 AVERY ST #17E	KISS EMILIA E		1 AVERY ST #17E	BOSTON	MA	02111
0304832116	1 AVERY ST #17F	BEHAR MARJA		76 HARBOR RD	NAPLES	ME	04055
0304832118	1 AVERY ST #17G	GAFFIELD WAYNE G	C/O WAYNE GAFFIELD	1 AVERY ST #17G	BOSTON	MA	02111
0304832120	1 AVERY ST #18A	NJN PROPERTY LLC	C/O NJN PROPERTY LLC	1 AVERY ST #18A	BOSTON	MA	02111
0304832122	1 AVERY ST #18B	DUNN CHRISTINE M		1 AVERY ST #18B	BOSTON	MA	02111
0304832124	1 AVERY ST #18C	VARTANOV RAPHAEL V	C/O RAPHAEL V VARTANOV	1 AVERY ST #18C	BOSTON	MA	02111
0304832126	1 AVERY ST #18D	SMITH MARILYN H	C/O MARILYN H SMITH	1 AVERY ST #18D	BOSTON	MA	02111
0304832128	1 AVERY ST #18E	SEGNER 2008 REVOCABLE	C/O SEGNER 2008 REVOCABEL MNGT TRUT	1 AVERY ST #18E	BOSTON	MA	02111
0304832130	1 AVERY ST #18F	DIMATTEO DAVID	C/O DAVID DIMATTEO	1 AVERY ST #18F	BOSTON	MA	02111
0304832132	1 AVERY ST #18G	WEBER GRIFFIN TS		1 AVERY ST #18G	BOSTON	MA	02111
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0304832136	1 AVERY ST #19B	STRIK NATHAN J	C/O NATHAN STRIK	44 MEADOWBROOK ROAD	WESTON	MA	02493
0304832138	1 AVERY ST #19C	GUNARDI JULIO TESHA	C/O JULIO TESHA GUNARDI	1 AVERY ST # 19C	BOSTON	MA	02111
0304832140	1 AVERY ST #19D	KAYFAN LLC					
0304832142	1 AVERY ST #20A	NINETY-92 ENDICOTT ST LLC	C/O 90-92 ENDICOTT STREET LLC	879 BEACON STREET	BOSTON	MA	02482
0304832144	1 AVERY ST #20B	LEVY STUART B	C/O STUART & CECILE LEVY	1 AVERY ST #20B	BOSTON	MA	02111
0304832146	1 AVERY ST #20C	SCHOLZ FRANCIS J		1 AVERY ST #20C	BOSTON	MA	02111
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0304832150	1 AVERY ST #21A	LEONG VIVIEN		1 AVERY ST # 21A	BOSTON	MA	02111
0304832152	1 AVERY ST #21B	AL-SAUD SAUD		1 AVERY ST #21B	BOSTON	MA	02111
0304832154	1 AVERY ST #21C	AL-SAUD FAISAL	C/O FAISAL AL-SAUD	1 AVERY ST #21C	BOSTON	MA	02111
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0304832158	1 AVERY ST #22A	GHASSAN S SALAMEH REVOCABLE					
0304832160	1 AVERY ST #22B	PREMIER B V I INVESTMENTS	C/O CREDIT SUISSE TR LTD,	1 RAFFLES LINK #05-02	SINGAPORE 03939		00000
0304832162	1 AVERY ST #22C	HANCOCK JASON C WOODING					
0304832164	1 AVERY ST #22D	BACHOVCHIN WILLIAM W	C/O WILLIAM BACHOVCHIN	1 AVERY ST #22D	BOSTON	MA	02111
0304832166	1 AVERY ST #23A	SHEY VALERIE J					
0304832168	1 AVERY ST #23B	KREMER WILLIAM	C/O WILLIAM KREMER	1 AVERY ST #23-B MILLENIUM PL N	BOSTON	MA	02111
0304832170	1 AVERY ST #23C	LAMA LLC	C/O LAMA LLC	1 AVERY ST	BOSTON	MA	02111
0304832172	1 AVERY ST #23D	YANKEE PROPERTIES LIMITED	C/O YANKEE PROPERTIES LIMITED	1 AVERY ST #23D	BOSTON	MA	02111
0304832174	1 AVERY ST #24A	MARLIN JAY		1 AVERY ST #24A	BOSTON	MA	02111
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0304832178	1 AVERY ST #24C	BESCIU PATRICIA	C/O PATRICIA BESCIU	1 AVERY ST #24-C	BOSTON	MA	02111
0304832180	1 AVERY ST #24D	LEE FREDERICK		1 AVERY ST #24-D	BOSTON	MA	02111
0304832182	1 AVERY ST #25A	WILLIAMS ELEANOR B		1 AVERY ST #25A	BOSTON	MA	02111
0304832184	1 AVERY ST #25B	LANZILLO DIANE C TS	C/O BROOKE GARDEN	77 ZACCHEUS MEAD LANE	GREENWICH	CT	06831
0304832186	1 AVERY ST #25C	ENTINE ELISA TS	C/O ELISA ENTINE TS	77 CHESTNUT ST	BOSTON	MA	02108
0304832188	1 AVERY ST #25D	SCERBO RICHARD A	C/O RICHARD A SCERBO	1 AVERY #25-D	BOSTON	MA	02111

0304832190	1 AVERY ST #26A	AGRAWAL NEERAJ	C/O NEERAJ AGRAWAL	1 AVERY ST #26A	BOSTON	MA	02111
0304832192	1 AVERY ST #26B	BAUMANN HANS D TS	C/O SIGRID M BAUMANN	32 PINE ST	RYE	NH	03807
0304832194	1 AVERY ST #26C	SAHANA LLC	C/O SAHANA LLC	37 HIDDEN GLEN RD	UPPER SADDLE	NJ	07458
0304832196	1 AVERY ST #26D	NAUMES ROBERT T	C/O ROBERT NAUMES	1 AVERY ST #26D	BOSTON	MA	02111
0304832198	1 AVERY ST #27A	KECHES GEORGE N TS		1 AVERY ST #27A	BOSTON	MA	02111
0304832200	1 AVERY ST #27B	VINEYARD BLUES NOMINEE					
0304832202	1 AVERY ST #27C	MOURMOUTIS VASILIOS		ONE AVERY ST #27C	BOSTON	MA	02111
0304832204	1 AVERY ST #27D	STAHL SUE TS	C/O SUE H STAHL TS	1 AVERY ST #27D	BOSTON	MA	02111
0304832206	1 AVERY ST #28A	GRUPO INMOBOLIARIO CORDO-MIL	C/O GRUPO INMOBOLIARIO CORDO-	1 AVERY ST # 28A	BOSTON	MA	02111
0304832208	1 AVERY ST #28B	KANE STEVEN					
0304832210	1 AVERY ST #28C	PAVLOVA ELENA NIKOLAEVNA	C/O ELENA NIKOLAEVNA PAVLOVA	1 AVERY ST #28-C	BOSTON	MA	02111
0304832212	1 AVERY ST #28D	HAUSMAN JERRY A	C/O JERRY HAUSMAN	1 AVERY ST # 28D	BOSTON	MA	02111
0304832214	1 AVERY ST #29A	WILKS LIMITED PARTNERSHIP	C/O DONALD WILKS	7028 S E HARBOR CI	STUART	FL	34996
0304832216	1 AVERY ST #29B	MENDOTA LLC	C/O MENDOTA LLC	30 CEDAR ROAD	CHESTNUT HILL	MA	02467
0304832218	1 AVERY ST #29C	FRANKLIN JARED C	C/O JARED C FRANKLIN	1 AVERY ST #29C	BOSTON	MA	02111
0304832220	1 AVERY ST #29D	ABUKHADRA HAZEM	C/O ATTY ARNOLD SOLOD	150 GROSSMAN DR STE 405	BRAINTREE	MA	02184
0304832222	1 AVERY ST #30A	MEE MICHAEL F	C/O MICHAEL MEE	425 BEACH RD	JUPITER ISLAND	FL	33469
0304832224	1 AVERY ST #30B	HWANG TEH-HWA	C/O T HWANG/HONG KONG PKV	88 TAI TAM RESERVOIR RD	HKSAR CHINA		00000
0304832226	1 AVERY ST #30C	TOSH KAREN		1 AVERY ST #30-C	BOSTON	MA	02111
0304832228	1 AVERY ST #30D	KLEIN VIVIANE SOPHIE	C/O JONATHAN KELNER	1 AVERY ST #30D	BOSTON	MA	02111
0304832230	1 AVERY ST #31A	BHAWAN JAG TS		1 AVERY ST #31A	BOSTON	MA	02111
0304832232	1 AVERY ST #31B	BASS MICHAEL A TS	C/O ONE AVERY ST UN 31B RLTY TR	9 GINA WY	BOXFORD	MA	01921
0304832234	1 AVERY ST #31C	GIBLIN THOMAS A	C/O THOMAS GIBLIN	1 AVERY ST # 31C	BOSTON	MA	02111
0304832236	1 AVERY ST #31D	BOROM LISA MOFFETT	C/O LISA MOFFETT BOROM	1 AVERY ST #31D	BOSTON	MA	02111
0304832238	1 AVERY ST #32A	MAISTER DAVID	C/O DAVID MAISTER	1 AVERY ST #32A	BOSTON	MA	02111
0304832240	1 AVERY ST #32B	SHUE CHIKONG	C/O CHIKONG AND SUSAN SHUE	2 POSSUM HOLLOW RD	ANDOVER	MA	01810
0304832242	1 AVERY ST #32C	DOW BRIAN R		1 AVERY ST # 32C	BOSTON	MA	02111
0304832244	1 AVERY ST #32D	MARSHALL JAMES E	C/O JAMES E. MARSHALL	1 AVERY ST # 32D	BOSTON	MA	02111
0304832246	1 AVERY ST #33A	LURIA ELI TS	C/O ELI LURIA	1 AVERY ST #33A	BOSTON	MA	02111
0304832248	1 AVERY ST #33B	CHUBB KATHLEEN A		1 AVERY ST #33B	BOSTON	MA	02111
0304832250	1 AVERY ST #33C	GRAY ROBERT JOHN		1 AVERY ST #33C	BOSTON	MA	02111
0304832252	1 AVERY ST #33D	GOEL DINESH K	C/O DINESH K GOEL	1 AVERY ST #33D	BOSTON	MA	02111
0304832254	1 AVERY ST #34A	THORNBURG ANN	C/O ANN THORNBURG	1 AVERY ST #34A	BOSTON	MA	02111
0304832256	1 AVERY ST #34	CHAN CHI KWONG	C/O CHI KWONG CHAN	1 AVERY ST UNIT 34-B	BOSTON	MA	02111
0304832258	1 AVERY ST #34C	BALLEN MYRON R	C/O MYRON R BALLEN	1 AVERY ST #34C	BOSTON	MA	02111
0304832260	1 AVERY ST #34D	FITZGERALD WILLIAM					
0304832262	1 AVERY ST #35A	MARSH MARGARETTA G TS		1 AVERY ST #35A	BOSTON	MA	02111
0304832264	1 AVERY ST #35B	VALENTIN GAPONTSEV REVOCABLE					
0304832266	1 AVERY ST #35C	SIVERSTEIN DAVID W	C/O DAVID W SILVERSTEIN	1 AVERY ST #35-C	BOSTON	MA	02111
0304832268	1 AVERY ST #35D	SHUTZER WILLIAM A	C/O WILLIAM A SHUTZER	520 EAST 86TH ST #7A	NEW YORK	NY	10028
0304832270	1 AVERY ST #PH 1A	AVERY PH1A NOMINEE TRUST					
0304832272	1 AVERY ST #PH 1B	HILLER ARTHUR J		1 AVERY ST #PH 1B	BOSTON	MA	02111
0304832274	1 AVERY ST #PH 1C	TOPAZ LLC	C/O JOHN G F RUGGIERO ESQ	101 ARCH ST 9TH FL	BOSTON	MA	02110
0304832276	1 AVERY ST #PH 1D	CHINAMERRY GROUP LTD	C/O CHINAMERRY GROUP LTD	1 AVERY ST PH1D	BOSTON	MA	02111
0304832278	1 AVERY ST #PH 2A	YZ RIVER LLC	C/O JOHN D VARELLA	60 STATE ST LOURIE & CUTLER PC	BOSTON	MA	02109
0304832280	1 AVERY ST #PH 2B	PH2B LLC	C/O PH2B LLC	94 PALM AVENUE	MIAMI BEACH	FL	33139

0304832282	1 AVERY ST #PH 3A	ALISA REALTY LLC	C/O RONALD PORTER	4761 WEST BAY BLVD #PH 2102	ESTERO	FL	33928
0304832284	1 AVERY ST #PH 3B	PACIFIC CURRENT VENTURES INC	C/O ALLIANCE ADVOCATES & SOLICITORS	1 PHILLIPS ST #0301	SINGAPORE		38692
0304832400	559-581 WASHINGTON ST	MILENNIUM PLACE COMMERCIAL		1 AVERY ST	BOSTON	MA	02111
0304832402	571-581 WASHINGTON	NEW COMMONWEALTH COMMERCIAL	C/O MILLENNIUM PARTNERS-CFO	1995 BROADWAY 3RD FL	NEW YORK	NY	10023
0304832404	559 WASHINGTON ST #PARAMOUNT	EMERSON COLLEGE	C/O EMERSON COLLEGE (FINANCE)	120 BOYLSTON ST (JOHN DONOHOE)	BOSTON	MA	02116
0304832420	3 AVERY ST	NORTH LOW-RISE RESIDENTIAL	C/O NORTH LOW RISE	3 AVERY ST	BOSTON	MA	02111
0304832422	3 AVERY ST #302	BITTNER PAMELA J TS		3 AVERY ST #302	BOSTON	MA	02111
0304832424	3 AVERY ST #303	DEAGAZIO CHRISTOPHER		238 HIGH ST	WINCHESTER	MA	01890
0304832426	3 AVERY ST #304	ROGERS THOMAS S	C/O THOMAS S ROGERS	1 PREMIUM POINT	NEW ROCHELLE	NY	10801
0304832428	3 AVERY ST #305	FORNARO ALBERTO	C/O ANTHONY PANGARO	1 CHARLES ST #16D	BOSTON	MA	02116
0304832430	3 AVERY ST #306	YI-PEI XU AMANDA TS	C/O AMANDA YI-PEI XU, TS	12503 MONTCLAIR DR	SILVER SPRING	MD	20904
0304832432	3 AVERY ST #307	HU ANNA	C/O ANNA HU	3 AVERY STREET UNIT 307	BOSTON	MA	02111
0304832434	3 AVERY ST #308	DOVER REED LLC					
0304832436	3 AVERY ST #309	JINDAL SHIKHA BE	C/O SHIKHA JINDAL	3 AVERY ST #309	BOSTON	MA	02111
0304832438	3 AVERY ST #401	RUKAIBI NAYEF ABDULLAH AL	C/O NAYEF ABDULLAH AL RUKAIBI	3 AVERY ST UNIT #401	BOSTON	MA	02111
0304832440	3 AVERY ST #402	FOOTER MARLA H					
0304832442	3 AVERY ST #403	MCCABE KATE E	C/O KATE E MCCABE	3 AVERY ST #403	BOSTON	MA	02111
0304832444	3 AVERY ST #404	OBADIAH RICHARD		3 AVERY ST #404	BOSTON	MA	02111
0304832446	3 AVERY ST #405	LINDEMAN BARBARA	C/O BARBARA LINDEMAN	9 CHARLES ST	NANTUCKET	MA	02554
0304832448	3 AVERY ST #406	KAKAS MARY TS	C/O MARY KAKAS	3 AVERY ST #406	BOSTON	MA	02111
0304832450	3 AVERY ST #407	GEOFFREY A HOROWITZ					
0304832452	3 AVERY ST #408	GHACHEM KARIM		3 AVERY ST #408	BOSTON	MA	02111
0304832454	3 AVERY ST #409	STRULLY VINCENT JR		3 AVERY ST #409	BOSTON	MA	02111
0304832456	3 AVERY ST #501	WEHBE CAROL GEORGES	C/O CAROL GEORGES WEHBE	3 AVERY ST UNIT 501	BOSTON	MA	02111
0304832458	3 AVERY ST #502	SAINI SANJAY	C/O SANJAY SAINI	3 AVERY ST #502	BOSTON	MA	02111
0304832460	3 AVERY ST #503	BARTON WESLEY T	C/O WESLEY T BARTON	3 AVERY ST #503	BOSTON	MA	02111
0304832462	3 AVERY ST #504	OTOOLE GEORGE A JR	C/O GEORGE A OTOOLE JR	3 AVERY ST #504	BOSTON	MA	02111
0304832464	3 AVERY ST #505	SARKYTBAYEV MARAT BE					
0304832466	3 AVERY ST #506	GOODWIN GRAHAM	C/O GRAHAM GOODWIN	3 AVERY ST #506	BOSTON	MA	02111
0304832468	3 AVERY ST #507	SALTUS BOSTON LLC	C/O HASHEM KHALIFEH	3 AVERY ST UNIT #507	BOSTON	MA	02111
0304832470	3 AVERY ST #508	RINGLAND DAVID A		3 AVERY ST #508	BOSTON	MA	02111
0304832472	3 AVERY ST #509	LAGANA STEPHEN A		3 AVERY ST #509	BOSTON	MA	02111
0304832474	3 AVERY ST #601	RICHTER ARTHUR H JR	C/O ARTHUR H RICHTER JR	3 AVERY ST #601	BOSTON	MA	02111
0304832476	3 AVERY ST #602	TWO 3 AVERY STREET LLC					
0304832478	3 AVERY ST #603	DEZUBE ESTHER	C/O ESTHER DEZUBE	33 KINGSTON ST	BOSTON	MA	02111
0304832480	3 AVERY ST #604	CHIRIBOGA PABLO	C/O PABLO CHIRIBOGA	3 AVERY ST #604	BOSTON	MA	02111
0304832482	3 AVERY ST #605	CARROLL KILPATRICK	C/O KILPATRICK CARROLL	3 AVERY ST #605	BOSTON	MA	02111
0304832484	3 AVERY ST #606	MALIK ASHISH	C/O ASHISH MALIK	50 ROLLING RIDGE RD	UPPER SADDLE RI	NJ	07458
0304832486	3 AVERY ST #607	CHEN YVONNE		3 AVERY ST #607	BOSTON	MA	02111
0304832488	3 AVERY ST #608	CASO DANIEL	C/O DANIEL L CASO	3 AVERY ST #608	BOSTON	MA	02111
0304832490	3 AVERY ST #609	NEW COMMONWEALTH PC HOLDING	C/O DAVID SARPHIE	3 AVERY ST #609	BOSTON	MA	02111
0304832492	3 AVERY ST #701	GAO SHUAI					
0304832494	3 AVERY ST #702	SEVEN 02 RITZ LLC	C/O SEVEN 02 RITZ LLC	94 PALM AV	MIAMI BEACH	FL	33139
0304832496	3 AVERY ST #703	3JJJ CO					
0304832498	3 AVERY ST #704	GLYNN MICHAEL JOSEPH	C/O MICHAEL J GLYNN	3 AVERY ST #704	BOSTON	MA	02111
0304832500	3 AVERY ST #705	PASABEYOGLU ALI ORAL					

