

PROJECT NOTIFICATION FORM

HERB CHAMBERS HONDA OF BOSTON

710-720 Morrissey Boulevard, Dorchester, Massachusetts

PROPOSED NEW HONDA DEALERSHIP



Rendering By: The Curtis Architectural Group

Submitted to:

BOSTON PLANNING AND DEVELOPMENT AGENCY

One City Hall Square

Boston, MA 02201

Submitted by:

The Herb Chambers Companies

259 McGrath Highway
Somerville, MA 02143

Prepared By:

Kelly Killeen

CHA Consulting, Inc.
141 Longwater Drive - #104
Norwell, MA 02061

James Mullarkey, AIA

The Curtis Architectural Group
36 Burrage Road
Newton, MA 02459

Gabe Crocker

Crocker Design Group, LLC
2 Sharp Street – Unit B
Hingham, MA 02043

Paul W. Losordo

Corporate Counsel
21 McGrath Highway – Suite 302
Quincy, MA 02169

September 24, 2019

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EXHIBITS

- Exhibit A – Proposed Site Plan
- Exhibit B – Existing Conditions Plans
- Exhibit C – FEMA Map
- Exhibit D – Climate Resiliency Checklist
- Exhibit E – Article 80 – Accessibility Checklist

1. INTRODUCTION/PROJECT DESCRIPTION

1.1 Introduction

This proposed project by the Herb Chambers Companies on behalf of its affiliate Herb Chambers of Woburn, LLC (the “Proponent” or “Chambers”) is for the development of a new, state-of-the-art Honda auto dealership (the “Project”) at the location previously occupied by J.D. Byrider and Westminster Dodge auto dealerships at 710-720 Morrissey Boulevard, Dorchester (collectively, the “Site”). The Proponent’s goal in advancing the Project is to make a significant new investment in Boston’s Dorchester neighborhood that will create jobs, enhance the City’s tax base, and build on the Proponent’s tradition of corporate leadership.

The Site has been used as an automotive dealership for at least the last 60 years. The Project Site is an approximately 92,139 square-foot parcel located just Southeast of the intersection of Morrissey Boulevard and Victory Road. The Project Site is currently comprised of an existing one-story dealership building with an approximate footprint of 18,000 square feet. The Proponent purchased the property in January 2019. The Project itself is bounded on the North by Victory Road, on the East by Freeport Street and on the West by Morrissey Boulevard.

The proposed Project building will be contemporary in style, featuring a streamlined design. It is presently expected to be four stories high, with a maximum height of approximately 65 feet. The Project will contain approximately 112,600 square feet of building area, and will include showrooms, offices, service bays, vehicle storage, and customer amenities, including lounges. The preliminary plans indicate that the Project will be supported by space for approximately 222 automobiles located within the building (including inventory), and approximately 171 surface spaces outside the building. These preliminary plans may be modified through the permitting process and in light of input from the BPDA, elected officials, neighbors, and other stakeholders.

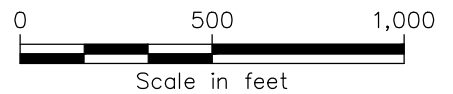
1.2 Project Site and Area Context

The existing building on the Project Site currently houses the Herb Chambers Honda dealership. The Project Site is bounded by Morrissey Boulevard to the West; Victory Road to the North, Freeport Street to the East, and a 7-Eleven to the South. Expressway Toyota is just to the North across Victory Road and the 7-Eleven convenience store is just to the South on the same side of Morrissey Boulevard. The area is generally one of commercial and retail buildings. See Figures 1 & 2 on the following pages.



LEGEND

 PROJECT LOCATION



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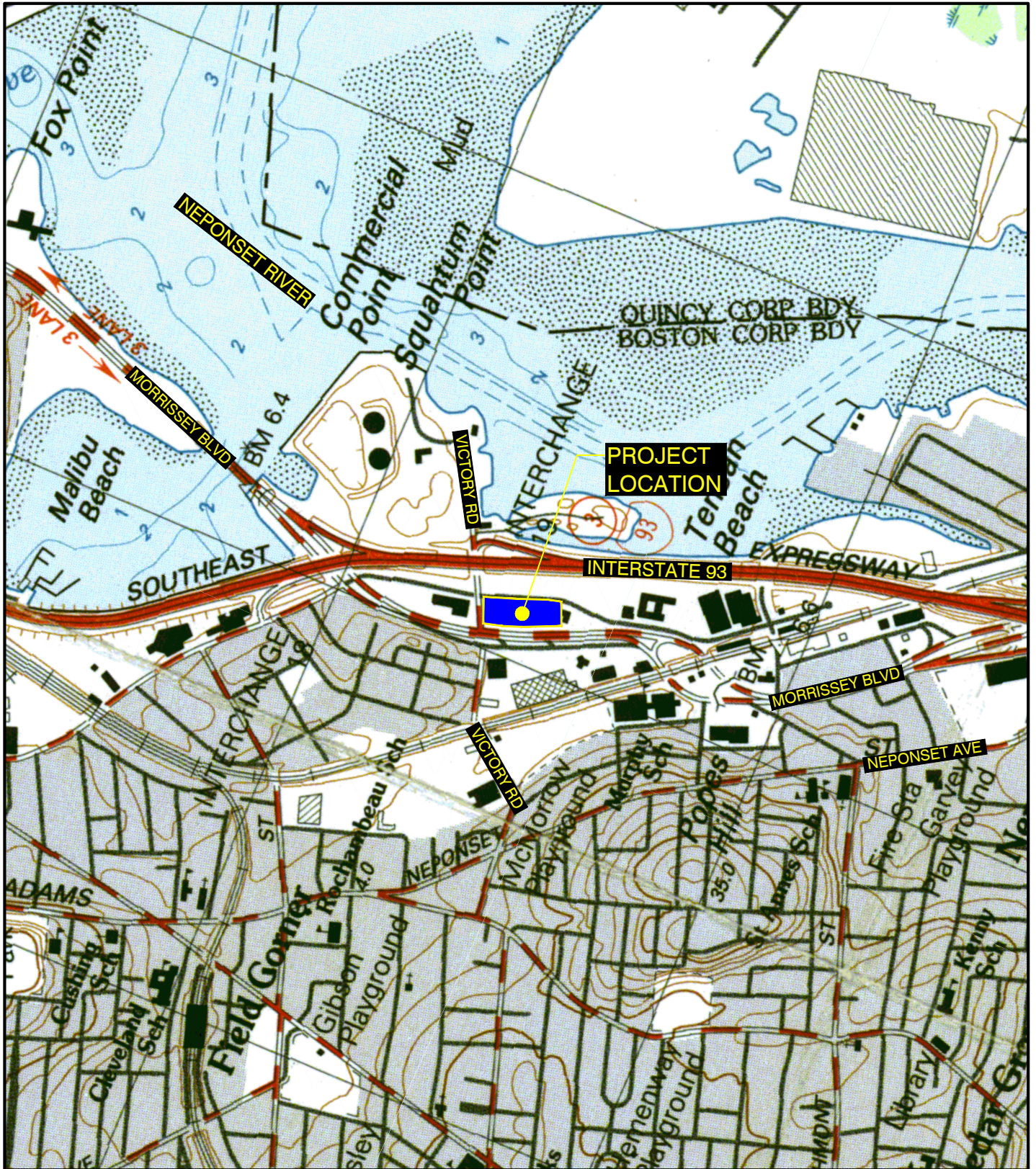
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Main: (781) 982-5400 www.chacompanies.com

LOCUS PLAN
HERB CHAMBERS HONDA
710-720 MORRISSEY BOULEVARD
BOSTON, MA

PROJECT NO.
31554-14000

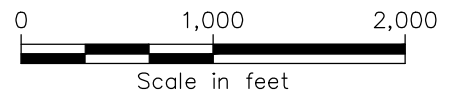
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FIGURE-1



LEGEND

 PROJECT LOCATION



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USGS PLAN
HERB CHAMBERS HONDA
710-720 MORRISSEY BOULEVARD
BOSTON, MA

PROJECT NO.
31554-14000

DATE: 7/19/2019

FIGURE-2

1.3 Proposed Project and Building Program

The Project will be a four-story commercial building containing approximately 112,600 square feet of modern and energy efficient showroom, repair, storage, and office spaces to serve as home for a full-service new and pre-owned Honda automobile dealership, as shown in the Proposed Site Plan attached as Exhibit A. The building footprint is approximately 28,400 sf. See Exhibit B for an Existing Conditions Plan.

Project Element	Approximate Dimensions
Retail	231 square feet
Showroom	10,344 square feet
Office	3,870 square feet
Service	28,656 square feet
Parts	8,207 square feet
Auto Storage	57,488 square feet
Other (Storage, Utility, Circulation, etc.)	3,984 square feet
TOTAL GROSS FLOOR AREA*	112,600 square feet
Parking (outdoor)	171
Parking (indoor, including showroom display)	222
Height*	65'
Parcel Area	92,139 square feet
FAR	1.22

*Measured in accordance with Article 2A of the Boston Zoning Code

1.4 Community Benefits and Public Improvements

The Project will generate numerous and varied public benefits for the surrounding neighborhood and the City of Boston as a whole, both during construction and on an ongoing basis upon its completion.