0304832502	3 AVERY ST #706	PACKARD L WILLIAM III	C/O L WILLIAM L PACKARD III	3 AVERY ST #706	BOSTON	MA	02111
0304832504	3 AVERY ST #707	ATHAS JENNIFER TS	C/O JENNIFER ATHAS TS	3 AVERY ST #707	BOSTON	MA	02111
0304832506	3 AVERY ST #708	MAGNUM RESIDENCES PT LTD	C/O TRANS GLOBAL	4 ROME DRIVE	WESTFORD	MA	01886
0304832508	3 AVERY ST #709	JIANG YANLING	C/O YANLING JIANG	3 AVERY ST #709	BOSTON	MA	02111
0304832510	3 AVERY ST #801	YANKEE PROPERTIES LTD	C/O YANKEE PROPERTIES LTD	3 AVERY ST # 801	BOSTON	MA	02111
0304832512	3 AVERY ST #802	LEPORE RALPH T III		3 AVERY ST #802	BOSTON	MA	02111
0304832514	3 AVERY ST #803	SABATINI CHRISTA		3 AVERY ST #803	BOSTON	MA	02111
0304832516	3 AVERY ST #804	CHIRIBOGA PABLO	C/O PABLO CHIRIBOGA	3 AVERY ST #804	BOSTON	MA	02111
0304832518	3 AVERY ST #805	SOKOLOVSKY SERGEY	C/O SERGEY SOKOLOVSKY	3 AVERY ST #805	BOSTON	MA	02111
0304832520	3 AVERY ST #806	MEHTA RASHNA F	C/O RASHNA F MEHTA	660 WASHINGTON ST #8H N-LR	BOSTON	MA	02111
0304832522	3 AVERY ST #807	POTENZA JAMES R		3 AVERY ST #807	BOSTON	MA	02111
0304832524	3 AVERY ST #808	MCNELIS GREGG	C/O GREGG MCNELIS	3 AVERY ST #808	BOSTON	MA	02111
0304832526	3 AVERY ST #809	GONG FEN-RONG	C/O FEN-RONG GONG	73-06 190 ST FRESH MEADOWS	NEW YORK	NY	11366
0304832528	3 AVERY ST #810	RAI SAMHITHA	C/O SAMHITHA RAI	3 AVERY ST #810	BOSTON	MA	02111
0304832530	3 AVERY ST #901	ABENDROTH WILLIAM W TS	C/O WILLIAM W WBENDROTH	3 AVERY ST #901	BOSTON	MA	02111
0304832532	3 AVERY ST #902	MUMMOLO DANTE G	C/O DANTE G. MUMMOLO	3 AVERY ST #902	BOSTON	MA	02111
0304832534	3 AVERY ST #903	LIPSON JUDITH A	C/O JUDITH A LIPSON	3 AVERY ST UNIT #903	BOSTON	MA	02111
0304832536	3 AVERY ST #904	MING GERALD		3 AVERY ST #904	BOSTON	MA	02111
0304832538	3 AVERY ST #905	LO AMY TS	C/O AMY LO TS	3 AVERY ST #905	BOSTON	MA	02111
0304832540	3 AVERY ST #906	FOLEY MICHAEL A	C/O MICHAEL A FOLEY	3 AVERY ST #906	BOSTON	MA	02111
0304832542	3 AVERY ST #907	HO CHARLES C	C/O CHARLES HO	3 AVERY ST #907	BOSTON	MA	02111
0304832544	3 AVERY ST #908	BLUTE MICHAEL L	C/O MICHAEL L BLUTE	3 AVERY ST #908	BOSTON	MA	02111
0304832546	3 AVERY ST #909	YUAN JUN	C/O JUN YUAN	3 AVERY ST # 909	BOSTON	MA	02111
0304838000	19 AVERY ST	MASON PLACE CO LPS	C/O FEDERAL MNGT CO INC	175 FEDERAL ST	BOSTON	MA	02110
0304839010	SES MASON ST	EMERSON COLLEGE	C/O EMERSON COLLEGE (FINANCE)	120 BOYLSTON ST (JOHN DONOHOE)	BOSTON	MA	02116
0304842000	168 170A TREMONT ST	ONE 70 PARKSIDE CONDO TRUST		170 TREMONT ST	BOSTON	MA	02111
0304842002	170 TREMONT ST #C1	GREGORIADIS GEORGE		170 TREMONT ST #C1	BOSTON	MA	02111
0304842004	170 TREMONT ST #C2	TREMONT COMMERCIAL 1 LLC					
0304842006	170 TREMONT ST #201	GUEN AMY C TS	C/O AMY C GUEN TS	170 TREMONT ST #201	BOSTON	MA	02111
0304842008	170 TREMONT ST #202	CHIN FRANK F	C/O FRANK F CHIN	170 TREMONT ST #202	BOSTON	MA	02111
0304842010	170 TREMONT ST #203	BIBEAU STEVEN	C/O STEVEN BIBEAU	170 TREMONT ST #203	BOSTON	MA	02111
0304842012	170 TREMONT ST #204	LAU HOWARD	C/O HOWARD LAU	170 TREMONT ST #204	BOSTON	MA	02111
0304842014	170 TREMONT ST #205	KUHN GERALD	C/O GERALD KUHN	170 TREMONT ST #205	BOSTON	MA	02111
0304842016	170 TREMONT ST #301	POONAWALA OMAIMA N	C/O OMAIMA N POONAWALA	92 PASCAL LANE	AUSTIN	TX	78746
0304842018	170 TREMONT ST #302	LABLE IRA TS		170 TREMONT ST #302	BOSTON	MA	02111
0304842022	170 TREMONT ST #304	OBRIEN SHANNON L	C/O SHANNON L OBRIEN	170 TREMONT ST #304	BOSTON	MA	02111
0304842024	170 TREMONT ST #305	SHAO MING-HWA	C/O MING -HWA SHAO	26 W PERIWINKLE LANE	NEWARK	DE	19711
0304842026	170 TREMONT ST #306	CARO ROGER L	C/O CARO PROPERTIES INC	132 LINCOLN ST	BOSTON	MA	02111
0304842028	170 TREMONT ST #307	KO JOSEPH	C/O JOSEPH KO	11 BRAEMORE ROAD	NATICK	MA	01760
0304842030	170 TREMONT ST #401	SERRENHO ANA C		170 TREMONT ST # 401	BOSTON	MA	02111
0304842032	170 TREMONT ST #402	APRILL JOHN		170 TREMONT ST #402	BOSTON	MA	02111
0304842034	170 TREMONT ST #403	KLAUS STEPHEN	C/O STEPHEN KLAUS	29 MARLBOROUGH ST #6	BOSTON	MA	02116
0304842036	170 TREMONT ST #404	DRONAMRAJU RAMESH	C/O HARSHA DRONAMRAJU	170 TREMONT ST #404	BOSTON	MA	02111
0304842038	170 TREMONT ST #405	STIPHO SARAH	C/O SARAH STIPHO	30 GREENWOOD ROAD	HOPKINTON	MA	01748
0304842040	170 TREMONT ST #406	MACY JONATHAN		170 TREMONT ST #406	BOSTON	MA	02111
0304842042	170 TREMONT ST #407	DAMASKINE EVGUENI	C/O EVGUENI DAMASKINE	170 TREMONT ST #407	BOSTON	MA	02111

0304842044	170 TREMONT ST #501	TRANKIEM HOANG MAI					
0304842046	170 TREMONT ST #502	TONG ANGELA YING KEE	C/O ANGELA FONG	85 DARTMOUTTH ST	NEWTON	MA	02465
0304842048	170 TREMONT ST #503	MILNE ADAM	C/O ADAM MILNE	170 TREMONT ST #503	BOSTON	MA	02111
0304842050	170 TREMONT ST #504	HU KE TS	C/O DONGLING SU	170 TREMONT ST #504	BOSTON	MA	02111
0304842052	170 TREMONT ST #505	BUI IRENE DIEUTRANG	C/O IRENE DIEUTRANG BUI	170 TREMONT ST # 505	BOSTON	MA	02111
0304842054	170 TREMONT ST #506	PARKSIDE NT	C/O JUDITH MCMANUS	24 CALDWELL FARM	BYFIELD	MA	01920
0304842056	170 TREMONT ST #507	CHANG JEONG-JA		3805 KANAIANA AVE #305	HONOLULU	HI	96815
0304842058	170 TREMONT ST #601	GRAY LOWELL J	C/O LOWELL J GRAY	170 TREMONT ST #601	BOSTON	MA	02111
0304842060	170 TREMONT ST #602	KOOHYAR MARYAM		1166 CYPRESS LOFT PL	LAKE MARY	FL	32746
0304842062	170 TREMONT ST #603	WONG JUDY L		170 TREMONT ST #603	BOSTON	MA	02111
0304842064	170 TREMONT ST #604	WONG JANEL S	C/O JANEL S WONG	170 TREMONT ST #604	BOSTON	MA	02111
0304842066	170 TREMONT ST #605	Louo, Marie-therese L		170 TREMONT ST #605	BOSTON	MA	02111
0304842068	170 TREMONT ST #606	JOSEPH PLAKVIL J	C/O PLAKVIL J JOSEPH	170 TREMONT ST #606	BOSTON	MA	02111
0304842070	170 TREMONT ST #607	SEO ERIC BUNGIL	C/O ERIC BUNGIL SEO	170 TREMONT ST #607	BOSTON	MA	02111
0304842072	170 TREMONT ST #701	VINA FERNANDO		170 TREMONT ST #701	BOSTON	MA	02111
0304842074	170 TREMONT ST #702	QUINLAN JUDITH A	C/O JUDITH A QUINLAN	170 TREMONT ST #702	BOSTON	MA	02111
0304842076	170 TREMONT ST #703	HASHEMI MOSTAFA	C/O HALA HASHEMI	170 TREMONT ST #703	BOSTON	MA	02111
0304842078	170 TREMONT ST #704	MOY RUTH C TS	C/O RUTH MOY	170 TREMONT ST # 704	BOSTON	MA	02111
0304842080	170 TREMONT ST #705	FRANZESI GUIDO TALEI	C/O GUIDO T FRANZESI	321 COMMONWEALTH AVE #32	BOSTON	MA	02115
0304842082	170 TREMONT ST #706	NGHIEM FRANK T.M.		170 TREMONT ST #706	BOSTON	MA	02111
0304842084	170 TREMONT ST #707	JUAN DAVID	C/O DAVID JUAN	170 TREMONT ST #707	BOSTON	MA	02111
0304842086	170 TREMONT ST #801	HADJIYIANNIS NICHOLAS	C/O NICHOLAS HADJIYIANNIS	170 TREMONT ST #801	BOSTON	MA	02111
0304842088	170 TREMONT ST #802	SHOHER SEEVAN G		56 YEHOSHAFAT ST PO BOX 2127	HERZELIA ISRAEL		46702
0304842090	170 TREMONT ST #803	KUNG CINDY C	C/O CINDY C KUNG	170 TREMONT ST UNIT 803	BOSTON	MA	02111
0304842092	170 TREMONT ST #804	VALERI C ROBERT		372 OCEAN AV	MARBLEHEAD	MA	01945
0304842094	170 TREMONT ST #805	CUTILLO SUSAN C TS		170 TREMONT ST #805	BOSTON	MA	02111
0304842096	170 TREMONT ST #806	NARNIA FAMILY LP	C/O ANDREW CHEN	PO BOX 120050	BOSTON	MA	02112
0304842098	170 TREMONT ST #807	LEE MAMIE M	C/O MAMIE LEE	170 TREMONT ST #807	BOSTON	MA	02111
0304842100	170 TREMONT ST #901	FORGOSH LEE K TS	C/O9 LEE K FORGOSH TS	170 TREMONT ST #901	BOSTON	MA	02111
0304842102	170 TREMONT ST #902	FORGOSH LEE K TS	C/O LEE K FORGOSH	170 TREMONT ST #901	BOSTON	MA	02111
0304842104	170 TREMONT ST #903	LEE GORMAN	C/O GORMAN LEE	170 TREMONT ST # 903	BOSTON	MA	02111
0304842106	170 TREMONT ST #904	SUZUKI MICHIYO		170 TREMONT ST #904	BOSTON	MA	02111
0304842108	170 TREMONT ST #905	SUNDARESH HARISH	C/O HARISH SUNDARESH	170 TREMONT ST #905	BOSTON	MA	02111
0304842110	170 TREMONT ST #906	GOLDBERG, KENNETH		15 APPLETREE GREEN	NASHUA	NH	03062
0304842112	170 TREMONT ST #1001	YOUNG ANNE B	C/O ANNE YOUNG	170 TREMONT ST #1001	BOSTON	MA	02111
0304842114	170 TREMONT ST #1002	YOUNG ANNE B	C/O ANNE YOUNG	170 TREMONT ST #1001	BOSTON	MA	02111
0304842116	170 TREMONT ST #1003	CARO ROBERT M		170 TREMONT ST #1003	BOSTON	MA	02111
0304842118	170 TREMONT ST #1004	KNOUSE MARK	C/O MARK KNOUSE	170 TREMONT ST #1004	BOSTON	MA	02111
0304842120	170 TREMONT ST #1005	CHAN KWAI FUNG	C/O KWAI FUNG CHAN	170 TREMONT ST #1005	BOSTON	MA	02111
0304842122	170 TREMONT ST #1006	PAUL SUBROTO		170 TREMONT ST #1006	BOSTON	MA	02111
0304842124	170 TREMONT ST #1101	NEMETH ALAN G	C/O ALAN G NEMETH TS	170 TREMONT ST # 1101	BOSTON	MA	02111
0304842126	170 TREMONT ST #1102	SZIKLAS MOLLY	C/O R W SZIKLAS	BOX 719	NANTUCKET	MA	02554
0304842128	170 TREMONT ST #1103	Berenson, John		170 TREMONT ST #1103	BOSTON	MA	02111
0304842130	170 TREMONT ST #1104	170 TREMONT STREET UNIT 1104					
0304842132	170 TREMONT ST #1105	CHANG ERIC		170 TREMONT ST #1105	BOSTON	MA	02111
0304842134	170 TREMONT ST #1106	XI DANIEL B	C/O DANIEL B XI	170 TREMONT ST # 1106	BOSTON	MA	02111