Enhanced Pedestrian Environment

The Project will result in an improved public realm by rebuilding the sidewalks along Victory Road. Additionally, new greenspace will be created along the sides of Morrissey Boulevard, Victory Road, and Freeport Street.

Sustainable Design/Green Building

The Proponent is committed to building a LEED certifiable project, incorporating certifiable design features into the Project to preserve and protect the environment.

Employment

The Project will create approximately 150 construction jobs and have approximately 90 permanent employees.

New Property Tax

The Project will result in increased tax revenues compared to the existing condition.

1.5 Zoning

The Project will require Large Project Review under Article 80 of the Boston Zoning Code. It is also expected that the Project will require zoning relief from the provisions of Article 65 of the Code, the Dorchester Neighborhood District Article. In particular, this relief will include variances and conditional use permits for an automobile dealership under Article 65, Table B, a variance for the Project’s building height, and a conditional use permit relating to its location partially within the Morrissey Boulevard Greenbelt Protection Overlay District under Article 29. The Project will comply with Article 37 of the Code, Green Buildings.

Since the Project involves new construction in excess of 50,000 square feet of gross floor area, it is subject to the provisions of Article 80B of the Code, Large Project Review. Code Section 51-56, Off-Street Parking and Loading Requirements, provides that “[f]or any Proposed Project subject to or electing to comply with Large Project Review, required off-street parking spaces and off-street loading facilities shall be determined through such review in accordance with the provisions of Article 80.” How the screening and buffering requirements of Code Section 51-53 apply to the Project will also be established through Large Project Review. Likewise, to the extent that sign requirements have been established through Large Project Review, those requirements, and not the requirements of Code Section 51-55, Sign Regulations, shall take precedence with respect to the Project.

We anticipate that the Project may require the following dimensional relief:

<u>Dimensional Requirements</u>	<u>Required</u>	<u>Proposed</u>	<u>Variance Required?</u>
Minimum Lot Size	None	92,139	N/A
Minimum Lot Width	None	148.9	N/A
Maximum Building Height	45 ft	65 ft	Yes
Maximum Floor Area Ratio	2.0	1.22	No
Minimum Usable Open Space (per dwelling unit)	50 sf	N/A	N/A
Minimum Front Yard	None	20.0 ft	N/A
Minimum Side Yard	None	32.5 ft	N/A
Minimum Rear Yard	20 ft	16.7 ft	Yes

1.6 Anticipated Regulatory Permits and Approvals

<u>Agency</u>	<u>Approval</u>
Local	
Boston Board of Appeal	Zoning Variances and Conditional Use Permits
Boston Civic Design Commission	Design Review
Boston Committee on Licenses	Parking Garage Permit and Fuel Storage License
Boston Employment Commission	Construction Employment Plan
Boston Fire Department	Approval of Fire Safety Equipment; Fuel Oil Storage Permit (if required)
Boston Inspectional Services Department	Building Permit; other construction-related permits; Certificates of Occupancy
Boston Parks and Recreation	Approval of Construction within 100 Feet of a Parkway
Boston Public Works Department	Curb Cut Permit(s); Sidewalk Occupancy Permit (as required)
Boston Planning and Development Agency	Article 80B Large Project Review; Cooperation Agreement
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Agreement
Boston Water and Sewer Commission	Site Plan Review; Water and Sewer connection permits
Boston Landmarks Commission	Demolition Delay Review
Boston Conservation Commission	Order of Conditions required for work within a Flood Plain
Office of Jobs and Community Services	Permanent Employment Agreement (as required)
Public Improvement Commission	Possibly needed to rebuild sidewalk on Victory Road
State	
Department of Environmental Protection	Order of Conditions required for work within a Flood Zone
Department of Conservation & Recreation	Construction Access Permit
Massachusetts Water Resources Authority	MWRA 8(m) Permit for work within an MWRA sewer easement

1.7 Public Review Process

As noted above, the Project is subject to Large Project Review pursuant to Section 80B of the Boston Zoning Code. The Project will further seek zoning relief from the City of Boston Board of Appeal. Accordingly, the Project will undergo a robust community review process.

The Proponent and the Project team have had preliminary meetings with area stakeholders to discuss the Project. These meetings include presentations before the Popes Hill Neighborhood Association, and the Clam Point Civic Association. The Project team will continue to meet with elected officials, the City of Boston, abutters, neighborhood groups, and other interested parties. The Project team will continue to meet with the community and others as the Project moves forward in the Article 80B review process.

1.8 Schedule

Construction is anticipated to begin in Spring/Summer 2020 with completion in the Fall of 2021.

1.9 Site Control

The Proponent owns the Site through an affiliated entity.

1.10 Public Easements

An Existing Conditions Plan is included as Exhibit B. The plan indicates an MWRA easement running along the Southerly boundary of the Site. The plan does not indicate the presence of any other public easements affecting the Site.

1.11 Project Team

Owner: The Herb Chambers Companies
Attention: James Xaros
259 McGrath Highway
Somerville, MA 02145
617-666-8333 (O)
617-666-8448 (F)
e-mail: jxaros@herbchambers.com

Architect: James Mullarkey, AIA
The Curtis Architectural Group
36 Burrage Road
Newton, MA 02458
617-558-0179 (O)
617-230-5500 (F)
e-mail: jmula8058@aol.com

Corporate Counsel: Paul W. Losordo, Esq.
21 McGrath Highway, Suite 302
Quincy, MA 02169
617-479-4800 (O)
617-471-0880 (F)
e-mail: paul@losordolegal.com

Civil Engineer: Kelly Killeen, P.E.
CHA Consulting, Inc.
141 Longwater Drive - #104
Norwell, MA 02061
781-982-5400 (O)
email: kkilleen@chacompanies.com

Civil Engineer Subconsultant:

Gabriel R. Crocker, P.E.
Crocker Design Group, LLC
2 Sharp Street – Unit B
Hingham, MA 02043
781-982-5400 (O)
email: gabecrocker@crockerdesigngroup.com

Traffic Engineer: Jeffrey S. Dirk, P.E., PTOE, FITE
Vanasse & Associates, Inc.
35 New England Business Center Drive—Suite 140
Andover, MA 01810-1071
978-474-8800 (O)
978-688-6508 (F)
email: jdirk@rdva.com

Geotechnical Engineer: Brett Grunert, P.E.
Haley & Aldrich, Inc.
465 Medford Street – Suite 2200
Boston, MA 02129
860-290-3137 (O)
e-mail: bgrunert@haleyaldrich.com

LEED Consultant: Jay Murray
C-3 Boston
313 Congress Street
Boston, MA 02210
617-330-9390 (O)
e-mail: jmurray@c3boston.com

2. URBAN DESIGN COMPONENT

2.1 History of the Site

The Project Site has been used consistently for automotive purposes for the last 60 years. It has been occupied by automobile dealership uses specifically for at least the last 60 years. Based on MassGIS and available historic aerial imagery, the site was previous located below the mean high water (MHW) line and filled during the mid-1900's to allow for the development of what is now known as Morrissey Boulevard. Additional fill was imported over the next decade or so to allow for the development of the current Site.

2.2 Design Goals

The Proponent's intent is to develop a category-leading, first-class, and contemporary new facility. The Project will incorporate modern energy-efficiency measures, contribute meaningfully to the neighborhood, and complement the commercial Morrissey Boulevard streetscape.

2.3 Evolution of Design

The first design concepts were informally presented to the BPDA's design staff members beginning with a meeting on May 9, 2019. A community meeting with Popes Hill Neighborhood Association took place on May 22, 2019. A meeting with the Clam Point Civic Association took place on June 10, 2019. A slide show of the proposed design was presented by the Project Architect. Comments were received from those in attendance and many form the basis of modifications to the exterior envelope as the Project moves through the permitting process.

2.4 Building Design

The following pages include renderings, floor plans, and elevations of the proposed building design.

PROPOSED NEW HONDA DEALERSHIP

**THE CURTIS
ARCHITECTURAL
GROUP**
36 BURRAGE ROAD
NEWTON, MA 02459
TEL: 617-5580179
FAX: 617-5580187



CHAMBERS HONDA

BOSTON, MA

START DATE : 8/8/18
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02	8/21/18	MEET JIM XEROS
03	9/6/18	MEET HONDA
04	1/17/19	SUBMIT HONDA
05	5/28/19	HONDA CHANGES
06	7/7/19	ISSUE HONDA
07	12/5/19	PAUL LOSORDO
08	5/9/19	MEET CITY

SEAL

**EXTERIOR
RENDERING**

R1

0811

**THE CURTIS
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GROUP**

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NEWTON, MA 02459
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**INTERIOR
RENDERING**

R2

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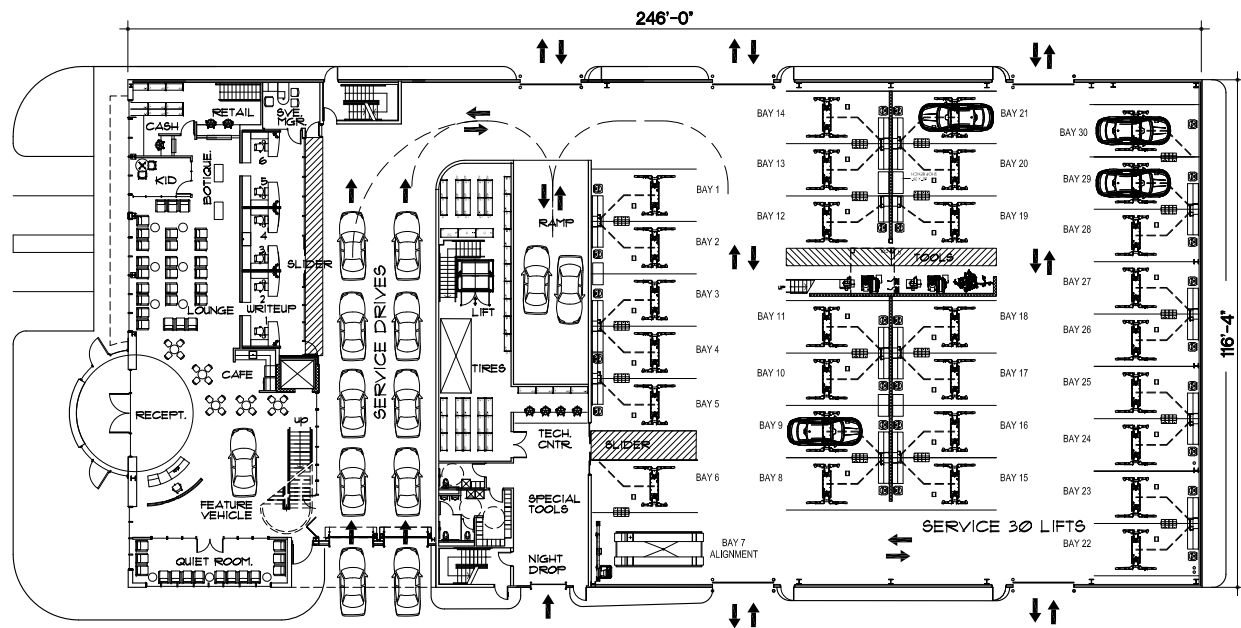
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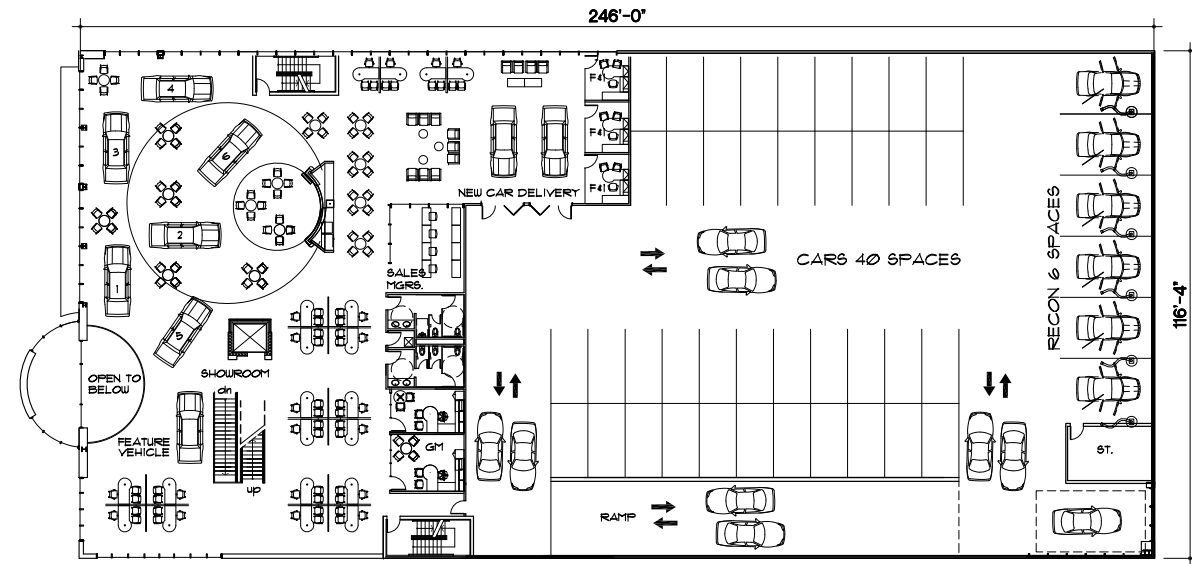
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FLOOR PLANS

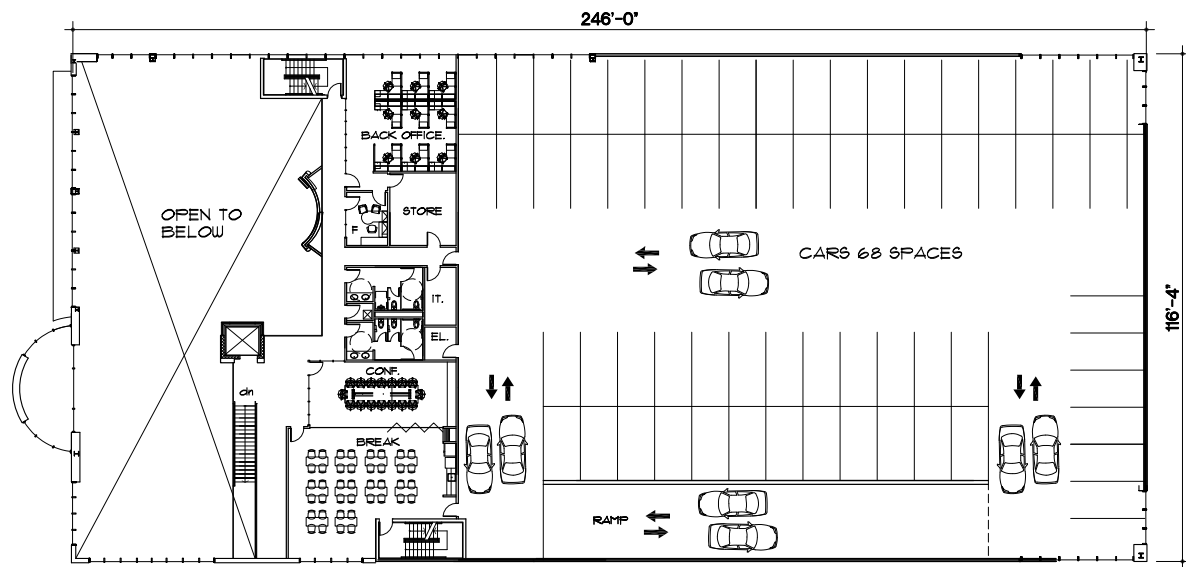
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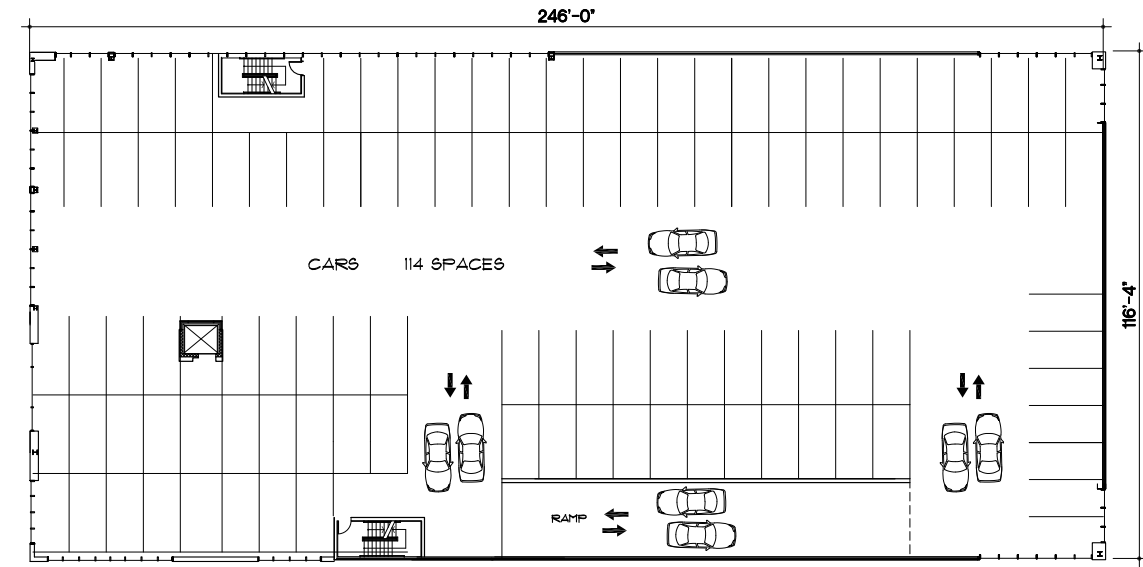
FIRST FLOOR 28,500 SF
1/16"=1'-0"