0304842136	170 TREMONT ST #1201	ROBY DAVID M	C/O DAVID M ROBY	7 BLISS LANE	LYME	NH	03768
0304842138	170 TREMONT ST #1202	ROBY DAVID M	C/O DAVID M ROBY	7 BLISS LANE	LYME	NH	03768
0304842140	170 TREMONT ST #1203	DLC LLC					
0304842142	170 TREMONT ST #1204	WARWICK HELEN A TS		PO BOX 142	CHESTNUT HILL	MA	02467
0304842144	170 TREMONT ST #1205	KING DAVID	C/O DAVID KING	170 TREMONT ST #1205	BOSTON	MA	02111
0304842146	170 TREMONT ST #1206	THURAISINGHAM THEYVENDRA S	C/O THEYVENDRA THURAISINGHAM	PO BOX 121213	BOSTON	MA	02112
0304842148	170 TREMONT ST #1401	LACONTE LAURA M	C/O LAURA M LACONTE	170 TREMONT ST #1401	BOSTON	MA	02111
0304842150	170 TREMONT ST #1402	BROWN PETER A	C/O PETER A BROWN	170 TREMONT ST #1402	BOSTON	MA	02111
0304842152	170 TREMONT ST #1403	BUI IRENE DIEUTRANG		170 TREMONT ST #1403	BOSTON	MA	02111
0304842154	170 TREMONT ST #1404	CHIANG DIANA					
0304842156	170 TREMONT ST #1405	ARREDONDO MARIO	C/O MARIO ARREDONDO	170 TREMONT ST #1405	BOSTON	MA	02111
0304842158	170 TREMONT ST #1406	LAI LESLIE	C/O LESLIE LAI	170 TREMONT ST #1406	BOSTON	MA	02111
0304842160	170 TREMONT ST #1501	NORIEGA CARLOS J		170 TREMONT ST #1501	BOSTON	MA	02111
0304842162	170 TREMONT ST #1502	PORTER RONALD A	C/O RONALD A PORTER	4761 WEST BAY BLVD NO PH2102	ESTERO	FL	33928
0304842164	170 TREMONT ST #1503	PORTER RONALD	C/O RONALD PORTER	4761 WEST BAY BL NO PH 2102N	ESTERO	FL	33928
0304842166	170 TREMONT ST #1504	XU AMANDA YI PEI	C/O AMANDA YI PEI XU	12503 MONTCLAIR DR	SILVER SPRING	MD	20904
0304842168	170 TREMONT ST #1601	MORRISSEY GERALD J SR	C/O GERALD J MORRISSEY SR TS	170 TREMONT ST #1601	BOSTON	MA	02111
0304842170	170 TREMONT ST #1602	FONG FRANCIS L	C/O FRANCIS FONG	1505 HAMPTON RD	SAN MARINO	CA	91108
0304842172	170 TREMONT ST #1603	LEE ELSA H		555 DUDLEY RD	NEWTON	MA	02459
0304842174	170 TREMONT ST #1604	ANTARES HOLDINGS LLC	C/O ANTARES HOLDINGS LLC	170 TREMONT ST #1604	BOSTON	MA	02111
0304842176	170 TREMONT ST #1701	GREENFIELD ALAN J		170 TREMONT ST #1701	BOSTON	MA	02111
0304842178	170 TREMONT ST #1702	WAN ADRIAN	C/O ADRIAN WN	580 WASHINGTON ST #8E	BOSTON	MA	02111
0304842180	170 TREMONT ST #1703	HASHEMI HALEH		170 TREMONT ST #1703	BOSTON	MA	02111
0304842182	170 TREMONT ST #1704	CASTALDI ALFRED	C/O ALFRED CASTALDI	170 TREMONT ST #1704	BOSTON	MA	02111
0304842184	170 TREMONT ST #1801	SULLIVAN, RICHARD S		PO BOX 183	W SPRINGFIELD	MA	01090
0304842186	170 TREMONT ST #1802	KLOTCH ERIC M	C/O ERIC M KLOTCH	16 CENTRAL AV	NEEDHAM	MA	02492
0304842188	170 TREMONT ST #1803	KLOTCH ERIC M	C/O ERIC M KLOTCH	16 CENTRAL AV	NEEDHAM	MA	02492
0304842190	170 TREMONT ST #1804	SUITE HOME LLC					
0304847010	165 TREMONT ST	GRANDVIEW CONDOMINIUM TR		165 TREMONT ST	BOSTON	MA	02111
0304847012	165 TREMONT ST #101	BLUE RIDGE MTN LLC	C/O BLUE RIDGE MTN LLC	165 TREMONT ST SUITE 101	BOSTON	MA	02111
0304847014	165 TREMONT ST #102	FBRI165 LLC					
0304847016	165 TREMONT ST #201	LEE CHUNG H		165 TREMONT ST # 201	BOSTON	MA	02111
0304847018	165 TREMONT ST #202	LEVESQUE DEBRA		7 MORNINGSIDE LANE	SANDWICH	MA	02563
0304847020	165 TREMONT ST #203	MCMANUS THOMAS J	C/O THOMAS J MCMANUS	165 TREMONT ST # 203	BOSTON	MA	02111
0304847022	165 TREMONT ST #204	CARR PAMELA D	C/O PAMELA D CARR	165 TREMONT ST # 204	BOSTON	MA	02111
0304847024	165 TREMONT ST #301	COLEMAN JOHN		1 GREENWOOD RD	HOPKINTON	MA	01748
0304847026	165 TREMONT ST #302	BINSALIM HAMAD ABDULLAH M	C/O HAMAD ABDULLAH M BINSALIM	165 TREMONT ST # 302	BOSTON	MA	02111
0304847028	165 TREMONT ST #303	HUANG CHE-CHOU TOMSON	C/O CHE-CHOU HUANG	1930 WASHINGTON ST	AUBURNDALE	MA	02466
0304847030	165 TREMONT ST #304	FRAGASSO FRANCESCO		165 TREMONT ST # 304	BOSTON	MA	02111
0304847032	165 TREMONT ST #305	COWIN WILLIAM P		165 TREMONT ST # 305	BOSTON	MA	02111
0304847034	165 TREMONT ST #401	MCDONOUGH CHRISTINA V	C/O CHRISTINA V MCDONOUGH	165 TREMONT ST #401	BOSTON	MA	02111
0304847036	165 TREMONT ST #402	GUNES ISMAIL		165 TREMONT ST # 402	BOSTON	MA	02111
0304847038	165 TREMONT ST #403	SALVUCCI CARLA A	C/O CARLA SALVUCCI, TS	165 TREMONT ST # 403	BOSTON	MA	02111
0304847040	165 TREMONT ST #404	MIKSEN TROY TS		165 TREMONT ST # 404	BOSTON	MA	02111
0304847042	165 TREMONT ST #405	WARRIER NISHA PULPET	C/O NISHA PULPET WARRIER	165 TREMONT ST # 405	BOSTON	MA	02111
0304847044	165 TREMONT ST #501	FRIED RONNA		165 TREMONT ST # 501	BOSTON	MA	02111

0304847046	165 TREMONT ST #502	LIAO ALICE	C/O DANIEL JEENLONG LIAO	165 TREMONT ST #502	BOSTON	MA	02111
0304847048	165 TREMONT ST #503	HOROWITZ SANDRA	C/O SANDRA HOROWITZ	165 TREMONT ST # 503	BOSTON	MA	02111
0304847050	165 TREMONT ST #504	CROWLEY KAREN C TS	C/O KAREN C CROWLEY TS	165 TREMONT ST # 504	BOSTON	MA	02111
0304847052	165 TREMONT ST #505	SOO PATRICK LIM	C/O PATRICK LIM SOO	165 TREMONT ST # 505	BOSTON	MA	02111
0304847054	165 TREMONT ST #601	BURWICK JERALD D		165 TREMONT ST # 601	BOSTON	MA	02111
0304847056	165 TREMONT ST #602	IANNELLA SUSAN		165 TREMONT ST # 602	BOSTON	MA	02111
0304847058	165 TREMONT ST #603	SUFFREDINI ROBERT J		165 TREMONT ST # 603	BOSTON	MA	02111
0304847060	165 TREMONT ST #604	NOSE VANIA	C/O VANIA NOSE	165 TREMONT STREET UNIT #604	BOSTON	MA	02111
0304847062	165 TREMONT ST #605	LHEUREUX LINDSAY					
0304847064	165 TREMONT ST #701	GEIGER HUBERT D III					
0304847066	165 TREMONT ST #702	LYONS WILLIAM	C/O WILLIAM LYONS	165 TREMONT ST # 702	BOSTON	MA	02111
0304847068	165 TREMONT ST #703	BREGMAN MITCHELL S	C/O MITCHELL S BREGMAN	165 TREMONT ST # 703	BOSTON	MA	02111
0304847070	165 TREMONT ST #704	DRAY ISAAC	C/O ISAAC DRAY	165 TREMONT ST #704	BOSTON	MA	02111
0304847072	165 TREMONT ST #705	EBRAHIM SHAFIQ	C/O SHAFIQ EBRAHIM	130 S 18TH ST #2104	PHILADELPHIA	PA	19103
0304847074	165 TREMONT ST #801	POPKAVE DANA	C/O DANA POPKAVE	165 TREMONT ST # 801	BOSTON	MA	02111
0304847076	165 TREMONT ST #802	BAVLY MICHAEL		165 TREMONT ST # 802	BOSTON	MA	02111
0304847078	165 TREMONT ST #803	BOTNICK RICHARD W	C/O RICHARD W BOTNICK	373 S WILLOW ST BOX 356	MANCHESTER	NH	03103
0304847080	165 TREMONT ST #804	NORTON MARY ANN					
0304847082	165 TREMONT ST #805	COLBURN VIRGINIA	C/O VIRGINIA COLBURN	165 TREMONT ST # 805	BOSTON	MA	02111
0304847084	165 TREMONT ST #901	DITULLIO MICHAEL J		165 TREMONT ST # 901	BOSTON	MA	02111
0304847086	165 TREMONT ST #902	DAI XIAO	C/O XIAO DAI	165 TREMONT ST # 902	BOSTON	MA	02111
0304847088	165 TREMONT ST #903	MEYER CHRISTOPHER A	C/O CHRISTOPHER A MEYER	165 TREMONT ST #903	BOSTON	MA	02111
0304847090	165 TREMONT ST #1001	FURBER JEFFREY D		165 TREMONT ST # 1001	BOSTON	MA	02111
0304847092	165 TREMONT ST #1002	SHAH DEBORAH		165 TREMONT ST # 1002	BOSTON	MA	02111
0304847094	165 TREMONT ST #1003	BRUNO ROBERT	C/O ROBERT BRUNO	165 TREMONT ST #1003	BOSTON	MA	02111
0304847096	165 TREMONT ST #2085	PTL HOLDINGS INC		165 TREMONT ST # 1101	BOSTON	MA	02111
0304847098	165 TREMONT ST #1102	STONE DAVID L TS	C/O DAVID L STONE TS	165 TREMONT ST # 1102	BOSTON	MA	02111
0304847100	165 TREMONT ST #1103	GRAY EDWARD A	C/O EDWARD A GRAY	165 TREMONT ST # 1103	BOSTON	MA	02111
0304847102	165 TREMONT ST #1201	COOPER SUSAN L		165 TREMONT ST # 1201	BOSTON	MA	02111
0304847104	165 TREMONT ST #1202	ALMEIDA ROBERT		165 TREMONT ST # 1202	BOSTON	MA	02111
0304847106	165 TREMONT ST #1203	FELICE C FRANKEL REVOCABLE					
0304847108	165 TREMONT ST #1301	WELLS BRIAN D	C/O BRIAN D WELLS	7 RIVERWAY UNIT 1501	HOUSTON	TX	77056
0304847110	165 TREMONT ST #1302	AIZENBERG MICHAEL		165 TREMONT ST # 1302	BOSTON	MA	02111
0304847112	165 TREMONT ST #1303	KUCZYNSKI IRVING H		165 TREMONT ST # 1303	BOSTON	MA	02111
0304847114	165 TREMONT ST #1401	ROTTENBERG DIANNE		165 TREMONT ST # 1401	BOSTON	MA	02111
0304847116	165 TREMONT ST #1402	ROTTENBERG DIANNE	C/O DIANNE ROTTENBERG	165 TREMONT ST # 1402	BOSTON	MA	02111
0304847118	165 TREMONT ST #1403	TREMONT GRANDVIEW LLC					
0304847120	165 TREMONT ST #1501	HENNELLY SHAUN		1 AVERARD EAST, TAYLOR'S HILL	GALWAY IRELAND		00000
0304847122	165 TREMONT ST #1502	BOERI DANIELA		165 TREMONT ST # 1502	BOSTON	MA	02111
0304847124	165 TREMONT ST #1503	TOWNSEND ROBERT M TS	C/O ROBERT M TOWNSEND	165 TREMONT ST # 1503	BOSTON	MA	02111
0304847126	165 TREMONT ST #1601	ONE SIXTY FIVE TREMONT LLC	C/O 165 TREMONT LLC	6915 QUEENFERRY CIRCLE	BOCA RATON	FL	33496
0304847128	165 TREMONT ST #1602	EDWARD E GOLDMAN 2006 GRAT					
0304847130	165 TREMONT ST #1603	CLEARY NANCY	C/O NANCY CLEARY	165 TREMONT ST # 1603	BOSTON	MA	02111
0304847138	165 TREMONT ST #PH2	LEVITSKY SIDNEY		165 TREMONT ST # PH2	BOSTON	MA	02111
0304847140	165 TREMONT ST #1701	165 TREMONT STREET UNIT 1701					
0304847142	165 TREMONT ST #1801	COLBURN VIRGINIA V					

0304850000	162 151 TREMONT ST	TREMONT ON THE COMMON		162 TREMONT	BOSTON	MA	02111
0304850002	151 TREMONT ST #1	KARGMAN WILLIAM M TS		151 TREMONT	BOSTON	MA	02111
0304850050	151 TREMONT ST #6-A	BLEA MARIE	C/O MARIE BLEA	151 TREMONT ST #6-A	BOSTON	MA	02111
0304850052	151 TREMONT ST #6-B	BARTH STEVEN		5432 NORTHWEST FIRST AV	FORT LAUDERDALE	FL	33309
0304850054	151 TREMONT ST #6-C	LABARGE ROBERT C JR BE	C/O MELISSA LABARGE	151 TREMONT ST #6-C #	BOSTON	MA	02111
0304850056	151 TREMONT ST #6-D	HILLMAN JEFFREY W	C/O HEIDI HILLMAN	12 SURREY LANE	OXFORD	CT	06478
0304850058	151 TREMONT ST #6-E	WONG BAK FUN		151 TREMONT ST #6E	BOSTON	MA	02111
0304850060	151 TREMONT ST #6-F	PHILLIPS JEFFREY J		1 BOWDOIN SQ	BOSTON	MA	02114
0304850062	151 TREMONT ST #6-G	PHILLIPS JEFFREY J		1 BOWDOIN SQ	BOSTON	MA	02114
0304850064	151 TREMONT ST #6-H	RETALS LLC	PARK PROPERTY MGT GROUP LLC	1963 COMMONWEALTH AV SUITE #1	BRIGHTON	MA	02135
0304850066	151 TREMONT ST #6-J	HILLMAN JEFFREY W		12 SURREY LANE	OXFORD	CT	06478
0304850068	151 TREMONT ST #6-K	DEMERJIAN CHARLES	C/O CHARLES DERMENJIAN	374 LAKE ST	BELMONT	MA	02478
0304850070	151 TREMONT ST #6-L	APPLEYARD DAVID		14 ATLANTIC AV	NORTH HAMPTON	NH	03862
0304850072	151 TREMONT ST #6-M	HILLMAN HEIDI L	C/O JEFFREY HILLMAN	12 SURREY LA	OXFORD	CT	06478
0304850074	151 TREMONT ST #6-N	CHIN LANG Y TS		151 TREMONT ST #6-N	BOSTON	MA	02111
0304850076	151 TREMONT ST #6-P	FARBMAN DAVID A		151 TREMONT ST #6P	BOSTON	MA	02111
0304850078	151 TREMONT ST #7-A	GACICIA RONALD A ETAL		151 TREMONT ST 7A	BOSTON	MA	02111
0304850080	151 TREMONT ST #7-B	MARTIN THERESA F TS	C/O THERESA MARTIN	151 TREMONT ST #7B	BOSTON	MA	02111
0304850082	151 TREMONT ST #7-C	KRAUSE WALTER		151 TREMONT ST #7C	BOSTON	MA	02111
0304850084	151 TREMONT ST #7-D	VU SU T					
0304850086	151 TREMONT ST #7-E	SHABSHELOWITZ HARLAN					
0304850088	151 TREMONT ST #7-F	HILLMAN HEIDI	C/O JEFFREY HILLMAN	12 SURREY LA	OXFORD	CT	06478
0304850090	151 TREMONT ST #7-G	FEINSTEIN HOWARD ETAL		18 CURVE ST	LEXINGTON	MA	02420
0304850092	151 TREMONT ST #7-H	CHANG JEONG-JA		151 TREMONT ST #7H	BOSTON	MA	02111
0304850094	151 TREMONT ST #7-J	KAPLAN ROBERT A		151 TREMONT ST #7J	BOSTON	MA	02111
0304850096	151 TREMONT ST #7-K	SAKURAI BARBARA E		151 TREMONT ST #7K	BOSTON	MA	02111
0304850098	151 TREMONT ST #7-L	NICHOLS NEIL	C/O LEONARD J NICHOLS	151 TREMONT ST #7L	BOSTON	MA	02111
0304850100	151 TREMONT ST #7-M	OPOLON DAVID C	C/O DAVID C OPOLON	151 TREMONT ST 7-M	BOSTON	MA	02111
0304850102	151 TREMONT ST #7-N	SUSAN DONNELLY	C/O SUSAN DONNELLY	151 TREMONT ST #7N	BOSTON	MA	02111
0304850104	151 TREMONT ST #7-P	PALMIN HARRY S		151 TREMONT ST #7-P	BOSTON	MA	02111
0304850106	151 TREMONT ST #7-R	PAYNE JAMES G TS		151 TREMONT ST #7R	BOSTON	MA	02111
0304850108	151 TREMONT ST #7-S	WEST MICHAEL A		151 TREMONT ST #7S	BOSTON	MA	02111
0304850110	151 TREMONT ST #7-T	Vuillaume, Chantal M	C/O CHANTAL V KOSMIDIS	96 THORNBERRY RD	WINCHESTER	MA	01890
0304850112	151 TREMONT ST #7-U	SULLIVAN, MARIANNE F		151 TREMONT ST #7-U	BOSTON	MA	02111
0304850114	151 TREMONT ST #8-A	HADER ROSE R	C/O ROSE R HADER	151 TREMONT ST #8A	BOSTON	MA	02111
0304850116	151 TREMONT ST #8-B	LOPEZ SCOTT	C/O SCOTT LOPEZ	25 EUGENE DR	WINCHESTER	MA	01890
0304850118	151 TREMONT ST #8-C	AVILES PEDRO M FERNANDEZ	C/O PEDRO M FERNANDEZ AVILES	151 TREMONT ST #8-C	BOSTON	MA	02111
0304850120	151 TREMONT ST #8-D	GLATER DAVID S	C/O DAVID S GLATER	151 TREMONT ST #8D	BOSTON	MA	02111
0304850122	151 TREMONT ST #8-E	GLATER DAVID S	C/O DAVID S GLATER	151 TREMONT ST #8E	BOSTON	MA	02111
0304850124	151 TREMONT ST #8-F	BUNICK REISA ANN		151 TREMONT ST #8F	BOSTON	MA	02111
0304850126	151 TREMONT ST #8-G	TALIERI ANTHONY	C/O ROSEMARIE & ANTHONY TALIERI	69 WRIGHT ST	STONEHAM	MA	02180
0304850128	151 TREMONT ST #8-H	CHANG BEVERLY P M	C/O BEVERLY P M CHANG	1 MAPLE ST #1101	REDWOOD CITY	CA	94063
0304850130	151 TREMONT ST #8-J	GOLDMAN MARK R ETAL	C/O MARK GOLDMAN	65 AUTUMN RD	WESTON	MA	02493
0304850132	151 TREMONT ST #8-K	FRIEDMAN EDWARD J	C/O MARLEEN WINER	151 TREMONT ST #20N	BOSTON	MA	02111
0304850134	151 TREMONT ST #8-L	MEAZZINI MARIA CONSTANCE	C/O MARIA C MEAZZINI	VIA APPIANI 7	MILANO ITALY		20121
0304850136	151 TREMONT ST #8-M	NASSEH ALLEN ALI	C/O ALLEN A NASSEH	151 TREMONT ST # 8-M	BOSTON	MA	02111

0304850138	151 TREMONT ST #8-N	MASSAROTTI ELENA M		151 TREMONT ST #8N	BOSTON	MA	02111
0304850140	151 TREMONT ST #8-P	VYSOTSKY GEORGE ETAL		151 TREMONT ST # 8P	BOSTON	MA	02111
0304850142	151 TREMONT ST #8-R	LIU RICHARD Y	C/O RICHARD Y LIU	151 TREMONT ST #8-R	BOSTON	MA	02111
0304850144	151 TREMONT ST #8-S	CONNORS MICHAEL J	C/O MICHAEL J CONNORS	151 TREMONT ST #8-S	BOSTON	MA	02111
0304850146	151 TREMONT ST #8-T	TREHAN VARSHA		151 TREMONT ST	BOSTON	MA	02115
0304850148	151 TREMONT ST #8-U	HILLMAN JEFFREY	C/O HEIDI HILLMAN	12 SURREY LANE	OXFORD	CT	06478
0304850150	151 TREMONT ST #9-A	ALVAREZ ANDREW	C/O ANDREW ALVAREZ	151 TREMONT ST UNIT 9-A	BOSTON	MA	02111
0304850152	151 TREMONT ST #9-B	STEAMBOAT REALTY LLC	C/O STEAMBOAT REALTY LLC	92 STATE ST	BOSTON	MA	02109
0304850154	151 TREMONT ST #9-C	STAPLETON MARIE C	C/O M STAPLETON	151 TREMONT ST #9C	BOSTON	MA	02111
0304850156	151 TREMONT ST #9-D	LEE DIANE L		151 TREMONT ST #9-D	BOSTON	MA	02111
0304850158	151 TREMONT ST #9-E	CHU BENNY K W ETAL		151 TREMONT ST #9E	BOSTON	MA	02111
0304850160	151 TREMONT ST #9-F	PAPADOPOULOS ALEXANDROS					
0304850162	151 TREMONT ST #9-G	PAPADOPOULOS ALEXANDROS S					
0304850164	151 TREMONT ST #9-H	SKLADZIEN CHARLENE J		151 TREMONT #9-H	BOSTON	MA	02111
0304850166	151 TREMONT ST #9-J	FINE JANE Z		151 TREMONT ST #9J	BOSTON	MA	02111
0304850168	151 TREMONT ST #9-K	IONOVA GALINA	C/O GALINA IONOVA	151 TREMONT ST #9-K	BOSTON	MA	02111
0304850170	151 TREMONT ST #9-L	BHATIA SUSHIL	C/O SUSHIL BHATIA	19 MAJOR HALE DR	FRAMINGHAM	MA	01701
0304850172	151 TREMONT ST #9-M	BHATIA SUSHIL					
0304850174	151 TREMONT ST #9-N	GOOD ELLEN C TS		32 SADDLE RIDGE RD	DOVER	MA	02030
0304850176	151 TREMONT ST #9-P	HSIEH JOHN	C/O JOHN HSIEH	151 TREMENT ST #9-P	BOSTON	MA	02111
0304850178	151 TREMONT ST #9-R	STEAMBOAT REALTY LLC		92 STATE ST 2ND FL	BOSTON	MA	02109
0304850180	151 TREMONT ST #9-S	WAN ZENG	C/O ZENG WAN	151 TREMONT ST #9-S	BOSTON	MA	02111
0304850182	151 TREMONT ST #9-T	ROMANSKA MAGDA		151 TREMONT ST #9-T	BOSTON	MA	02111
0304850184	151 TREMONT ST #9-U	HAJJAR CHARLES C	C/O HAJJAR MGMT CO INC	30 ADAMS ST	MILTON	MA	02186
0304850186	151 TREMONT ST #10-A	JACOBER ABDREW D	C/O ABDREW D JACOBER	151 TREMONT ST #10-A	BOSTON	MA	02111
0304850188	151 TREMONT ST #10-B	WEINBERG DONNA B		32 BOBBY JONES DR	ANDOVER	MA	01810
0304850190	151 TREMONT ST #10-C	WEN XUEWEI	C/O XUEWEI WEN	251 NORTH AV	WESTON	MA	02493
0304850192	151 TREMONT ST #10-D	MEAD RUSSELL P		151 TREMONT ST #10D	BOSTON	MA	02111
0304850194	151 TREMONT ST #10-E	SHAHBODAGHI MERCEDEH		151 TREMONT ST #10E	BOSTON	MA	02111
0304850196	151 TREMONT ST #10-F	SHAHBODAGHI MERCEDEH	C/O MERCEDEH SHAHBODAGHI	151 TREMONT ST #10-F	BOSTON	MA	02111
0304850198	151 TREMONT ST #10-G	SPERGER PETER BE	C/O PETER SPERGER	151 TREMONT ST #10G	BOSTON	MA	02111
0304850200	151 TREMONT ST #10-H	KRUZA PATRICIA		151 TREMONT ST #10H	BOSTON	MA	02111
0304850202	151 TREMONT ST #10-J	FISK KENNETH A		11 MONUMENT SQ	CHARLESTOWN	MA	02129
0304850204	151 TREMONT ST #10-K	FISK KENNETH H		11 MONUMENT SQ	CHARLESTOWN	MA	02129
0304850206	151 TREMONT ST #10-L	HUNT LAWRENCE D	C/O LAWRENCE D HUNT	128 UNION ST #500	NEW BEDFORD	MA	02740
0304850208	151 TREMONT ST #10-M	HUNT LAWRENCE D	C/O LAWRENCE D HUNT	128 UNION ST #500	NEW BEDFORD	MA	02740
0304850210	151 TREMONT ST #10-N	ALBOURNE ATLANTIC LIMITED		151 TREMONT ST #10N	BOSTON	MA	02111
0304850212	151 TREMONT ST #10-P	DAVIS-PFALTZGRAFF REVOCABLE					
0304850214	151 TREMONT ST #10-R	MITCHELL THOMAS W JR		151 TREMONT ST UNIT 10-R	BOSTON	MA	02111
0304850216	151 TREMONT ST #10-S	OLSON WAYNE P		151 TREMONT ST #10-S	BOSTON	MA	02111
0304850218	151 TREMONT ST #10-T	EVERETT ERIC		151 TREMONT ST #10-T	BOSTON	MA	02111
0304850220	151 TREMONT ST #10-U	EVERETT ERIC					
0304850222	151 TREMONT ST #11-A	ICHIKAWA YOKO		47-05 28TH AV #3	ASTORIA	NY	11103
0304850224	151 TREMONT ST #11-B	HILLMAN JEFFREY		12 SURREY LANE	OXFORD	MA	06478
0304850226	151 TREMONT ST #11-C	HENAR LUCIEN J TS		151 TREMONT ST #11-C	BOSTON	MA	02111
0304850228	151 TREMONT ST #11-D	FINE JANE Z		151 TREMONT ST #9J	BOSTON	MA	02111

0304850230	151 TREMONT ST #11-E	BEDRICK BETSY D		151 TREMONT ST	BOSTON	MA	02111
0304850232	151 TREMONT ST #11-F	GULINELLO JOAN	C/O JOAN GULINELLO	151 TREMONT ST #11-F	BOSTON	MA	02111
0304850234	151 TREMONT ST #11-G	KRAUSE IRVIN		151 TREMONT ST #11-G	BOSTON	MA	02111
0304850236	151 TREMONT ST #11-H	KRAUSE IRVIN		151 TREMONT ST #11H	BOSTON	MA	02111
0304850238	151 TREMONT ST #11-J	HAJJAR JOYCE		151 TREMONT ST #11J	BOSTON	MA	02111
0304850240	151 TREMONT ST #11-K	SALISBURY RICHARD S TS		151 TREMONT ST #11-K	BOSTON	MA	02111
0304850242	151 TREMONT ST #11-L	CHARMOY STANLEY TRST	C/O STANLEY CHARMOY TS	71 COMMERCIAL ST #21	BOSTON	MA	02109
0304850244	151 TREMONT ST #11-M	INMAN CHRISTOPHER J TS	C/O CHRISTOPHER INMAN TS	151 TREMONT ST #11M	BOSTON	MA	02111
0304850246	151 TREMONT ST #11-N	FATTAHI ATUSA		151 TREMONT ST #11-N	BOSTON	MA	02111
0304850248	151 TREMONT ST #11-P	SPANGLER ARTHUR S		151 TREMONT ST #11P	BOSTON	MA	02111
0304850250	151 TREMONT ST #11-R	MILLER MARK		51 WINCHESTER ST #2	BROOKLINE	MA	02446
0304850252	151 TREMONT ST #11-S	GOLDMAN MARK R ETAL	C/O DONALD SIEGEL (POSTERNAK)	800 BOYLSTON ST 33RD FL	BOSTON	MA	02199
0304850254	151 TREMONT ST #11-T	CHIAT AVI S		151 TREMONT ST #11T	BOSTON	MA	02111
0304850256	151 TREMONT ST #11-U	LEE JENNIFER M		21 BLANCHARD ST	NASHUA	NH	03060
0304850258	151 TREMONT ST #12-A	MAZZA ELLIOT	C/O SHERRY KRAUSE-MAZZA	151 TREMONT ST #11G	BOSTON	MA	02111
0304850260	151 TREMONT ST #12-B	LAU HOWARD	C/O HOWARD LAU	14 FEDERAL AVE	QUINCY	MA	02169
0304850262	151 TREMONT ST #12-C	WOO SHIHCHUNG	C/O SHIHCHUNG WOO	151 TREMONT ST #12C	BOSTON	MA	02111
0304850264	151 TREMONT ST #12-D	DHARMAWAN ANDREAS B		48353 AVALON HEIGHTS TERRACE	FREMONT	CA	94539
0304850266	151 TREMONT ST #12-E	KADDIS MONA S TS	C/O MONA S KADDIS TS	151 TREMONT ST #12-E	BOSTON	MA	02111
0304850268	151 TREMONT ST #12-F	ABEDI-DARAKEH ROBERT ALIREZA	C/O ROBERT A ABEDI	541 DEL MEDIO AVENUE #120	MOUNTAIN VIEW	CA	94040
0304850270	151 TREMONT ST #12G & 12H	K & W RLTY INVESTMENTS LLC	C/O DAVID T WONG	44 FARINA RD	NEWTON	MA	02459
0304850274	151 TREMONT ST #12-J	PROUTY ROGER W		151 TREMONT ST #12-J	BOSTON	MA	02111
0304850276	151 TREMONT ST #12-K	VARYANI NATASHA NAND		151 TREMONT ST #12-K	BOSTON	MA	02111
0304850278	151 TREMONT ST #12-L	STERNBERG FAMILY TRUST					
0304850280	151 TREMONT ST #12-M	DEVARAJ NEAL		151 TREMONT ST #12-M	BOSTON	MA	02111
0304850282	151 TREMONT ST #12-N	GALLAGHER ESTHER	C/O ESTHER GALLAGHER	151 TREMONT ST #12N	BOSTON	MA	02111
0304850284	151 TREMONT ST #12-P	HILLMAN HEIDI		12 SURREY LANE	OXFORD	CT	06478
0304850286	151 TREMONT ST #12-R	XU DA					
0304850288	151 TREMONT ST #12-S	HE BEN-LI	C/O BEN-LI HE	151 TREMONT ST #12-S	BOSTON	MA	02111
0304850290	151 TREMONT ST #12-T	ASSAD FARIDEH	C/O FARIDEH ASSAD	44 DOROTHY ROAD	NEWTON	MA	02459
0304850292	151 TREMONT ST #12-U	JOSEPH PLAKYIL	C/O PLAKYIL JOSEPH	20 FREDERICK T MILLER WY	EAST GREENWICH	RI	02818
0304850294	151 TREMONT ST #14-A	MILLER BENITA C		151 TREMONT ST #14A	BOSTON	MA	02111
0304850296	151 TREMONT ST #14-B	MASSAROTTI ELENA		151 TREMONT ST #14B	BOSTON	MA	02111
0304850298	151 TREMONT ST #14-C	WOO ALBERT S					
0304850300	151 TREMONT ST #14-D	HENAR INGRID Y		151 TREMONT ST #14D	BOSTON	MA	02111
0304850302	151 TREMONT ST #14-E	BUCK KAY		151 TREMONT ST #14E	BOSTON	MA	02111
0304850304	151 TREMONT ST #14-F	HERMSDORF JANINE	C/O JANINE HERMSDORF	151 TREMONT ST #14-F	BOSTON	MA	02111
0304850306	151 TREMONT ST #14-G	HERMSDORF JANINE	C/O JANINE HERMSDORF	151 TREMONT ST # 14F	BOSTON	MA	02111
0304850308	151 TREMONT ST #14-H	SOUSA JANICE A	C/O JANICE A SOUSA	30 S ST	HULL	MA	02045
0304850310	151 TREMONT ST #14-J	Tucker, Susan M		25 STRAWBERRY HILL LA	READING	MA	01867
0304850312	151 TREMONT ST #14-K	KADDIS MINA J	C/O MINA J KADDIS	151 TREMONT ST #14-K	BOSTON	MA	02111
0304850314	151 TREMONT ST #14-L	BONDOC VICTORIA	C/O VICTORIA R. BONDOC	12 MINUTE MAN LANE	LEXINGTON	MA	02421
0304850316	151 TREMONT ST #14-M	HATTON GARY C		38 IRVING ST #14M	BOSTON	MA	02114
0304850318	151 TREMONT ST #14-N	DICARLO DIANE G		65 WELLESLEY AV	NEEDHAM	MA	02494
0304850320	151 TREMONT ST #14-P	ALOGNA ROBERT W		151 TREMONT ST #14-P	BOSTON	MA	02111
0304850322	151 TREMONT ST #14-R	PEARLSTEIN RICHARD M		36 CAPE CODDER RD	FALMOUTH	MA	02540

0304850324	151 TREMONT ST #14-S	LE BLANC RAYMOND E		151 TREMONT ST #14S	BOSTON	MA	02111
0304850326	151 TREMONT ST #14-T	CASERTA BIANCAMIRTO		151 TREMONT ST #14T	BOSTON	MA	02111
0304850328	151 TREMONT ST #14-U	DHARMAWAN LEO	C/O LEO DHARMAWAN	1483 SUTTER STREET #614	SAN FRANCISCO	CA	94109
0304850330	151 TREMONT ST #15-A	NELSON HELDEGARD E		55 HILLSIDE RD	DEDHAM	MA	02026
0304850332	151 TREMONT ST #15-B	MACELHINEY NEIL W		156 HIGH ST	HINGHAM	MA	02043
0304850334	151 TREMONT ST #15-C	ROGERS FRANCIS C ETAL		151 TREMONT ST #15C	BOSTON	MA	02111
0304850336	151 TREMONT ST #15-D	ROLL DONNA A		151 TREMONT ST #15-D	BOSTON	MA	02111
0304850338	151 TREMONT ST #15-E	ROEDIG MARGARET L		151 TREMONT ST #15E	BOSTON	MA	02111
0304850340	151 TREMONT ST #15-F	REILLY JAMES T		151 TREMONT ST #15-F	BOSTON	MA	02111
0304850342	151 TREMONT ST #15-G	APPLEYARD DAVID	C/O DAVID APPLEYARD	14 ATLANTIC AV	N HAMPTON	NH	03862
0304850344	151 TREMONT ST #15-H	ROSE ERIC					
0304850346	151 TREMONT ST #15-J	BLACKER LAWRENCE L		77 FRANKLIN ST	BOSTON	MA	02110
0304850348	151 TREMONT ST #15-K	FINLEY GEORGE A		5 FORBES PLACE-ST ANDREWS	KY16 9UJ SCOTLA		00000
0304850350	151 TREMONT ST #15-L	XU AMANDA YI-PEI TS	C/O AMANDA YI-PEI XU TS	151 TREMONT ST UNIT 15-L	BOSTON	MA	02111
0304850352	151 TREMONT ST #15-M	JARRAS ROBERT ETAL		151 TREMONT ST #15N	BOSTON	MA	02111
0304850354	151 TREMONT ST #15-N	JARRAS ROBERT ETAL		151 TREMONT ST #15N	BOSTON	MA	02111
0304850356	151 TREMONT ST #15-P	FOLEY ROBERT K		151 TREMONT ST #15-P	BOSTON	MA	02111
0304850358	151 TREMONT ST #15-R	LEE JENNIFER		21 BLANCHARD ST	NASHUA	NH	03060
0304850360	151 TREMONT ST #15-S	BUI IRENE DIEUTRANG	C/O IRENE DIEUTRANG BUI	151 TREMONT ST #15-S	BOSTON	MA	02111
0304850362	151 TREMONT ST #15-T	BALTHAZAR ARTHUR D		151-162 TREMONT ST #15-T	BOSTON	MA	02111
0304850364	151 TREMONT ST #15-U	BRODY RICHARD E	C/O RICHARD E BRODY	51 LINDBERGH AV	NEEDHAM	MA	02494
0304850366	151 TREMONT ST #16-A	LAUGHLIN DIANA L		151 TREMONT ST #16A	BOSTON	MA	02111
0304850368	151 TREMONT ST #16-B	SAFNER MARC S		151 TREMONT ST #16-B	BOSTON	MA	02111
0304850370	151 TREMONT ST #16-C	AHEARN DAVID J	C/O DAVID J AHEARN	151 TREMONT ST #16C	BOSTON	MA	02111
0304850372	151 TREMONT ST #16-D	SILVA GRACIELA ETAL		151 TREMONT ST #16D	BOSTON	MA	02111
0304850374	151 TREMONT ST #16-E	FOUR LBK LP	C/O FOUR LBK LP	151 TREMONT ST #PH	BOSTON	MA	02111
0304850376	151 TREMONT ST #16-F	BALLIS JESSICA	C/O JESSICA BALLIS	151 TREMONT ST #16F	BOSTON	MA	02111
0304850378	151 TREMONT ST #16-G	MCCARTHY DEBORAH M		249 BUNKER HILL ST	CHARLESTOWN	MA	02129
0304850380	151 TREMONT ST #16-H	DESHPANDE SANJAY L	C/O SANJAY DESHPANDE	151 TREMONT ST #16-H	BOSTON	MA	02111
0304850382	151 TREMONT ST #16-J	WINER MARLEEN K		151 TREMONT ST #20N	BOSTON	MA	02111
0304850384	151 TREMONT ST #16-K	ZAHN JULIETTE A SUDABEH		151 TREMONT ST #16K	BOSTON	MA	02111
0304850386	151 TREMONT ST #16-L	CHU LAP CHU		151 TREMONT ST #16L	BOSTON	MA	02111
0304850388	151 TREMONT ST #16-M	APPLEYARD DAVID		14 ATLANTIC AV	NO HAMPTON	NH	03862
0304850390	151 TREMONT ST #16-N	OHORO JOHN	C/O JOHN OHORO	151 TREMONT ST #16N	BOSTON	MA	02111
0304850392	151 TREMONT ST #16-P	QUICK WILLIAM H TS	C/O MURPHY'S	10801 WALKER ST #200	CYPRESS	CA	90630
0304850394	151 TREMONT ST #16-R	HUNTER JASON T	C/O JASON T HUNTER	151 TREMONT ST #16R	BOSTON	MA	02111
0304850396	151 TREMONT ST #16-S	BURKE BRIAN K		151 TREMONT ST #16S	BOSTON	MA	02111
0304850398	151 TREMONT ST #16-T	ZAHN JULIETTE A SUDABEH		151 TREMOINT ST #16T	BOSTON	MA	02111
0304850400	151 TREMONT ST #16-U	RAGALIS KATHYRN T		151 TREMONT ST #16U	BOSTON	MA	02110
0304850402	151 TREMONT ST #17-A	MIEHE PATRICK K		40 BEACON RD	HULL	MA	02045
0304850404	151 TREMONT ST #17-B	AVRILLON SYLVIE	C/O JIM SYLVIE	640 DAVIS ST #2	SAN FRANCISCO	CA	94111
0304850406	151 TREMONT ST #17-C	KERBEL RICHARD J		17 LAURUS LANE	NEWTON	MA	02459
0304850408	151 TREMONT ST #17-D	ALEXANDER FREDERICK I	C/O FREDERICK I ALEXANDER	151 TREMONT ST #17D	BOSTON	MA	02111
0304850410	151 TREMONT ST #17-E	TORREY BARBARA J		151 TREMONT ST #17-E	BOSTON	MA	02111
0304850412	151 TREMONT ST #17-F	DONG DAISY	C/O DAISY DONG	PO BOX 67275	CHESTNUT HILL	MA	02467
0304850414	151 TREMONT ST #17-G	KAMAL JOHN A		151 TREMONT ST #17G	BOSTON	MA	02111