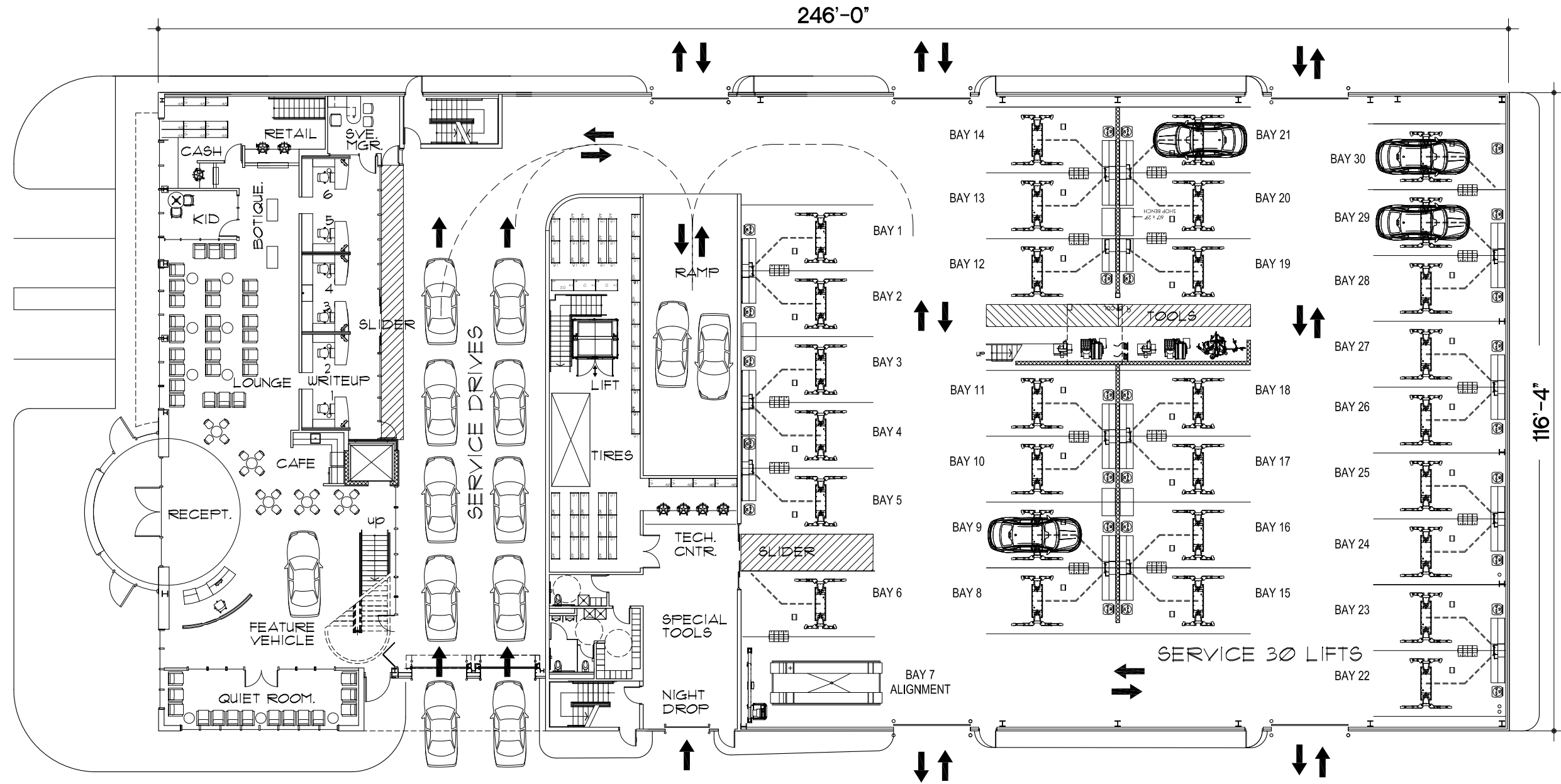
SECOND FLOOR 28,700 SF
1/16"=1'-0"



THIRD FLOOR 21,200 SF
1/16"=1'-0"



FOURTH FLOOR 28,700 SF
1/16"=1'-0"



FIRST FLOOR 28,500 SF
 1/16"=1'-0"

CHAMBERS HONDA
 BOSTON, MA

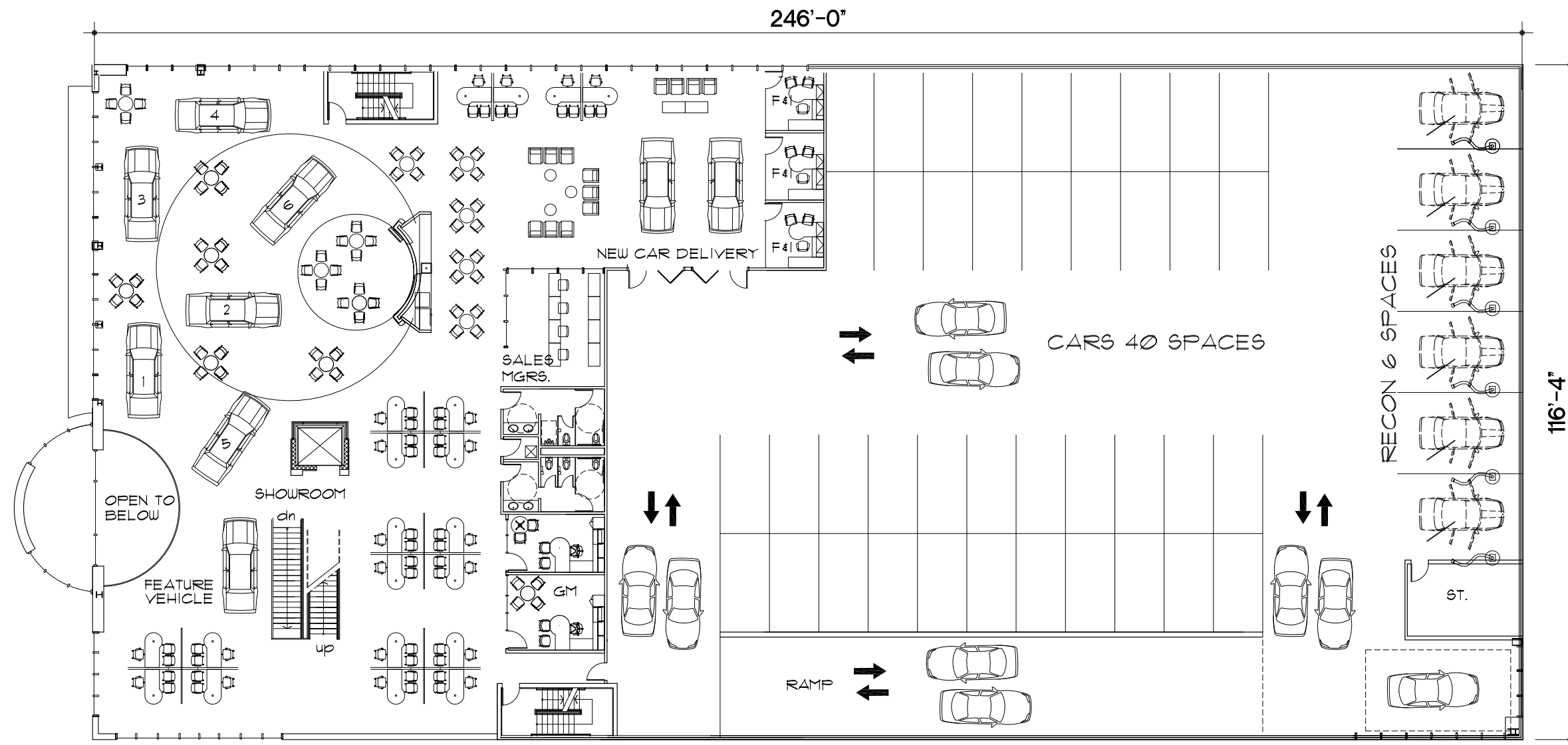
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CHAMBERS HONDA