0304850416	151 TREMONT ST #17-H	SMITH CAMERON L TS	C/O ELEANOR K SMITH	10 ROWE PT	ROCKPORT	MA	01966
0304850418	151 TREMONT ST #17-J	Gragnoli, Claudia		151 TREMONT ST #17J	BOSTON	MA	02111
0304850420	151 TREMONT ST #17-K	SCHEUTZ MATTHIAS	C/O MATTHISA SCHEUTZ	151 TREMONT ST #17K	BOSTON	MA	02111
0304850422	151 TREMONT ST #17-L	SCHEUTZ MATTHIAS	C/O MATTHIAS SCHEUTZ	151 TREMONT ST #17-L	BOSTON	MA	02111
0304850424	151 TREMONT ST #17-M	HILLMAN JEFFREY	C/O JEFFREY HILLMAN	12 SURREY LA	OXFORD	CT	06478
0304850426	151 TREMONT ST #17-N	BUI IRENE DIEUTRANG		170 TREMONT ST #1403	BOSTON	MA	02111
0304850428	151 TREMONT ST #17-P	LORENZO ANTONIO V TS	C/O ANTONIO V LORENZO	151 TREMONT ST #24E	BOSTON	MA	02111
0304850430	151 TREMONT ST #17-R	WEINBERG DONNA B		32 BOBBY JONES DR	ANDOVER	MA	01810
0304850432	151 TREMONT ST #17-S	DEFRANCO DAVID J		151 TREMONT ST #17-S	BOSTON	MA	02111
0304850434	151 TREMONT ST #17-T	GRAMSE HAROLD W TS		PO BOX 216	CUMMAQUID	MA	02637
0304850436	151 TREMONT ST #17-U	CHIAT AVI S		151 TREMONT ST #17U	BOSTON	MA	02111
0304850438	151 TREMONT ST #18-A	VOLKER KARL		151 TREMONT ST #18-A	BOSTON	MA	02111
0304850440	151 TREMONT ST #18-B	LI JANE LIOU	C/O JANE LIOU LI	151 TREMONT ST #18-B	BOSTON	MA	02111
0304850442	151 TREMONT ST #18-C	FRIEDMAN EDWARD J		151 TREMONT ST #20N	BOSTON	MA	02111
0304850444	151 TREMONT ST #18-D	STANISLAW ROBERT A	C/O ROBERT A STANISLAW TS	151 TREMONT ST #18-D	BOSTON	MA	02111
0304850446	151 TREMONT ST #18-E	STANISLAW ROBERT A	C/O ROBERT A STANISLAW	151 TREMONT ST #18-E	BOSTON	MA	02111
0304850448	151 TREMONT ST #18-F	CAMPION FRANCES TS		151 TREMONT ST 18-F	BOSTON	MA	02111
0304850450	151 TREMONT ST #18-G	RAWSON CYNTHIA LEE		151 TREMONT ST #18G	BOSTON	MA	02111
0304850452	151 TREMONT ST #18-H	ZADE MOHAMMED		140 BEACH ST	BOSTON	MA	02111
0304850454	151 TREMONT ST #18-J	LAM MONITA SAU-MENG	C/O MONITA SAU-MENG LAM	151 TREMONT ST #18-J	BOSTON	MA	02111
0304850456	151 TREMONT ST #18-K	KARGMAN WILLIAM M	C/O FIRST REALTY MAANAGEMENT	151 TREMONT ST PH	BOSTON	MA	02111
0304850458	151 TREMONT ST #18-L	KARGMAN WILLIAM M TS	C/O FIRST REALTY MANAGEMENT	151 TREMONT ST PH	BOSTON	MA	02111
0304850460	151 TREMONT ST #18-M	MURPHY DENNIS M	C/O DENNIS M MURPHY	151 TREMONT ST #18M	BOSTON	MA	02111
0304850462	151 TREMONT ST #18-N	STRAND KRISTINE E		151 TREMONT ST #18-N	BOSTON	MA	02111
0304850464	151 TREMONT ST #18-P	NYE RAYMOND		151 TREMONT ST #18P	BOSTON	MA	02111
0304850466	151 TREMONT ST #18-R	HALMKIN WILLIAM E ETAL		151 TREMONT ST #18R	BOSTON	MA	02111
0304850468	151 TREMONT ST #18-S	MACKLIN MICHAEL E		10 ROWES WHARF UNIT 803	BOSTON	MA	02110
0304850470	151 TREMONT ST #18-T	GOLDMAN MARK R ETAL	C/O POSTERNAK BLANKATEIN & LUND	800 BOYLSTON ST	BOSTON	MA	02199
0304850472	151 TREMONT ST #18-U	GOLDMAN MARK R ETAL	C/O DONALD SIEGEL (POSTERNAK)	800 BOYLSTON ST - PRU 33RD FL	BOSTON	MA	02199
0304850474	151 TREMONT ST #19-A	GOON STELLA S TS	C/O STELLA S GOON	101 S MAIN ST P O BOX 425	ROCHESTER	NH	03867
0304850476	151 TREMONT ST #19-B	TANTOCO CHRISTOPHER J	C/O CHRISTOPHER J TANTOCO	151 TREMONT ST #19-B	BOSTON	MA	02111
0304850478	151 TREMONT ST #19-C	ARNOLD ROBERT A	C/O HELLEN J ARNOLD	11 RAVENNA RD	WEST ROXBURY	MA	02132
0304850480	151 TREMONT ST #19-D	HOBSON G COLEMAN TRUST					
0304850482	151 TREMONT ST #19-E	FECHTOR SHELDON		151 TREMONT ST #19E	BOSTON	MA	02111
0304850484	151 TREMONT ST #19-F	COORSSEN GEORGE E JR ETAL		151 TREMONT ST #19F	BOSTON	MA	02111
0304850486	151 TREMONT ST #19-G	COORSSEN GEORGE E JR		151 TREMONT ST #19G	BOSTON	MA	02111
0304850488	151 TREMONT ST #19-H	151 TREMONT LLC					
0304850490	151 TREMONT ST #19-J	LIU RICHARD Y	C/O JOANNA C LIU	151 TREMONT ST #19J	BOSTON	MA	02111
0304850492	151 TREMONT ST #19-K	KEEGAN JAMES F		151 TREMONT ST #19K	BOSTON	MA	02111
0304850494	151 TREMONT ST #19-L	KARGMAN WILLIAM M	C/O FIRST REALTY MNGT CORP	151 TREMONT ST #PH	BOSTON	MA	02111
0304850496	151 TREMONT ST #19-M	GRINSTEIN ELIZABETH A POTT	C/O ELIZABETH A POTT-GRINSTEIN	151 TREMONT ST #19-M	BOSTON	MA	02111
0304850498	151 TREMONT ST #19-N	TAN CRYSTAN					
0304850500	151 TREMONT ST #19-P	STOUT ANITA M	C/O ANITA M STOUT	151 TREMONT ST #19P	BOSTON	MA	02111
0304850502	151 TREMONT ST #19-R	TEIXEIRA ANN B TS	C/O ANN B TEIXEIRA	151 TREMONT ST #19R	BOSTON	MA	02111
0304850504	151 TREMONT ST #19-S	MISRA JATIN		151 TREMONT ST #19-S	BOSTON	MA	02111
0304850506	151 TREMONT ST #19-T	HSIEH BETTY	C/O BETTY HSIEH	151 TREMONT ST #19-T	BOSTON	MA	02111

0304850508	151 TREMONT ST #19-U	TODESCA LAUREL H	C/O LAUREL H TODESCA	151 TREMONT ST #19U	BOSTON	MA	02111
0304850510	151 TREMONT ST #20-A	CONNORS BARBARA A	C/O BARBARA A. CONNORS	151 TREMONT ST 20-A	BOSTON	MA	02111
0304850512	151 TREMONT ST #20-B	RAO MANDIGA V	C/O MANDIGA RAO	140 MT VERNON DR	MONROEVILLE	PA	15146
0304850514	151 TREMONT ST #20-C	WU FRANK	C/O FRANK WU	151 TREMONT ST., # 20C	BOSTON	MA	02111
0304850516	151 TREMONT ST #20-D	CLIFFORD EDWARD	C/O CHARLES JANES	151 TREMONT ST #20E	BOSTON	MA	02111
0304850518	151 TREMONT ST #20-E	CLIFFORD EDWARD J		151 TREMONT ST #20E	BOSTON	MA	02111
0304850520	151 TREMONT ST #20-F	SOTO ANA M	C/O NA M SOTO	151 TREMONT ST #20F	BOSTON	MA	02111
0304850522	151 TREMONT ST #20-G	NYE JEFFREY S	C/O JEFFREY S NYE	151 TREMONT ST #20-G	BOSTON	MA	02111
0304850524	151 TREMONT ST #20-H	SCHWARTZ EDITH TS	C/O EDITH SCHWARTZ	110 N WARBLER LA	SARASOTA	FL	34236
0304850526	151 TREMONT ST #20-J	COMENZO RAYMOND	C/O CHERYL COMENZO	12 EVELYN RD	NEWTON	MA	02460
0304850528	151 TREMONT ST #20-K	FRIEDMAN ED		151 TREMONT ST #20K	BOSTON	MA	02111
0304850530	151 TREMONT ST #20-L	WINER MARLEEN K		151 TREMONT ST #20-L	BOSTON	MA	02111
0304850532	151 TREMONT ST #20-M	FRIEDMAN EDWARD		151 TREMONT ST #20-M	BOSTON	MA	02111
0304850534	151 TREMONT ST #20-N	FRIEDMAN EDWARD J		151 TREMONT ST #20N	BOSTON	MA	02111
0304850536	151 TREMONT ST #20-P	MEI-AI WU		151 TREMONT ST #20P	BOSTON	MA	02111
0304850538	151 TREMONT ST #20-R	SAGER ROBERT C	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850540	151 TREMONT ST #20-S	DRYSDALE DOUGLAS K					
0304850542	151 TREMONT ST #20-T	KAUFFMAN IRVING F TS	C/O F JAMES KAUFFMAN	15254 SEA STAR LN	BONITA SPRINGS	FL	34135
0304850544	151 TREMONT ST #20-U	DERHAGOPIAN PAULA ETAL	C/O ROBERT P DERHAGOPIAN	7775 SW 75TH TERRACE	MIAMI	FL	33143
0304850546	151 TREMONT ST #21-A	CRITICOS DENNIS	C/O LAWRENCE BLACKER	77 FRANKLIN ST	BOSTON	MA	02110
0304850548	151 TREMONT ST #21-B	GORDON ANNIE	C/O HARVEY GORDON	129 LAKESIDE AV	WRENTHAM	MA	02093
0304850550	151 TREMONT ST #21-C	CHIN MICHAEL K	C/O MICHAEL K CHIN	151 TREMONT ST #21-C	BOSTON	MA	02111
0304850552	151 TREMONT ST #21-D	SHAHBODAGHI MEHRDAD		151 TREMONT #21-D	BOSTON	MA	02111
0304850554	151 TREMONT ST #21-E	TSE TERESA M	C/O TERESA M TSE	151 TREMONT ST #21-E	BOSTON	MA	02111
0304850556	151 TREMONT ST #21-F	MUIR EILEEN J	C/O ANDREW MUIR	481 JERUSALEM RD	COHASETT	MA	02025
0304850558	151 TREMONT ST #21-G	TURNER ELIZABETH KEMPTON					
0304850560	151 TREMONT ST #21-H	ONE-51 TREMONT STREET TRUST	C/O TAO WANG	79 HILL & PLAIN ROAD	FALMOUTH	MA	02536
0304850562	151 TREMONT ST #21-J	LAWRENCE SANDRA		151 TREMONT ST #21J	BOSTON	MA	02111
0304850564	151 TREMONT ST #21-K	SAGER ROBERT C	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850566	151 TREMONT ST #21-L	SAGER ROBERT C	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850568	151 TREMONT ST #21-M	SAGER ROBERT C	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850570	151 TREMONT ST #21-N	SAGER ROBERT	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850572	151 TREMONT ST #21-P	SAGER ELAINE H	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850574	151 TREMONT ST #21-R	SAGER ELAINE H	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850576	151 TREMONT ST #21-S	SAGER ELAINE H	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850578	151 TREMONT ST #21-T	SAGER ROBERT C	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850580	151 TREMONT ST #21-U	CHARTON DOUGLAS Y	C/O DOUGLAS Y CHARTON	151 TREMONT ST #21U	BOSTON	MA	02111
0304850582	151 TREMONT ST #22-A	STERN PATRICIA H		151 TREMONT ST #22A	BOSTON	MA	02111
0304850584	151 TREMONT ST #22-B	DEMERJIAN CHARLES	C/O CHARLES DERMENJIAN	374 LAKE ST	BELMONT	MA	02478
0304850586	151 TREMONT ST #22-C	KIM GUNNAM	C/O GUNNAM KIM	151 TREMONT ST #22C	BOSTON	MA	02111
0304850588	151 TREMONT ST #22-D	IZUTA TATSUSHI	C/O TATSUSHI IZUTA	10 NOUVELLE WY #5407	NATICK	MA	01760
0304850590	151 TREMONT ST #22E	PARK GREEN LLC					
0304850592	151 TREMONT ST #22-F	MUIR ANDREW R		481 JERUSALEM RD	COHASSET	MA	02025
0304850594	151 TREMONT ST #22-G	DE FRANCO DAVID J	C/O DAVID J DEFRANCO	151 TREMONT ST #22-G	BOSTON	MA	02111
0304850596	151 TREMONT ST #22-H	HORNG STEVEN	C/O STEVEN HORNG	151 TREMONT ST # 22-H	BOSTON	MA	02111
0304850598	151 TREMONT ST #22-J	BELLANTONI JUAN	C/O JOHN F BELLANTONI	110 N WARBLER LANE	SARASOTA	FL	34236