BOSTON, MA



SECOND FLOOR 28,700 SF
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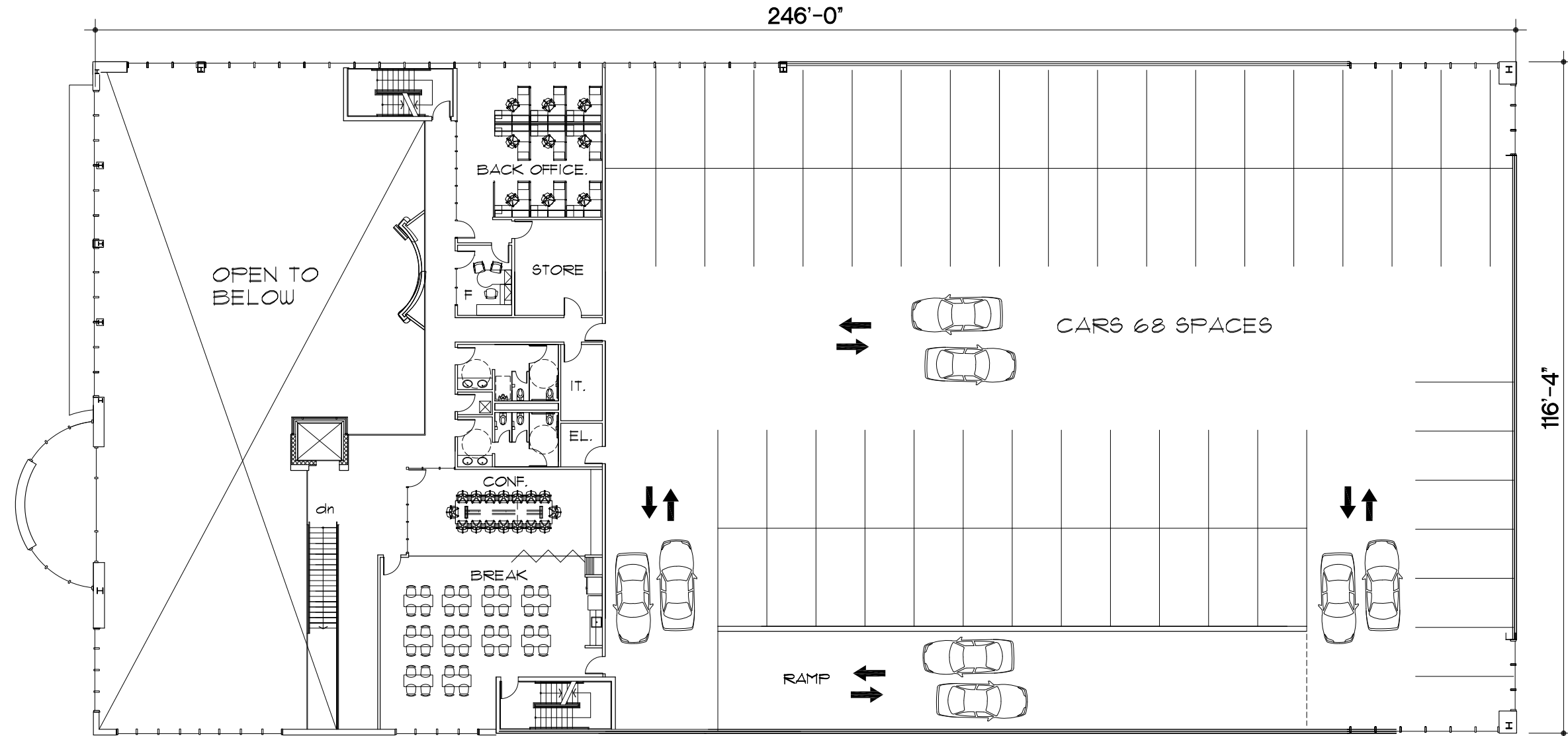
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SECOND FLOOR

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THIRD FLOOR 21,200 SF
1/16"=1'-0"

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BOSTON, MA

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THIRD FLOOR

A1c

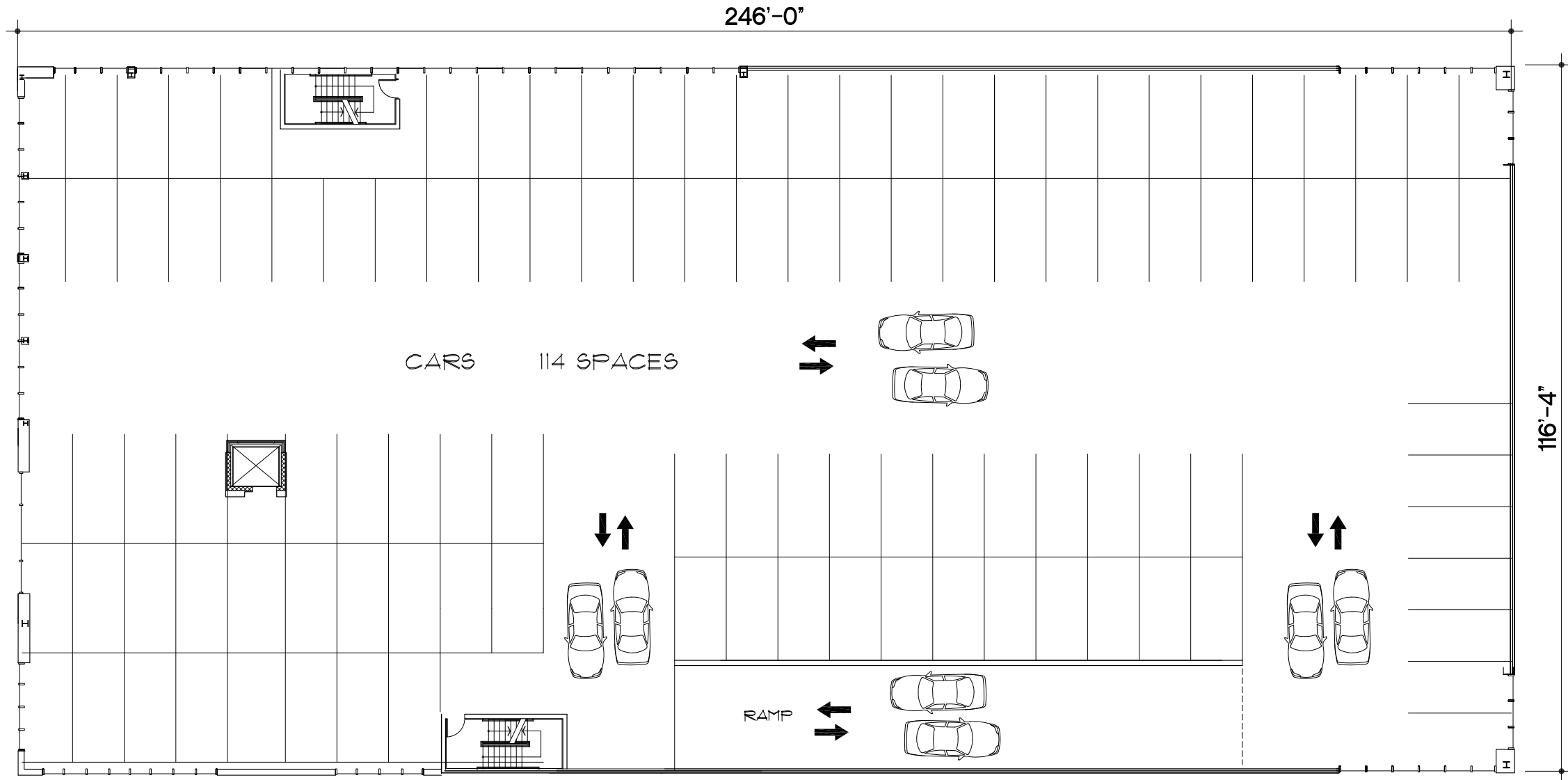
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**THE CURTIS
ARCHITECTURAL
GROUP**

36 BURRAGE ROAD
NEWTON, MA 02459
TEL: 617-5580179
FAX: 617-5580187

CHAMBERS HONDA

BOSTON, MA



FOURTH FLOOR 28,700 SF
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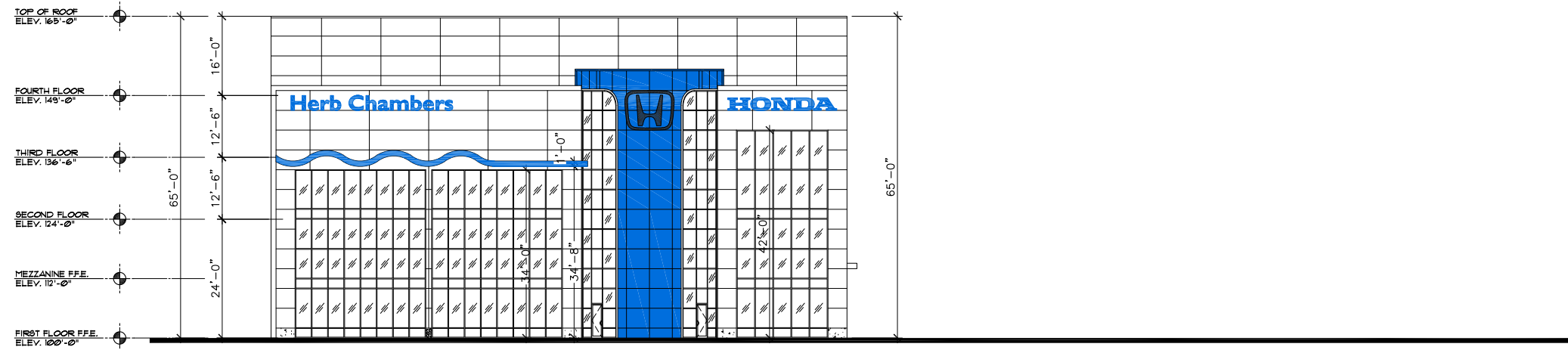
FOURTH FLOOR

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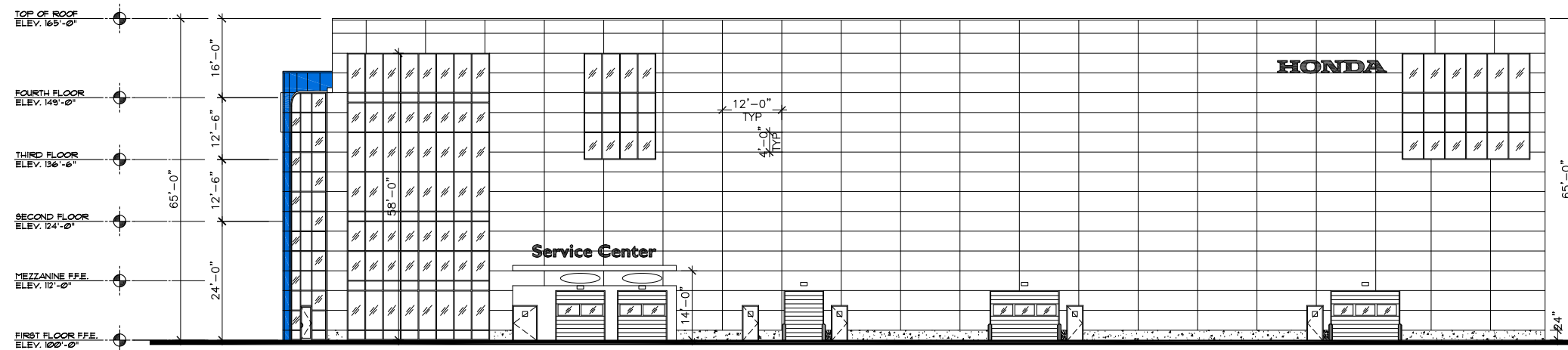
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A
A2
EAST SIDE ELEVATION - FREEPORT STREET



B
A2
NORTH FRONT ELEVATION - VICTORY ROAD



C
A2
WEST SIDE ELEVATION - MORRISSEY BOULEVARD

CHAMBERS HONDA

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08	5/9/19	MEET CITY

SEAL

ELEVATIONS

A2

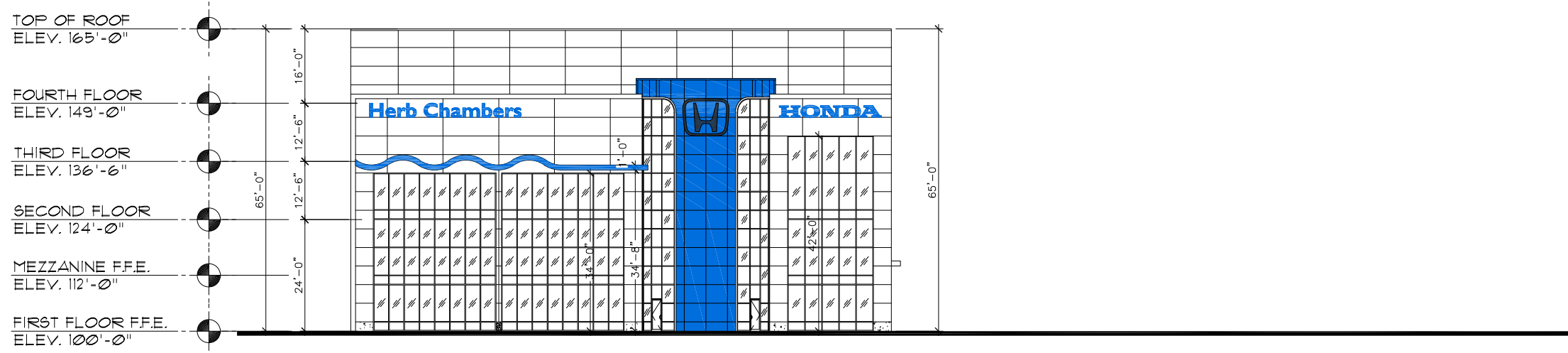
0811

**THE CURTIS
ARCHITECTURAL
GROUP**

36 BURRAGE ROAD
NEWTON, MA 02459
TEL: 617-5580179
FAX: 617-5580187

CHAMBERS HONDA

BOSTON, MA



B
A2

NORTH FRONT ELEVATION - VICTORY ROAD

START DATE : 8/8/18
DRAWN : JJI
SCALE : 1"=24'-0"

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NO	DATE	REVISIONS
01	8/8/18	MEET JIM XEROS
02	8/21/18	MEET JIM XEROS
03	7/6/19	MEET HONDA
04	1/17/19	SUBMIT HONDA
05	2/28/19	HONDA CHANGES
06	3/7/19	ISSUE HONDA
07	4/3/19	PAUL LOSORDO
08	5/9/19	MEET CITY

SEAL

ELEVATIONS

A2A

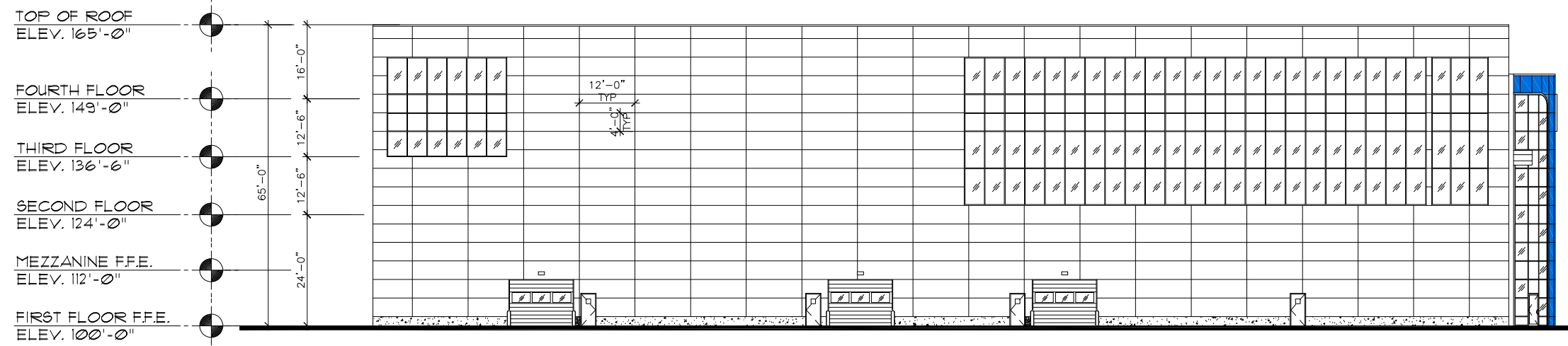
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ARCHITECTURAL
GROUP**

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CHAMBERS HONDA

BOSTON, MA



EAST SIDE ELEVATION - FREEPORT STREET

A
A2

START DATE : 8/8/18

DRAWN : JF1

SCALE : 1"=24'-0"

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06	3/7/19	ISSUE HONDA
07	4/3/19	PAUL LOSORDO
08	5/9/19	MEET CITY

SEAL

ELEVATIONS

A2B

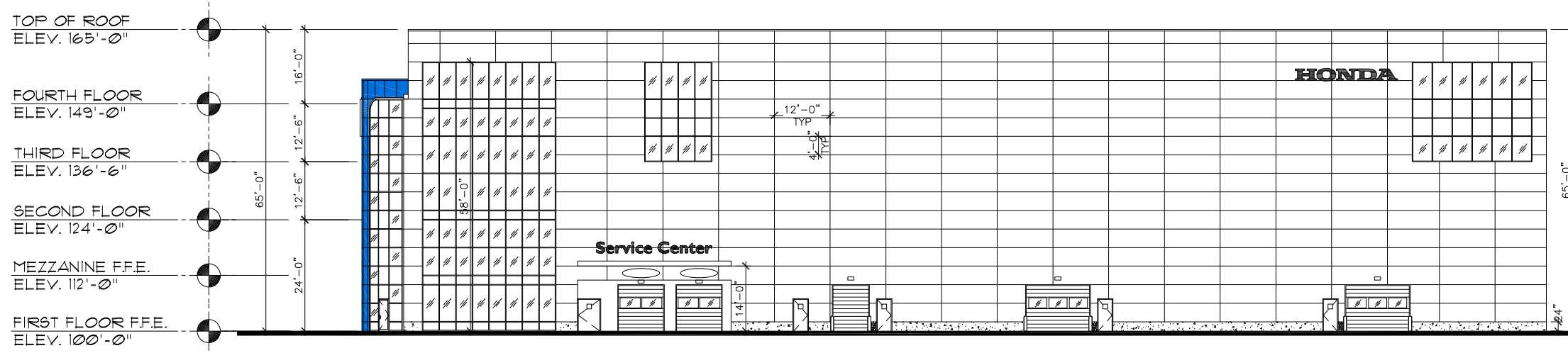
0811

**THE CURTIS
ARCHITECTURAL
GROUP**

36 BURRAGE ROAD
NEWTON, MA 02459
TEL: 617-5580179
FAX: 617-5580187

CHAMBERS HONDA

BOSTON, MA



WEST SIDE ELEVATION - MORRISSEY BOULEVARD

C
A2

START DATE : 8/8/18
DRAWN : JJI
SCALE : 1"=240'-0"