0304850600	151 TREMONT ST #22-K	PAULA R PEASE REVOCABLE					
0304850602	151 TREMONT ST #22-L	FRIEDMAN EDWARD	C/O EDWARD FRIEDMAN	151 TREMONT ST # 20 N	BOSTON	MA	02111
0304850604	151 TREMONT ST #22-M	RODRIGUEZ DOMINGO J	C/O PILAR RODRIGUEZ	PO BOX 320221	W ROXBURY	MA	02132
0304850606	151 TREMONT ST #22-N	SAGER ROBERT C	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850608	151 TREMONT ST #22-P	SAGER ROBERT C	C/O ROBERT SAGER TRUSTEE	PO BOX 1648	BELLEVUE	WA	98009
0304850610	151 TREMONT ST #22-R	SAGER ROBERT C	C/O BALANCE FINANCIAL	PO BOX 1648	BELLEVUE	WA	98009
0304850612	151 TREMONT ST #22-S	SCIARAPPA FAMILY REVOCABLE					
0304850614	151 TREMONT ST #22-T	FAY G PARK		151 TREMONT ST #22-T	BOSTON	MA	02111
0304850616	151 TREMONT ST #22-U	ROSSI ALBERT J		151 TREMONT ST #22U	BOSTON	MA	02111
0304850618	151 TREMONT ST #23-A	EICHEN PETER A		151 TREMONT ST #23A	BOSTON	MA	02111
0304850620	151 TREMONT ST #23-B	TIU TIN SANG	C/O CHARLES VINCENT CO NIU TIU	151 TREMONT ST #23-B	BOSTON	MA	02111
0304850622	151 TREMONT ST #23-C	MANICKAS AGISILAOS P TS	C/O A P MANICKAS	803 MASSACHUSETTS AV	LEXINGTON	MA	02420
0304850624	151 TREMONT ST #23-D	FARIDI SEDIGHEH		151 TREMONT ST #23D	BOSTON	MA	02111
0304850626	151 TREMONT ST #23-E	DITZION SAMUEL M	C/O SAMUEL DITZION	765 WASHINGTON ST	BROOKLINE	MA	02446
0304850628	151 TREMONT ST #23-F	SHENG BEN B	C/O BEN B SHENG	151 TREMONT ST #23-F	BOSTON	MA	02111
0304850630	151 TREMONT ST #23-G	SHENG BEN B	C/O BEN B SHENG	151 TREMONT ST #23-G	BOSTON	MA	02111
0304850632	151 TREMONT ST #23-H	WORTHWHILE INVESTMENTS LLC	C/O WORTHWHILE INVESTMENTS LLC	224 8TH ST SE	WASHINGTON	DC	20003
0304850634	151 TREMONT ST #23-J	FRANK KENNETH L					
0304850636	151 TREMONT ST #23-K	ZAHEDI ARYA TS	C/O ARYA J ZAHEDI TS	151 TREMONT ST #23-K	BOSTON	MA	02111
0304850638	151 TREMONT ST #23-L	BAGWILL JOHN W JR	C/O EMILY BAGWILL	587 TUCKERMAN AV	MIDDLETOWN	RI	02842
0304850640	151 TREMONT ST #23-M	KASHANEK JOSEPH		107 PENNI LANE	N ANDOVER	MA	01845
0304850642	151 TREMONT ST #23-N	OLNEY 3RD, RICHARD		PO BOX 194	PRIDES CROSSING	MA	01965
0304850644	151 TREMONT ST #23-P	Chu, Hsiu M	C/O HSIU MEI CHU	137 BRENTWOOD CI	N ANDOVER	MA	01845
0304850646	151 TREMONT ST #23-R	SIMMONS PAUL T TS		151 TREMONT ST #23R	BOSTON	MA	02111
0304850648	151 TREMONT ST #23-S	BARON JASON I	C/O JASON BARON	25 SWEENEY RIDGE ROAD	BEDFORD	MA	01730
0304850650	151 TREMONT ST #23-T	COMENZO SHERYL		12 EVELYN RD	NEWTON	MA	02460
0304850652	151 TREMONT ST #23-U	BENNETT SHAUNA A Z					
0304850654	151 TREMONT ST #24-A	HOHL STEVEN T	C/O STEVEN T HOHL	151 TREMONT ST #24A	BOSTON	MA	02111
0304850656	151 TREMONT ST #24-B	WORTHWHILE INVESTMENTS LLC	C/O WORTHWHILE INVESTMENTS LLC	224 8TH ST SE	WASHINGTON	DC	20003
0304850658	151 TREMONT ST #24-C	HOYE WILLIAM J	C/O WILLIAM HOYE	8 LE BARON WAY	MATTAPOISETT	MA	02739
0304850660	151 TREMONT ST #24-D	LUCCIOLA, KARA M		151 TREMONT ST #24D	BOSTON	MA	02111
0304850662	151 TREMONT ST #24-E	LORENZO ANTONIO V		151 TREMONT ST #24-E	BOSTON	MA	02111
0304850664	151 TREMONT ST #24-F	WEBSTER HARRY C		151 TREMONT ST #24-F	BOSTON	MA	02111
0304850666	151 TREMONT ST #24-G	WEBSTER HARRY C		151 TREMONT ST #24G	BOSTON	MA	02111
0304850668	151 TREMONT ST #24-H	WAIEN BARBARA S TS	C/O PHILLIP R WAIEN	22 FORDVILLE RD	DUXBURY	MA	02332
0304850670	151 TREMONT ST #24-J	GOLDMAN MARK R	C/O MARK R. GOLDMAN	151 TREMONT ST #24J	BOSTON	MA	02111
0304850672	151 TREMONT ST #24-K	BERKOWITZ ROGER		1 SEAFOOD WA	BOSTON	MA	02210
0304850674	151 TREMONT ST #24-L	SILVERMAN WENDY B		151 TREMONT ST # 24-L	BOSTON	MA	02111
0304850676	151 TREMONT ST #24-M	AU CARLTON K C	C/O CARLTON K C AU	655 KAULANA PLACE	HONOLULU	HI	96821
0304850678	151 TREMONT ST #24-N	HERWECK STEVE	C/O STEVE HERWECK	29 EDMUNDS RD	WELLESLEY	MA	02481
0304850680	151 TREMONT ST #24-P	MASEEH FARIBORZ		4343 VON KARMAN AV STE 350	NEWPORT BEACH	CA	92660
0304850682	151 TREMONT ST #24-R	MILLS JOSEPH	C/O JOSEPH MILLS	149 ROCK O DUNDEE RD	DARTMOUTH	MA	02748
0304850684	151 TREMONT ST #24-S	KASSAM NASIM		151 TREMONT ST #24-S	BOSTON	MA	02111
0304850686	151 TREMONT ST #24-T	YOSHIDA NAKAKO	C/O KAZUNORI YOSHIDA	P O BOX 960162	BOSTON	MA	02196
0304850688	151 TREMONT ST #24-U	MARX ADAM P	C/O ADAM MARX	151 TREMONT ST #24U	BOSTON	MA	02111
0304850690	151 TREMONT ST #25-A	EVANGELISTA JOSE	C/O STELLA EVANGELISTA	4583 LAHSER RD	BLOOMFIELD	MI	48304

0304850692	151 TREMONT ST #25-B	CANNON EDWARD R	C/O MYMIE PHAM	151 TREMONT ST 25-B	BOSTON	MA	02111
0304850694	151 TREMONT ST #25-C	HSIN WILSON	C/O WILSON HSIN	151 TREMONT ST #25-C	BOSTON	MA	02111
0304850696	151 TREMONT ST #25-D	LIU TONG	C/O TONG LIU	151 TREMONT ST #25D	BOSTON	MA	02111
0304850698	151 TREMONT ST #25-E	LEE JENNIFER M		21 BLANCHARD ST	NASHUA	NH	03060
0304850700	151 TREMONT ST #25-F	SLATER TRACY	C/O TRACY SLATER	151 TREMONT ST #25-F	BOSTON	MA	02111
0304850702	151 TREMONT ST #25-G	SLATER TRACY TS	C/O TRACY SLATER TS	151 TREMONT ST #25F	BOSTON	MA	02111
0304850704	151 TREMONT ST #25-H	CHEN LI	C/O LI CHEN	151 TREMONT ST #25-H	BOSTON	MA	02111
0304850706	151 TREMONT ST #25-J	TAM GEORGIANA WY	C/O GEORGIANA TAM	151 TREMONT ST #25-J	BOSTON	MA	02111
0304850708	151 TREMONT ST #25-K	WOOD HENRY A		151 TREMONT ST #25K	BOSTON	MA	02111
0304850710	151 TREMONT ST #25-L	DASKALAKIS PANOS N		151 TREMONT ST #25L	BOSTON	MA	02111
0304850712	151 TREMONT ST #25-M	SUZMAN PATRICIA A	C/O PATRICIA A SUZMAN	151 TREMONT ST # 25M	BOSTON	MA	02111
0304850714	151 TREMONT ST #25-N	SUZMAN PATRICIA A	C/O PATRICIA A SUZMAN	151 TREMONT ST #25N	BOSTON	MA	02111
0304850716	151 TREMONT ST #25-P	VOLKER KARL		151 TREMONT ST #25P	BOSTON	MA	02111
0304850718	151 TREMONT ST #25-R	OAKS FAMILY LLC		151 TREMONT ST	BOSTON	MA	02111
0304850720	151 TREMONT ST #25-S	SCOGNA ANTONIO CICCOMANCINI	C/O ANTONIO C SCOGNA	151 TREMONT ST #25-S	BOSTON	MA	02111
0304850722	151 TREMONT ST #25-T	WANG JAMES Z	C/O JAMES Z WANG	151 TREMONT ST #25-T	BOSTON	MA	02111
0304850724	151 TREMONT ST #25-U	DESAI URMEN	C/O INDIRA DESAI	14 CLEMENTS RD	NEWTON	MA	02458
0304850726	151 TREMONT ST #26-A	STAPLETON SUSAN P		151 TREMONT ST #26A	BOSTON	MA	02111
0304850728	151 TREMONT ST #26-B	VINER NANCY E		151 TREMONT ST #26-B	BOSTON	MA	02111
0304850730	151 TREMONT ST #26-C	MCDERMOTT RUTH A		151 TREMONT ST #26C	BOSTON	MA	02111
0304850732	151 TREMONT ST #26-D	LABLE STEPHEN J	C/O STEPHEN LABLE	151 TREMONT ST #26-D	BOSTON	MA	02111
0304850734	151 TREMONT ST #26-E	WOLKOWICZ DEREK A	C/O DEREK WOLKOWICZ	24 SETTLERS DR	LAKEVILLE	MA	02347
0304850736	151 TREMONT ST #26-F	GUTHRIE PHILIP M		151 TREMONT ST #26F	BOSTON	MA	02111
0304850738	151 TREMONT ST #26-G	KALIL DAWN L	C/O DAWN L KALIL	151 TREMONT ST 26-G	BOSTON	MA	02111
0304850740	151 TREMONT ST #26-H	BRAMHALL EMILY B	C/O EMILY B BRAMHALL	215 NORTH ROAD	CHILMARK	MA	02535
0304850742	151 TREMONT ST #26-J	MEHSSEN MOHAMED AZZAM		151 TREMONT ST #26J	BOSTON	MA	02111
0304850744	151 TREMONT ST #26-K	MIRSHAMSY SHAHRZAD					
0304850746	151 TREMONT ST #26-L	SPRIGGS NANCY GERLACH		151 TREMONT ST #26L	BOSTON	MA	02111
0304850748	151 TREMONT ST #26-M	NANCY GERLACH-SPRIGGS TRUST					
0304850750	151 TREMONT ST #26-N	OBADIAH RICHARD	C/O RICHARD OBADIAH	151 TREMONT ST #26N	BOSTON	MA	02111
0304850752	151 TREMONT ST #26-P	OBADIAH RICHARD		151 TREMONT ST #26-P	BOSTON	MA	02111
0304850754	151 TREMONT ST #26-R	OBADIAH RICHARD		151 TREMONT ST #26R	BOSTON	MA	02111
0304850756	151 TREMONT ST #26-S	DUMAS ROGER F TS	C/O ROGER F DUMAS	PO BOX 44	DEERFIELD	NH	03037
0304850758	151 TREMONT ST #26-T	WINER MARLEEN KAREN	C/O MARLEEN K WINER	151 TREMONT ST 20N	BOSTON	MA	02111
0304850760	151 TREMONT ST #26-U	LABLE ESTHER B TS		170 TREMONT ST #302	BOSTON	MA	02111
0304850762	151 TREMONT ST #27-A	MATHES A MICHAEL		151 TREMONT ST #27-A	BOSTON	MA	02111
0304850764	151 TREMONT ST #27-B	KOSMIDIS STERGIOS P		151 TREMONT ST # 27B	BOSTON	MA	02111
0304850766	151 TREMONT ST #27-C	DEVARAJ NEAL	C/O NEAL DEVARAJ	151 TREMONT ST #27-C	BOSTON	MA	02111
0304850768	151 TREMONT ST #27-D	ERBAY SAMI		151 TREMONT ST #27D	BOSTON	MA	02111
0304850770	151 TREMONT ST #27-E	ERBAY NAZLI		151 TREMONT ST #27E	BOSTON	MA	02111
0304850772	151 TREMONT ST #27-F	AMBROSE LESLIE M TS	C/O JAMES F AMBROSE	47 NOON HILL AV	NORFOLK	MA	02056
0304850774	151 TREMONT ST #27-G	GREENFIELD ALAN	C/O ALAN GREENFIELD	151 TREMONT ST #27-G	BOSTON	MA	02111
0304850776	151 TREMONT ST #27-H	RAUCHUCK JOSEPH W		151 TREMONT ST #27H	BOSTON	MA	02111
0304850778	151 TREMONT ST #27-J	EVANS GEORGE P		151 TREMONT ST #27J	BOSTON	MA	02111
0304850780	151 TREMONT ST #27-K	TURNER NORMAN E		151 TREMONT ST #27K	BOSTON	MA	02111
0304850782	151 TREMONT ST #27-L	CHAN RICHARD		151 TREMONT ST #27L	BOSTON	MA	02111

0304850784	151 TREMONT ST #27-M	MUIR ANDREW R	C/O ANDREW & EILEEN MUIR	481 JERUSALEM RD	COHASSET	MA	02025
0304850786	151 TREMONT ST #27-N	KWAN WALTER K	C/O WALTER K KWAN	151 TREMONT ST #27N	BOSTON	MA	02111
0304850788	151 TREMONT ST #27-P	LAPRADE MARK P		151 TREMONT ST #27P	BOSTON	MA	02111
0304850790	151 TREMONT ST #27-R	FISHER ELAINE F TS	C/O ELAINE FISHER TS	151 TREMONT ST #27R	BOSTON	MA	02111
0304850792	151 TREMONT ST #27-S	LAPRADE MARK		151 TREMONT ST #27S	BOSTON	MA	02111
0304850794	151 TREMONT ST #27-T	CELLER GEORGE K	C/O GEORGE K CELLER	38 OLD OAK DR	SUMMIT	NJ	07901
0304850796	151 TREMONT ST #27-U	MILLS JOSEPH	C/O JOSEPH MILLS	516 HAWTHORNE ST	DARTMOUTH	MA	02747
0304850798	151 TREMONT ST #OFFICE	KARGMAN MAX R TRST		151 TREMONT	BOSTON	MA	02111
0304861000	171 172 TREMONT ST	171 TREMONT LLC	FRIED FRANK HARRIS SHRIVER & JA	1 NEW YORK PLAZA	NEW YORK	NY	10004
0304870010	2-16 AVERY	MILLENNIUM PLACE PRIMARY	C/O MILLENNIUM PARTNERS	1995 BROADWAY 3RD FL	NEW YORK	NY	10023
0304870020	2 -16 AVERY ST	MILLENNIUM PLACE SOUTH		2 AVERY ST	BOSTON	MA	02111
0304870022	2 AVERY ST #17A	ELTENLIGHT BOSTON LLC	C/O RICHARD P BRANSON ESQ	18 TREMONT ST STE 900	BOSTON	MA	02108
0304870024	2 AVERY ST #17C	GIRDLER LEWIS		2 AVERY ST #17C	BOSTON	MA	02111
0304870026	2 AVERY ST #17D	MODAK YOGESH		2 AVERY ST #17D	BOSTON	MA	02111
0304870028	2 AVERY ST #17E	DIRECTOR STEPHEN	C/O STEPHEN DIRECTOR	2 AVERY ST #17E	BOSTON	MA	02111
0304870030	2 AVERY ST #17F	WAZ 2 LLC	C/O CAROL SIMMONS	800 BOYLSTON ST, ROPES & GRAY	BOSTON	MA	02199
0304870032	2 AVERY ST #17G	THE WAZ LLC	C/O ROPES & GRAY/ C SIMMONS	800 BOYLSTON ST	BOSTON	MA	02199
0304870034	2 AVERY ST #17H	ESSAYDI LALLA ASSIA		2 AVERY ST #17H	BOSTON	MA	02111
0304870036	2 AVERY ST #18B	JANICEK MILOS J TC	C/O MILOS JANICEK	2 AVERY ST #18B	BOSTON	MA	02111
0304870038	2 AVERY ST #18C	S ALLEN FAGENHOLZ REVOCABLE					
0304870040	2 AVERY ST #18D	BALABANOVA MARIA	C/O MARIA BALABANOVA	2 AVERY ST #18D	BOSTON	MA	02111
0304870042	2 AVERY ST #18E	ALEIXO THEODORE J JR		2 AVERY ST #18E	BOSTON	MA	02111
0304870044	2 AVERY ST #18F	BISTRONG JEFFERY M	C/O JEFFERY M BISTRONG	2 AVERY ST #18F	BOSTON	MA	02111
0304870046	2 AVERY ST #18G	BARLOW DAVID H		2 AVERY ST #18G	BOSTON	MA	02111
0304870048	2 AVERY ST #18H	MORSE JOHN F III IF	C/O JOHN F MORSE III	2 AVERY ST #18H	BOSTON	MA	02111
0304870050	2 AVERY ST #19A	YEE MING JANE	C/O MING JANE YEE	2 AVERY ST #19A	BOSTON	MA	02111
0304870052	2 AVERY ST #19B	REDMON MARTIN P	C/O MARTIN P REDMON	70 OLD HOWARTH RD	OXFORD	MA	01540
0304870054	2 AVERY ST #19C	WINKELLER MARK		2 AVERY ST #19C	BOSTON	MA	02111
0304870056	2 AVERY ST #19D	BUI IRENE DIEUTRANG	C/O IRENE BUI	170 TREMONT ST #1403	BOSTON	MA	02111
0304870058	2 AVERY ST #19E	CHAPMAN SUZANNE M	C/O SUZANNE M CHAPMAN	2 AVERY ST #19E	BOSTON	MA	02111
0304870060	2 AVERY ST #19F	BISSINGER CHARLES C TS	C/O CHARLES C BISSINGER	2 AVERY ST #19F	BOSTON	MA	02111
0304870062	2 AVERY ST #19G	SEVENTY HUNDRED CORP	WEISER LLP/ATT TONI MAGALETTA	614 CORPORATE WAY STE 3M	VALLEY COTTAGE	NY	10989
0304870064	2 AVERY ST #19H	GORDON NANCY	C/O NANCY GORDON	2 AVERY ST #19H	BOSTON	MA	02111
0304870066	2 AVERY ST #20A	POWER STEPHEN H TS	C/O STEPHEN POWER TS	2 AVERY ST #20A	BOSTON	MA	02111
0304870068	2 AVERY ST #20B	JARUDI NABEEL I TS	C/O NABEEL I JARUDI TS	400 NAHATAN ST	WESTWOOD	MA	02090
0304870070	2 AVERY ST #20C	2 AVERY STREET LLC	C/O 2 AVERY STREET LLC	3411 SILVERSIDE RD SUITE #104	WILMINGTON	DE	19810
0304870072	2 AVERY ST #20D	CHEN ZHIKAI	C/O ZHIKAI CHEN	2 AVERY ST #20D	BOSTON	MA	02111
0304870074	2 AVERY ST #20E	OBERG SOREN L	C/O SOREN OBERG	2 AVERY ST #20E	BOSTON	MA	02111
0304870076	2 AVERY ST #20F	RUBY MARK		2 AVERY ST #20F	BOSTON	MA	02111
0304870078	2 AVERY ST #20G	ELISA REDLER ENTINE	C/O ELISA R ENTINE	77 CHESTNUT STREET	BOSTON	MA	02108
0304870080	2 AVERY ST #20H	YIN SAMUEL		2 AVERY ST #20H	BOSTON	MA	02111
0304870082	2 AVERY ST #21A	FILMORE FARM LIMITED LLC	C/O FILMORE FARM LIMITED LLC	458 GLEN RD	WESTON	MA	02493
0304870084	2 AVERY ST #21B	PARK INSUP ALEXANDER		PO BOX 281	IRVINGTON	NY	10533
0304870086	2 AVERY ST #21C	DOMB DANIEL	C/O DANIEL DOMB	2 AVERY ST #21C	BOSTON	MA	02111
0304870088	2 AVERY ST #21D	TWO AVERY STREET UNIT 21D					
0304870090	2 AVERY ST #21E	SOMMADOSSI JEAN-PIERRE	C/O JEAN PIERRE SOMMADOSSI	2 AVERY ST UNIT 21E	BOSTON	MA	02111

0304870092	2 AVERY ST #21F	ANDERSON KATHLEEN	C/O KATHLEEN ANDERSON	663 OLD COUNTY RD UNIT A	SAN CARLOS	CA	94070
0304870094	2 AVERY ST #21G	MURPHY MICHAEL J		2 AVERY ST #21G	BOSTON	MA	02111
0304870096	2 AVERY ST #21H	WALBA GERALD B		2 AVERY ST #21H	BOSTON	MA	02111
0304870098	2 AVERY ST #22A	BOSTON PROPERTY 1 LLC	C/O DAY PITNEY LLP/STEPHEN ZIOBROWS	ONE INTERNATIONAL PL	BOSTON	MA	02110
0304870100	2 AVERY ST #22B	ROTHMAN ALAN H TS		2 AVERY ST UNIT# 22B	BOSTON	MA	02111
0304870102	2 AVERY ST #22C	PHILLIPS MAUREEN M		2 AVERY ST #22C	BOSTON	MA	02111
0304870104	2 AVERY ST #22D	ARTER FAITH R TS	C/O FAITH R ARTER	2 AVERY ST #22D	BOSTON	MA	02111
0304870106	2 AVERY ST #22E	EWALD OLIVER C		2 AVERY ST #22E	BOSTON	MA	02111
0304870108	2 AVERY ST #22F	EWALD OLIVER	C/O OLIVER EWALD	2 AVERY ST #22-E	BOSTON	MA	02111
0304870110	2 AVERY ST #22G	TWO AVERY/22 LLC	C/O LOUIS CANO	2 AVERY STREET, #22G	BOSTON	MA	02111
0304870112	2 AVERY ST #22H	KEEGAN HARRY P IV		2 AVERY ST #22H	BOSTON	MA	02111
0304870114	2 AVERY ST #23A	TALEGHANI MANIJEH	C/O MANIJEH TALEGHANI	451 PADDOCK LANE	BRISTOL	RI	02809
0304870116	2 AVERY ST #23B	PORTER AURORA	C/O AURORA PORTER	165 TREMONT ST #23B	BOSTON	MA	02111
0304870118	2 AVERY ST #23C	AL-SHAIR TALAL	C/O TALAL AL-SHAIR	2 AVERY ST #23C	BOSTON	MA	02111
0304870120	2 AVERY ST #23D	GREEN AARON S		2 AVERY ST #23D	BOSTON	MA	02111
0304870122	2 AVERY ST #23E	BERYLSON JAMES T	C/O JAMES T BERYLSON	2 AVERY ST #23E	BOSTON	MA	02111
0304870124	2 AVERY ST #23F	GOEL ANITA	C/O DR. ANITA GOEL	1 AVERY ST #33D	BOSTON	MA	02111
0304870126	2 AVERY ST #23G	LANDERGAN WALTER L JR	C/O WALTER LANDERGAN JR	2 AVERY ST #23G	BOSTON	MA	02111
0304870128	2 AVERY ST #23H	CHOUEIRY MAYA	C/O MAYA CHOUEIRY	2 AVERY ST #23H	BOSTON	MA	02111
0304870130	2 AVERY ST #24A	NASHED MICHAEL M	C/O MICHAEL M NASHED	2 AVERY ST #24A	BOSTON	MA	02111
0304870132	2 AVERY ST #24B	HODGES ALLAN A		2 AVERY ST #24B	BOSTON	MA	02111
0304870134	2 AVERY ST #24C	WHELAN ROBERT J		2 AVERY ST # 24C	BOSTON	MA	02111
0304870136	2 AVERY ST #24D	CHASE ADAM F		2 AVERY ST #24D	BOSTON	MA	02111
0304870138	2 AVERY ST #24E	MASHIKIAN PAUL S	C/O PAUL MASHIKIAN	2 AVERY ST #24E	BOSTON	MA	02111
0304870140	2 AVERY ST #24F	WILLIAMS DAVID L		2 AVERY ST #24F	BOSTON	MA	02111
0304870142	2 AVERY ST #24G	OWENS JULIE	C/O JULIE OWENS	2 AVERY ST # S-24G	BOSTON	MA	02111
0304870144	2 AVERY ST #24H	BMA PROPERTIES LLC	C/O BMA PROPERTIES LLC	2546 E 17TH STREET 2ND FLR	BROOKLYN	NY	11235
0304870146	2 AVERY ST #25A	COOK KATHLEEN	C/O AARE/ KATHLEEN COOK	115 ATLANTIC AV	BOSTON	MA	02110
0304870148	2 AVERY ST #25B	SHTEM FAINA		2 AVERY ST #25B	BOSTON	MA	02111
0304870150	2 AVERY ST #25C	ANDERSON LINCOLN		2 AVERY ST #25C	BOSTON	MA	02111
0304870152	2 AVERY ST #25D	ICSA US REAL ESTATE INC	C/O DUANE MORRIS LLP	100 HIGH ST STE 2400	BOSTON	MA	02110
0304870154	2 AVERY ST #25E	AMARIA HOLDINGS LIMITED	C/O AMARIA HOLDINGS LIMITED	2 AVERY ST #25E	BOSTON	MA	02111
0304870156	2 AVERY ST #25F	AMARIA HOLDINGS LIMITED	C/O RICHARD P BRANSON ESQ	18 TREMONT ST STE #900	BOSTON	MA	02108
0304870158	2 AVERY ST #25G	AL-ZAMIL FARIDA		2 AVERY ST #25G	BOSTON	MA	02111
0304870160	2 AVERY ST #25H	NEWCOMBE SISSEL M					
0304870162	2 AVERY ST #26A	NELSON DON A	C/O DON A NELSON	2 AVERY ST #26-A	BOSTON	MA	02111
0304870164	2 AVERY ST #26B	KOOHAPREMKIT THANAPISAL		2 AVERY ST #26B	BOSTON	MA	02111
0304870166	2 AVERY ST #26C	DECICCIO JOHN TS	C/O JOHN DECICCIO	2 AVERY ST #26C	BOSTON	MA	02111
0304870168	2 AVERY ST #26D	WILKINS ANTHONY J		456 BLACKSTRAP RD	FALMOUTH	ME	04105
0304870170	2 AVERY ST #26E	IACOI JOHN M TS	C/O CBM	PO BOX 610287	NEWTON	MA	02461
0304870172	2 AVERY ST #26F	STRECKER WILLIAM D		2 AVERY ST #26F	BOSTON	MA	02111
0304870174	2 AVERY ST #26G	LEAHY JAMES M TS		2 AVERY ST #26G	BOSTON	MA	02111
0304870176	2 AVERY ST #26H	OLSEN MARY ALICE		2 AVERY ST #26H	BOSTON	MA	02111
0304870178	2 AVERY ST #27A	BOSTON PROPERTY 2 LLC	C/O DAY PITNEY, STEVE ZIOBROWSKI	ONE INTERNATIONAL PLACE	BOSTON	MA	02110
0304870180	2 AVERY ST #27B	KAMEDA NORIKO	C/O NORIKO KAMEDA	2 AVERY ST #27B	BOSTON	MA	02111
0304870182	2 AVERY ST #27C	DIRHAM INVESTMENTS LIMITED	C/O RICHARD P BRANSON ESQ	18 TREMONT ST STE 900	BOSTON	MA	02108

0304870184	2 AVERY ST #27D	PHOENIX SERIES BOSTON LLC	C/O NILE L ALBRIGHT MGR	282 NEWTON ST	BROOKLINE	MA	02445
0304870186	2 AVERY ST #27E	PARKER PETER D	C/O PETER PARKER	11 STERLING RD	WELLESLEY	MA	02482
0304870188	2 AVERY ST #27F	KOCTURK ILHAN KAAN	C/O ILHAN KAAN KOCTURK	2 AVERY ST 27F	BOSTON	MA	02111
0304870190	2 AVERY ST #27G	TATELMAN DOROTHY		50 PRINCE ST	DANVERS	MA	01923
0304870192	2 AVERY ST #27H	KUMAR SUPARNA MONA					
0304870194	2 AVERY ST #28A	ANDELMAN DAVID I		2 AVERY ST #28A	BOSTON	MA	02111
0304870196	2 AVERY ST #28B	YOON JEON KYOUNG		2 AVERY ST #28B	BOSTON	MA	02111
0304870198	2 AVERY ST #28C	CABALLERO RICARDO I					
0304870200	2 AVERY ST #28D	ENTINE ELISA TS	C/O ELISA ENTINE TS	77 CHESTNUT ST	BOSTON	MA	02108
0304870202	2 AVERY ST #28E	LEVITT ANDREA G TS	C/O ANDREA G LEVITT TS	2 AVERY ST #28E	BOSTON	MA	02111
0304870204	2 AVERY ST #28F	PIERRY ANA CAROLINA S	C/O ANA CAROLINA S PIERRY	2 AVERY ST #28F	BOSTON	MA	02111
0304870206	2 AVERY ST #28G	PIERRY ANA CAROLINA S	C/O ANA CAROLINA S PIERRY	2 AVERY ST #28G	BOSTON	MA	02111
0304870208	2 AVERY ST #28H	COURVILLE RICHARD G	C/O TWO AVAERY 28H RJA LLC	2 AVERY ST #28H	BOSTON	MA	02111
0304870210	2 AVERY ST #29A	KONSTAM MARVIN A		2 AVERY ST #29A	BOSTON	MA	02111
0304870212	2 AVERY ST #29B	KONSTAM MARVIN A	C/O VARDA & MARVIN KONSTAM	2 AVERY ST #29A	BOSTON	MA	02111
0304870214	2 AVERY ST #29C	ASHANA LLC	C/O LOURIE & CUTLER PC	60 STATE ST	BOSTON	MA	02109
0304870216	2 AVERY ST #29D	ICSA US REAL ESTATE INC	C/O RICHARD SNYDER ESQ	100 HIGH ST STE 2400	BOSTON	MA	02110
0304870218	2 AVERY ST #29E	STERN ANDREW R TS	C/O ANDREW STERN TS-FOLEY/LARDNER	111 HUNTINGTON AV	BOSTON	MA	02199
0304870220	2 AVERY ST #29H	STERN ANDREW R TS	C/O ANDREW STERN TS/FOLEY/LARDNER	111 HUNTINGTON AV	BOSTON	MA	02199
0304870222	2 AVERY ST #30A	YEE BAO MIN	C/O BAO MIN YEE	2 AVERY ST - 30A	BOSTON	MA	02111
0304870224	2 AVERY ST #30B	LEE JARONE	C/O JARONE LEE	2 AVERY ST #30B	BOSTON	MA	02111
0304870226	2 AVERY ST #30C	AVERY 3D LLC	C/O AVERY 3D LLC	2 AVERY ST #30C	BOSTON	MA	02111
0304870228	2 AVERY ST #30D	ISCA US REAL ESTATE INC	C/O DUANE MORRIS LLP	100 HIGH ST STE 2400	BOSTON	MA	02110
0304870230	2 AVERY ST #30E	SCHOENBERG IDO		2 AVERY ST #30E	BOSTON	MA	02111
0304870232	2 AVERY ST #30F	SCHOENBERG IDO	C/O IDO SCHOENBERG	2 AVERY ST #30F	BOSTON	MA	02111
0304870234	2 AVERY ST #30G	BALDINI LAURA		2 AVERY ST #30G	BOSTON	MA	02111
0304870236	2 AVERY ST #30H	LIU QIUYU					
0304870238	2 AVERY ST #31A	STRAIN JAMES	C/O JAMES STRAIN	2 AVERY ST #31A	BOSTON	MA	02111
0304870240	2 AVERY ST #31C	FRASHURE RONALD D TS	C/O RONALD D FRASHURE TS	2 AVERY ST #31C	BOSTON	MA	02111
0304870242	2 AVERY ST #31D	JOSEPHSON MICHAEL	C/O LISA JOSEPHSON	14 FAIRGREEN LA	OLD GREENWICH	CT	06870
0304870244	2 AVERY ST #31E	DUMNERNCHANVANIT YOTHIN	C/O YOTHIN DUMNERNCHANVANIT	2 AVERY STREET UNIT 31E	BOSTON	MA	02111
0304870246	2 AVERY ST #31F	DUMNERNCHANVANIT YOTHIN	C/O YOTHIN DUMNERNCHANVANIT	2 AVERY ST UNIT 31E	BOSTON	MA	02111
0304870248	2 AVERY ST #31G	TOOFI LLC	C/O ROPES & GRAY/B BASSETT	800 BOYLSTON ST	BOSTON	MA	02199
0304870250	2 AVERY ST #31H	BELMONT INVESTMENTS BOSTON	C/O RICHARD P BRANSON ESQ	18 TREMONT ST STE #900	BOSTON	MA	02108
0304870252	2 AVERY ST #32A	ROSE MANUEL S	C/O MANUEL S ROSE	PO BOX 20046	ST PETERSBURG	FL	33742
0304870254	2 AVERY ST #32B	TALIGHANI MANIJEH	C/O MANIJEH TALEGHANI	451 PADDOCK LANE	BRISTOL	RI	02809
0304870256	2 AVERY ST #32C	AMIT GUPTA TRUST					
0304870258	2 AVERY ST #32D	TAYLOR GEORGE R	C/O GEORGE R TAYLOR	2 AVERY ST #32D	BOSTON	MA	02111
0304870260	2 AVERY ST #32E	BUCHANAN ROBIN	C/O ROBIN BUCHANAN	37 BROMFIELD RD LITTLE VENICE	LONDON UK W92PF		00000
0304870262	2 AVERY ST #32G	DICKINSON DONALD REED JR	C/O DONALD REED DICINSON JR	2 AVERY ST #32G	BOSTON	MA	02111
0304870264	2 AVERY ST #32H	SINGH AJAY	C/O AJAY SINGH	2 EARHEART ST #521	CAMBRIDGE	MA	02141
0304870266	2 AVERY ST #33A	GREGORY DOUGLAS		2 AVERY ST #33A	BOSTON	MA	02111
0304870268	2 AVERY ST #33B	GINSBERG BRUCE R	C/O BRUCE R GINSBERG	279 FAR REACH RD	WESTWOOD	MA	02090
0304870270	2 AVERY ST #33C	CHAK MEI HING					
0304870272	2 AVERY ST #33D	GLAZER BRUCE L	C/O BRUCE L. GLAZER	2 AVERY ST # 33D	BOSTON	MA	02111
0304870274	2 AVERY ST #33E	SIMCHI-LEVI DAVID		2 AVERY ST #33E	BOSTON	MA	02111