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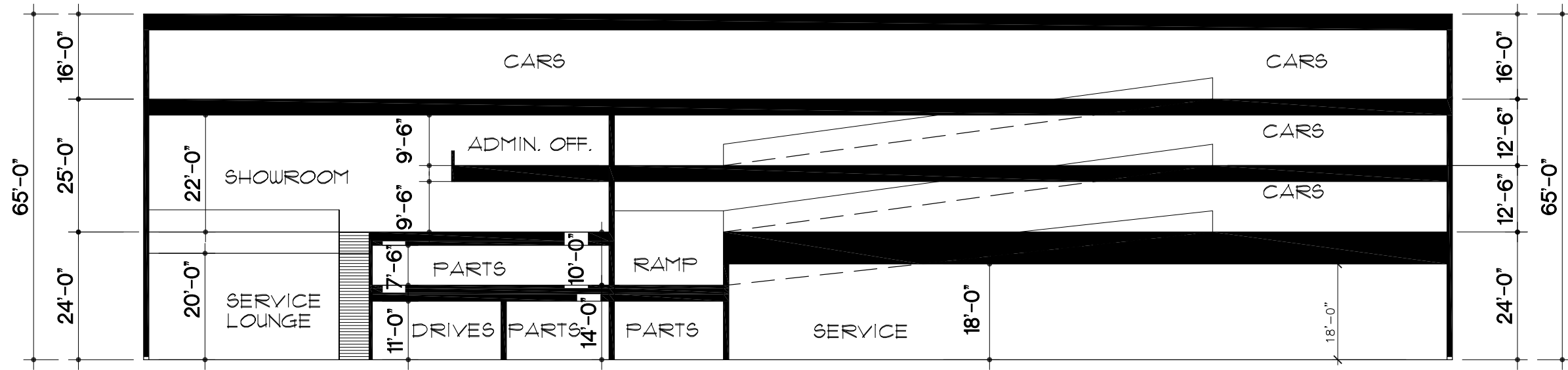
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08	5/9/19	MEET CITY

SEAL

ELEVATIONS

A2C

0811



SECTION 1/16"=1'-0"

CHAMBERS HONDA
BOSTON, MA

START DATE : 8/8/18
DRAWN : JFJ
SCALE : 1"=24'-0"

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SEAL

SECTIONS

A3

0811

2.5 Site Design

The footprint of the new Project building will be expanded slightly in comparison to the existing conditions. The new building will be shifted to the Southerly side of the property and will overlap the existing building by about 40% of the existing structure. Vehicle storage will be increased through expanded interior storage capacity in order to reduce vehicle trip count to the site. A “notch” in the proposed building opposite the site entry on the West side will provide for improved vehicle access to the service area directly off Morrissey Boulevard. Peak hour vehicle stacking will be achieved with (2) internal car lanes accommodating 10 vehicles via automatic high-speed doors. The existing driveways to the Site, on Morrissey Boulevard, Victory Road and Freeport Street will remain, but the Northwest Victory Road access point will be closed for safety reasons because of its current proximity to the street corner. Overall landscape area will be increased, existing non-compliant parking and circulation will be eliminated, and internal site circulation will be simplified. Clear directional signage and striping will be provided through the Site.

2.5.1 Pedestrian Circulation

A pedestrian sidewalk exists along the Morrissey Boulevard, Victory Road, and Freeport Street right-of-ways. The sidewalks along Morrissey Boulevard and Freeport Street will remain as is and the adjacent landscape areas will be enhanced. The Victory Road sidewalk will be slightly modified to reduce the number of site entrances from two to one, and landscape improvements will be installed adjacent to the sidewalk within the Site. These improvements will compliment access to the planned multi-use path that is planned by DCR and MassDOT to the east of Freeport Street and parallel to the I-93 viaduct. Sidewalks internal to the Site for customer and employee use will be incorporated into the design and will provide for safe and convenient circulation within the Site and building. ADA compliant parking spaces and building access will be provided.

2.5.2 Open Space

The proposed site improvements include the installation of green space around the perimeter of the project Site. In addition, landscaped islands will be installed within the parking lot and around the building where sidewalks are not required. The green space on site will be increased from the existing to the proposed conditions.

2.5.3 Parking and Vehicular Circulation

Vehicular access to the Site is provided via existing in/out driveway connections on Morrissey Boulevard, Victory Road, and Freeport Street. These entrances will accommodate Northbound traffic on Morrissey and traffic exiting I-93 Northbound via Exit 13.

The project proposes to maintain the existing vehicle circulation patterns and parking in its current form within all of the roads mentioned above. All driveway connections will remain in their existing locations with the exception of the Freeport Street connection which will shift slightly northward. As vehicles enter

the Site, there will be clear directional signage and striping to direct customers as they enter/exit the Site. The proposed Service Reception will provide for streamlined access for service customers to pull their car directly into the building where a valet tends to their car. This approach streamlines the customer experience and vehicular circulation within the Site.

2.6 Sustainable Design and Energy Conservation Measures

The Project will be designed to be LEED certifiable. While many of the building materials must meet Honda dealership specifications, we will make every effort to specify the most sustainable materials and construction processes possible. These will include, without limitation, demolition and construction recycling procedures, materials made from recycled content, energy-efficient environmental equipment, LED lighting, light colored roofing, and dark sky compliant exterior lighting. The building will be insulated per the current Building and Energy Codes (at a minimum).

Exterior lighting will be controlled to dim to 40% (for security) after closing via photo sensors and timeclocks. Interior lighting will utilize occupancy sensors to limit wasted energy for lights. Daylight harvesting will reduce the need for full lighting at certain times of the day. Programmable thermostats will reduce energy usage during off hours. Use of PV solar panels will be explored.

3. ENVIRONMENTAL REVIEW COMPONENT

3.1 Wind Impacts Analysis

Given the Project building's height of 65 feet, the Project is not subject to requirement of a wind study. We further note that, because the Project is proposed to be similar in height to the surrounding buildings, it is not anticipated to bring upper level winds to the street. Thus, due to the Project's height in relation to its surroundings, the Project is not anticipated to have a significant impact on pedestrian level winds.