0304870276	2 AVERY ST #33F	CAMPBELL KIRK S		333 STRAWBERRY HILL RD	CONCORD	MA	01742
0304870278	2 AVERY ST #33G	MURJAN 2 PROPERTIES LLC	C/O B BASSETT- ROPES & GRAY LLC	800 BOYLSTON ST	BOSTON	MA	02199
0304870280	2 AVERY ST #33H	ARDAGNA SILVIA	C/O SILVIA ARDAGNA	2 AVERY ST #33H	BOSTON	MA	02111
0304870282	2 AVERY ST #34A/B	CHESTNUT ST PROPERTIES LLC	C/O CHESTNUT ST PROPERTIES LLC	2 AVERY STREET UNIT 34-A	BOSTON	MA	02111
0304870284	2 AVERY ST #34C	KANE DAVID F TS	C/O MR. NAREN PATNI	2 AVERY ST #34C	BOSTON	MA	02111
0304870286	2 AVERY ST #34D	BOYATZIS RICHARD E					
0304870288	2 AVERY ST #34E	BERGER HARVEY J	C/O HARVEY J BERGER TS	2 AVERY ST #34E	BOSTON	MA	02111
0304870290	2 AVERY ST #34F	GARRIDO PAUL ROBERT	C/O PAUL ROBERT GARRIDO	2 AVERY ST #34-F	BOSTON	MA	02111
0304870292	2 AVERY ST #34G	SOUTH DAKOTA TRUST CO LLC	C/O SOUTH DAKOTA TR CO LLC	2 AVERY ST #34-G	BOSTON	MA	02111
0304870294	2 AVERY AV #34H	PAUL EMILY M	C/O EMILY M PAUL	2 AVERY ST #34H	BOSTON	MA	02111
0304870296	2 AVERY #35A	MODI RAKEN B					
0304870298	2 AVERY ST #35B	SANDLER SCOTT TS	C/O SCOTT SANDLER TS	2 AVERY ST # 35B	BOSTON	MA	02111
0304870300	2 AVERY ST #35C	SAMA PROPERTIES LLC	C/O RICHARD P BRANSON ESQ	18 TREMONT ST SUITE 900	BOSTON	MA	02108
0304870302	2 AVERY ST #35D	ICSA US REAL ESTATE INC	C/O DUANE MORRIS LLP	100 HIGH ST STE 2400	BOSTON	MA	02110
0304870304	2 AVERY ST #35E	UNDAVIA NILESH P		2 AVERY ST # 35E	BOSTON	MA	02111
0304870306	2 AVERY ST #35F	SINAI ALLEN		16 HOLMES RD	LEXINGTON	MA	02420
0304870308	2 AVERY ST #35G	KOTHAPALLI RAJESH K	C/O RAJESH K KOTHAPALLI	2 AVERY ST #35G	BOSTON	MA	02111
0304870310	2 AVERY ST #35H	MASON MICHAEL	C/O MICHAEL MASON	2 AVERY ST #S-35H	BOSTON	MA	02111
0304870312	2 AVERY ST #36A	TUASON PACIFICO M JR	C/O PACIFICO TUASON JR	2 AVERY ST #36A	BOSTON	MA	02111
0304870314	2 AVERY ST #36B	DHAMA LLC	C/O ROPES & GRAY LLP/CAROL SIMMONS	800 BOYLSTON ST PRU TOWER	BOSTON	MA	02199
0304870316	2 AVERY ST #36C	IBRAHIM HESHAM T.M.	C/O HESHAM TALAAT MOUSTAFA IBRAHIM	2 AVERY ST # 36C	BOSTON	MA	02111
0304870318	2 AVERY ST #36D	COHEN EVAN S TS	C/O E&E REAL ESTATE TRUST	2 AVERY ST #36D	BOSTON	MA	02111
0304870320	2 AVERY ST #36E	JOHN P KOTTER TRUST OF 2002	C/O JOHN P KOTTER TRUST OF 2002	2 AVERY ST #36E	BOSTON	MA	02111
0304870322	2 AVERY ST #36F	FLYNN KATHERINE		2 AVERY ST #36F	BOSTON	MA	02111
0304870324	2 AVERY ST #36G	AAZ LLC	C/O ROPES & GRAY LLP	800 BOYLSTON ST	BOSTON	MA	02199
0304870326	2 AVERY ST #36H	ALNAFISI TALAL TS	C/O TALAL ALNAFISI TS	2 AVERY ST #36H	BOSTON	MA	02111
0304870328	2 AVERY ST #37A	GEETA & ASHISH LLC	C/O MALIK ASHISH	2 AVERY ST #37A	BOSTON	MA	02111
0304870330	2 AVERY ST #37B	DOYLE KENNETH J		PO BOX 369	S ORLEANS	MA	02062
0304870332	2 AVERY ST #37C	PALMISANO JANE S TS	C/O JANE S PALMISANO TS	2609 BARCELONA DR	FT LAUDERDALE	FL	33301
0304870334	2 AVERY ST #37D	GORMAN KEVIN J	C/O KEVIN J GORMAN	2 AVERY ST #37D	BOSTON	MA	02111
0304870336	2 AVERY ST #37E	SCHOENBERG ROY		2 AVERY ST #37E	BOSTON	MA	02111
0304870338	2 AVERY ST #37F	ALSAUD KHALID B		2 AVERY ST #37F	BOSTON	MA	02111
0304870340	2 AVERY ST #37H	CLAY FRANCES L	C/O FRANCES L CLAY	2 AVERY ST #37H	BOSTON	MA	02111
0304870342	2 AVERY ST #PH1A	AVERY FAMILY NOMINEE TRUST					
0304870346	2 AVERY ST #PH1C	MEI PENG-SIU					
0304870348	2 AVERY ST #PH1D	ICSA US REAL ESTATE INC	C/O DUANE MORRIS LLP	100 HIGH ST STE 2400	BOSTON	MA	02110
0304870350	2 AVERY ST #PH1E	PACKMAN MIMI		2 AVERY ST #PH 1E	BOSTON	MA	02111
0304870352	2 AVERY ST #PH1F	SCHREIBER STUART L	C/O STUART SCHREIBER	2 AVERY ST #PH 1F	BOSTON	MA	02111
0304870354	2 AVERY ST #PH1H	WATERVISTA REALTY TRUST					
0304870356	2 AVERY ST #PH2A	GELBER SETH A TS	C/O SETH A GELBER TS	2 AVERY ST #PH 2A	BOSTON	MA	02111
0304870358	2 AVERY ST #PH2B	AGGANIS GREGORY	C/O GREGORY AGGANIS	PO BOX 120211	BOSTON	MA	02112
0304870360	2 AVERY ST #PH2C	BORNHORST MARINA H		2 AVERY ST #PH2C	BOSTON	MA	02111
0304870362	2 AVERY ST #PH3A	YSA HOLDINGS LLC		4343 VON KARMAN AV STE 350	NEWPORT BEACH	CA	92660
0304870364	2 AVERY ST #PH3C	SEVENTY HUNDRED CORP	WEISER LLP/ATT TONI MAGALETTA	614 CORPORATE WAY STE 3M	VALLEY COTTAGE	NY	10591
0304870400	2-16 AVERY	MILLENNIUM PLACE COMMERCIAL		2 AVERY ST	BOSTON	MA	02111
0304870402	2 AVERY ST #PKG	NEW COMMONWEALTH COMMERCIAL	C/O D DAVID GOBEN	1790 BROADWAY 5TH FL	NEW YORK	NY	10019

0304870404	601-631 WASHINGTON ST #SOUTH RE	NEW COMMONWEALTH COMMERCIAL	C/O MILLENNIUM PARTNERS-CFO	1995 BROADWAY 3RD FL	NEW YORK	NY	10019
0304870406	10 AVERY ST #HOTEL	VII MP BOSTON HOTEL OWNER A	C/O ALISON SKOGLUND	10 AVERY ST	BOSTON	MA	02111
0304870408	175 TREMONT ST #THEATER	NEW COMMONWEALTH COMMERCIAL	C/O D DAVID GOBEN	1790 BROADWAY 5TH FL	NEW YORK	NY	10019
0304870410	4 AVERY ST #SPORTS CLUB	NEW COMMONWEALTH COMMERCIAL	C/O D DAVID GOBEN	1790 BROADWAY 5TH FL	NEW YORK	NY	10019
0304870412	176 TREMONT ST #A	VII MP BOSTON HOTEL OWNER B	C/O WESTBROOK PARTNERS	645 MADISON AVENUE 18TH FL	NEW YORK	NY	10022
0304870414	621 WASHINGTON ST #B	NEW COMMONWEALTH COMMERCIAL	C/O D DAVID GOBEN	1790 BROADWAY 5TH FL	NEW YORK	NY	10019
0304870416	10 AVERY ST #HOTEL	VII MP BOSTON HOTEL OWNER B	C/O ALISON SKOGLUND	10 AVERY ST	BOSTON	MA	02111
0304878000	39 BOYLSTON ST	SAINT FRANCIS HOUSE INC		39 BOYLSTON ST	BOSTON	MA	02116
0304879010	BUMSTEAD CT	SAINT FRANCIS HOUSE INC		39 BOYLSTON ST	BOSTON	MA	02116
0304884000	178 179 TREMONT ST	ACTION FOR BOSTON COMMUNITY		178 TREMONT	BOSTON	MA	02111
0304885000	177 TREMONT ST	ONE 77 TREMONT ST LLC	C/O ONE 77 TREMONT ST LLC	137 WESTON RD	LINCOLN	MA	01773
0304889000	51 53 BOYLSTON ST	MASONIC EDUCATION & CHARITY		186 TREMONT ST	BOSTON	MA	02111
0304890000	182 180 TREMONT ST	CITY OF BOSTON		182 TREMONT	BOSTON	MA	02108
0304890100	180 182 TREMONT ST	EMERSON COLLEGE	C/O MARVIN F POER & CO	31 STATE ST 9TH FL	BOSTON	MA	02109
0500812000	BOYLSTON ST	CITY OF BOSTON		BOYLSTON	BOSTON	MA	02116
0500812002	BOYLSTON ST	EARL OF SANDWICH BOSTON LLC	C/O DAVID CRABTREE	4700 MILLENIA BLVD STE-400	ORLANDO	FL	32839
0500812003	BOYLSTON ST	WINTER ST ENTERPRISES					
0500812004	BOYLSTON ST	RBS CITIZENS NA	C/O RANDY A LONG	3025 CHEMICAL RD	PLYMOUTH MEETIN	PA	19462

Appendix C
BRA Checklists

Climate Change Preparedness and Resiliency Checklist for New Construction

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

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

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

Climate Change Analysis and Information Sources:

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

Checklist

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

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

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

A.1 - Project Information

Project Name:	**171 Tremont Street**
Project Address Primary:	**171 Tremont Street, Boston, MA 02111**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**David Raftery, Developer 171 Tremont Street, LLC draftery@171tremont.com 781-708-9556**

A.2 - Team Description

Owner / Developer:	**171 Tremont Street, LLC**
Architect:	**Elkus Manfredi Architects**
Engineer (building systems):	**WSP**
Sustainability / LEED:	**VHB, Inc.**
Permitting:	**VHB, Inc.**
Construction Management:	**TBD**
Climate Change Expert:	**VHB, Inc.**

A.3 - Project Permitting and Phase

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

PNF / Expanded PNF Submission	**Draft / Final Project Impact Report Submission**	BRA Board Approved	Notice of Project Change
Planned Development Area	BRA Final Design Approved	Under Construction	Construction just completed:

A.4 - Building Classification and Description

List the principal Building Uses:	**Residential**
List the First Floor Uses:	**Lobby, Garage Entry, Loading**

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

Wood Frame	Masonry	Steel Frame	**Concrete**

Describe the building?

Site Area:	**4,438 SF**	Building Footprint Area: Building Gross Square Footage:	**3,394 SF** **63,488 GSF**
Building Height:	**212 Ft.**	Number of Stories:	**19 Flrs.**
First Floor Elevation (reference Boston City Base):	**39 Elev.**	Are there below grade spaces/levels, if yes how many:	**Yes, 6 Levels**

A.5 - Green Building

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

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

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

Registered:	**No**	Certified:	**No**
	TBD		***TBD***

A.6 - Building Energy

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

Electric:	***520*** *(kW)*	Heating:	***2.7*** *(MMBtu/hr)*
What is the planned building Energy Use Intensity:	***2*** *(W/SF)*	Cooling:	***180*** *(Tons/hr)*

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

Electric:	***300*** *(kW)*	Heating:	***1.6*** *(MMBtu/hr)*
		Cooling:	***120*** *(Tons/hr)*

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

Electrical Generation:	***225*** *(kW)*		Fuel Source:	***Diesel***
System Type and Number of Units:	Combustion Engine	Diesel		***1*** *(Units)*

B - Extreme Weather and Heat Events

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

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	**50 Years**	75 Years

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

Select most appropriate:	10 Years	25 Years	**50 Years**	75 Years

What time span of future Climate Conditions was considered?

Select most appropriate:	10 Years	25 Years	**50 Years**	75 Years

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

0/95 *Deg.*

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

100 *Deg.*	**5** *Days*	**5** *Events / yr.*

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

30 *Days*	**1** *Events / yr.*

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

44 Inches / yr.	**7.88 Inches**	**0.01 Events / yr.**

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

Peak Wind	*Hours*	*Events / yr.*

B.2 - Mitigation Strategies

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

Building energy use below code:	**20-30** %
How is performance determined:	**Performance shall be determined via the creation of an energy model and to include in the design items identified in said model into the project design.**

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

Select all appropriate:	**High performance building envelop**	**High performance lighting & controls**	**Building day lighting**	**EnergyStar equip. / appliances**
	High performance HVAC equipment	**Energy recovery ventilation**	No active cooling	No active heating
Describe any added measures:	**Energy Efficient equipment, LED lighting, Automated building controls, Use of VFD, ERV, Energy star appliances, Automated lighting controls, metering of utility usage.**			

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

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

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

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

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

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

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

	Yes	If yes, for how long:	**3** Days
If Yes, is building "Islandable?	**TBD**		
If Yes, describe strategies:			

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

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

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

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

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

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

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

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

C - Sea-Level Rise and Storms

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

C.1 - Location Description and Classification:

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

No

Describe site conditions?

Site Elevation – Low/High Points:	*Boston City Base* **39** *Elev.(Ft.)*
Building Proximity to Water:	**3,015** *Ft.*

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

Coastal Zone:	**No**	Velocity Zone:	**No**
Flood Zone:	**No**	Area Prone to Flooding:	**No**

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

2013 FEMA Prelim. FIRMs:	**No**	Future floodplain delineation updates:	**No**

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

3,015 *Ft.*

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

C - Sea-Level Rise and Storms

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

C.2 - Analysis

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

Sea Level Rise:	*Ft.*	Frequency of storms:	*per year*

C.3 - Building Flood Proofing

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

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

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

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

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

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

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

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

Yes / No

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

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

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

Yes / No	
If Yes, describe:	

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

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

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

C.4 - Building Resilience and Adaptability

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

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

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

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

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

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

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

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

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

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

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

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

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

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

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

Accessibility Analysis Information Sources:

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

Article 80 | ACCESSIBILTY CHECKLIST

Project Information

Project Name:	**171 Tremont Street**
Project Address Primary:	**171-172 Tremont Street, Boston, MA**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**David Raftery, Developer** **171 Tremont Street, LLC** **draftery@171tremont.com** **781-708-9556**

Team Description

Owner / Developer:	**171 Tremont Street, LLC**
Architect:	**Elkus Manfredi Architects**
Engineer (building systems):	**WSP**
Sustainability / LEED:	**VHB, Inc.**
Permitting:	**VHB, Inc.**
Construction Management:	**TBD**

Project Permitting and Phase

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

PNF / Expanded PNF Submitted	**Draft / Final Project Impact Report Submitted**	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

Building Classification and Description

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

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

What is the Construction Type – select most appropriate type?

	Wood Frame	Masonry	Steel Frame	**Concrete**

Describe the building?

Site Area:	***4,438** SF*	Building Footprint Area: Building Gross Square Footage:	**3,394 SF** **63,488 GSF**
Building Height:	**212** Ft.	Number of Stories:	**19** Flrs.
First Floor Elevation:	**38.5** Elev.	Are there below grade spaces:	**Yes, 6 Levels**

Assessment of Existing Infrastructure for Accessibility:

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

Provide a description of the development neighborhood and identifying characteristics.	**The Project Site is surrounded by a mix of uses. The Parkside, Grandview Boston Apartments and Tremont on the Common residences are located to the north; 80 Mason, The Ritz-Carlton Hotel and residential towers along with the recently completed Millennium Place are located to the east; and Loews Cinema is located to the south. Over the last decade, new development in the vicinity has helped the area to finally erase the "combat zone" moniker prevalent for so many years. Millennium Partners' new developments at Hayward Place, Emerson College's relocation to Boylston Street and Tremont Street, the redevelopment of Lafayette City Center and major improvements within Boston Common such as the**

	restoration of the Parkman Bandstand have all contributed to this change. The Proponent's proposed development will support this continued transformation.
List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.	The Project Site is located across the street from the Boylston Green Line Station, a 2-minute walk from the Chinatown Orange Line Station, and a 5-minute walk from the Downtown Crossing Orange/Red Line station. Local bus routes 11, 43, and 53 are within a short walk from the Project Site. The Project is located approximately 0.5 miles from South Station, where commuter rail, Amtrak, and private bus carriers are available.
List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	The Project Site is located approximately 0.2 miles from the Tufts Medical Center, and one block from Emerson College.
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	The Project Site is located within a half mile of the Emerson College Library, the State transportation Library, the Suffolk Law Library, the Hirsch Health Sciences Library, the Boston Athenaeum, the Congregation Library, the Boston Chinatown Neighborhood Center, and the Government Center complex.

Surrounding Site Conditions – Existing:

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

Are there sidewalks and pedestrian ramps existing at the development site?	Yes. The existing site has sidewalks and pedestrian ramps along Tremont Street, Avery Street, and Mason Street. Avery Street has a curb cut.
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	There are continuous 11-foot sidewalks on Tremont Street and 10-foot sidewalks on Avery Streets fronting the Project Site. On the Mason Street frontage there are narrower sidewalks due to the street's use as a service roadway. There is a wide pedestrian way between the Project Site and The Parkside residential building to the north. The existing sidewalk and pedestrian ramp material are concrete with granite curbs. All surfaces are in good condition.
Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have the sidewalks and pedestrian ramps been verified as compliant?	The existing sidewalks and pedestrian ramps are to be reconstructed to meet current code.

If yes, please provide surveyors report.	
Is the development site within a historic district? If yes, please identify.	No.

Surrounding Site Conditions – Proposed

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

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	Yes. The sidewalk along Tremont Street is approximately 11" wide with street lights, along Avery it is approximately 10" wide with street lights, street trees and grating, and along Mason Street it is approximately 3'-6" wide. The pedestrian only pocket park to the north is approximately 30' wide.
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	Tremont Street: Downtown Commercial Avery Street: Downtown Mixed-Use Mason Street: Industrial
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	11 feet total. Frontage: 3 feet. Pedestrian: 6 feet. Furnishing: 2 feet. Tremont Street: Frontage: 2' Pedestrian 7" Furnishing: 2' Avery Street: Pedestrian: 5' Furnishing: 5" Mason Street: Pedestrian: 2'-6" Furnishing: 1'
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?	Tremont, Avery, and Mason Street will be concrete with granite curbs. The pocket park to the north will be granite. All sidewalks will are on city property. The pocket park is a City of Boston pedestrian right of way on privately owned property.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with	Pedestrian right-of-way is already a pedestrian easement.

the City of Boston Public Improvement Commission?	
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	**No.**
If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	**N/A**

Proposed Accessible Parking:

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

What is the total number of parking spaces provided at the development site parking lot or garage?	**21 underground parking spaces.**
What is the total number of accessible spaces provided at the development site?	**An attended parking system is proposed. A mechanical elevator will be used to access the below-grade parking. All parking will be functionally accessible.**
Will any on street accessible parking spaces be required? **If yes,** has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?	**No**
Where is accessible visitor parking located?	**No visitor parking will be provided on-site.** **Nearby accessible visitor parking locations:** **VPNE Garage - 47 Boylston Street** **Hyatt Regency Boston – 1 Ave de Lafayette**

	Boston Common Garage – 0 Charles Street
Has a drop-off area been identified? If yes, will it be accessible?	An accessible drop-off area will be provided within the project's footprint (valet space) accessed from Mason Street.
Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.	See map.

Circulation and Accessible Routes:

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

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

Provide a diagram of the accessible route connections through the site.	See figure 5.11.
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	A flush condition is proposed at all entryways. All site access will be via the ground floor lobby. All units will be accessible by passenger elevator.
Are the accessible entrance and the standard entrance integrated?	Yes.
If no above, what is the reason?	N/A
Will there be a roof deck or outdoor courtyard space? If yes, include diagram of the accessible route.	Yes, There will be a private roof deck for the unit on the 19th floor, and an at-grade public outdoor courtyard accessible via Tremont Street and Mason Street.

Has an accessible routes way-finding and signage package been developed? If yes, please describe.	**Not at this time.**

Accessible Units: (If applicable)

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

What is the total number of proposed units for the development?	**Approximately 18 units**
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	**All units are for-sale market rate.**
How many accessible units are being proposed?	**TBD**
Please provide plan and diagram of the accessible units.	**TBD**
How many accessible units will also be affordable? If none, please describe reason.	**None. The Proponent will sign an Affordable Housing Agreement with the BRA to create off-site affordable housing opportunities for families in the City of Boston consistent with the City's Inclusionary Development Policy.**
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. If yes, please provide reason.	**No.**
Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?	**No.**
Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory	**N/A**

Board give to make this project more accessible?	

Thank you for completing the Accessibility Checklist!

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

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