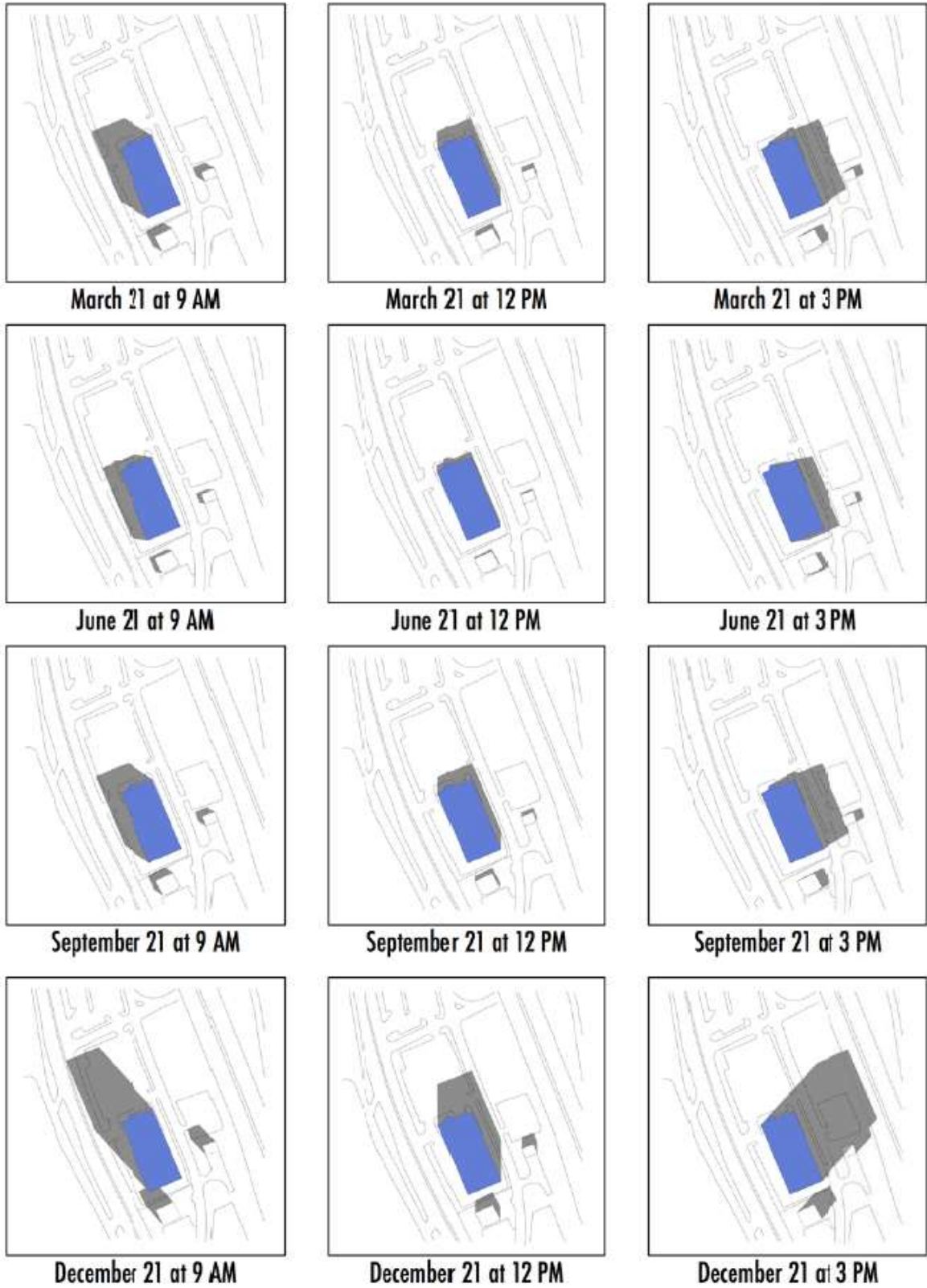
3.2 Shadow Impacts Analysis

As is typically required by the BPDA, a shadow impact analysis was conducted to investigate shadow impacts from the Project during three time periods (9:00 a.m., 12:00 noon, and 3:00 p.m.) during the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and the winter solstice (December 21).

The shadow analysis (Figure 3.2-1) presents the proposed shadows from the proposed building. The analysis focuses on public open spaces, major pedestrian areas, bus and subway stops, and the sidewalks adjacent to and in the vicinity of the Project Site. The shadow analysis illustrates that the proposed shadows will remain within the boundaries of the site for the majority of the year with the exception of the I-93 side of the site which regularly casts an afternoon shadow over and past Freeport Street. This road does not see much vehicular traffic, and the adjacent land contains a use which will not be negatively impacted by the shadows. Shadows have been determined using the applicable Altitude and Azimuth data for Boston.

The results of the analysis show that new shadow from the Project will generally be limited to the site and nearby streets and sidewalks.

Figure 3.2-1



3.3 Solar Glare Analysis

The Project materials are still being studied and glazing of the windows will be determined as the design progresses. Due to the type of potential glass and glazing currently proposed, solar glare impacts are not currently anticipated.

3.4 Air Quality Analysis

Because the proposed Project is replacing a similarly situated automobile dealership, it will not have a material negative impact on air quality at the Site. All vehicles are brought indoors to be serviced. The automobiles in the service bays are typically not running. In the event an automobile is running during service its tailpipe is attached to an exhaust system which is vented through the roof. Carbon monoxide monitors are present at appropriate locations. There will be no negative impact to the air quality for the Site or the surrounding neighborhood.

3.5 Solid and Hazardous Waste Analysis

This will be a state-of-the-art auto dealership from the perspective of environmentally sensitive approach to handling solid and hazardous wastes. All oils, tires, metal parts, and shipping boxes are recycled. Waste oil and coolants are captured, placed in double-walled tanks, and recycled.

3.6 Noise Analysis

Because the proposed Project is replacing a similarly situated automobile dealership, it will not have a material negative impact on noise levels at the Site. There will be no servicing of vehicles outside the building. There will not be an outside public address system. There will be no sounds other than that of automobiles running, and these generate an extremely low decibel level of noise. The noise level at the new dealerships will be similar to that of the existing auto dealerships, which generate minimal noise, and have not been the subject of noise complaints in the past.

3.7 Flood Hazard Zones/Wetlands Analysis

The Site is located within a special flood hazard area (SFHA), FEMA Zone AE as shown on the FIRM Map Number 25025C0091J dated March 16, 2016 (see Exhibit D). A SFHA is an area which is subject to inundation by the 1% annual chance flood, and this particular Zone AE has a base flood elevation of 10 feet (NAVD 88) which translates to 16.5 feet in Boston City Base. SFHA's are jurisdictional to MassDEP via the Wetland Protections Act, and Boston Conservation Commission via Article 25 of the Zoning Code. A Notice of Intent will be filed with both parties.

The Site survey does not indicate the presence of any wetlands on the Site.

3.8 Site Conditions

As discussed in further detail below, the general nature of the immediate subsurface geology is urban fill.

3.9 Geotechnical and Groundwater Analysis

This section describes anticipated site subsurface soil, rock and groundwater conditions, planned below-grade construction activities, potential impacts of the below-grade construction, and mitigation measures for protection of adjacent structures and for limiting adverse impacts in the Project area during excavation and building foundation construction.

Subsurface Soil and Bedrock Conditions

Based on subsurface data from sites in the vicinity of the Project site, subsurface soil and bedrock conditions are anticipated to consist of the following strata, progressing downward from ground surface:

- Surficial miscellaneous FILL, typically in the range of 10 to 20 ft thick
- Intermittent ORGANIC DEPOSITS, which could be in excess of about 20 ft thick where present
- Medium dense FLUVIAL SAND, typically 20 to 35 ft thick
- Stiff MARINE CLAY, typically up to 10 ft thick
- Dense to very dense GLACIAL DEPOSITS, typically 45 to 55 ft below ground surface
- Argillite BEDROCK, underlying the GLACIAL DEPOSITS

As the project is located in a historical shoreline area, the ORGANIC DEPOSITS may be locally discontinuous and/or variable in thickness.

Groundwater

Typical groundwater levels are anticipated to be approximately 7 to 9 ft below existing site grades. Groundwater levels can be influenced by tides in the nearby Boston Harbor and Neponset River, leakage into and out of sewers, storm drains, and water utilities, construction activities, and environmental factors such as precipitation and season.

The Project site is not located within the Groundwater Conservation Overlay District ("GCOD") as defined by Article 32 of the Boston Zoning Code.

3.10 Proposed Foundation Construction

Detailed site subsurface investigations and geotechnical analyses will be conducted during project final design. Based on the site subsurface conditions described above, it is anticipated that the proposed 4-story commercial building will be supported using one of the following foundation systems:

- Conventional reinforced concrete spread footings following stiffening of the fill and organic soils using rigid inclusion ground improvement¹ elements installed into the Fluvial Sand, with a ground floor consisting of soil-supported concrete slab-on-grade or reinforced concrete structural slab, supported on the ground improvement elements
- Pressure injected footings (PIFs) bearing in the Fluvial Sand, with a ground floor consisting of a reinforced concrete structural slab

Foundation construction for either option will require limited excavations, typically not exceeding about 5 ft in depth, and installation of footings, pile caps, slabs and other conventional building structural elements.

3.11 Potential Impacts During Excavation and Foundation Construction Analysis

Conventional construction methods and equipment are planned for excavation and installation of building foundations. Project construction specification will establish criteria for contractor performance, conformance with all regulatory requirements, and protection of off-site facilities.

Potential impacts during building foundation construction include ground vibrations, noise and ground movements due to excavation activities. Each of these potential impacts are anticipated to be within typical, acceptable ranges for this type of construction, and are not anticipated to cause adverse off-site impacts.

Any ground movements caused by the planned limited-depth excavations are expected to be minor and local to the excavations. Shoring will be used, if required locally, to limit the lateral extent of excavations and protect adjacent facilities. Relatively low-level vibrations and noise occurs during ground improvement installations. Installation of pressure-injected footing foundations typically results in low noise levels but somewhat higher levels of vibration, but still moderate and typically not adverse to neighboring facilities. Off-site noise and vibration levels will be monitored to be within limits established by OSHA and City of Boston ordinances. As excavations will be performed above groundwater, impacts to groundwater levels are not anticipated.

3.12 Mitigation Measures

Provisions will be incorporated into the design and construction documents to limit potential adverse impacts, including the following:

- The design team will conduct studies, prepare designs and specifications, and review the contractor's submittals for conformance to the Project contract documents with specific attention to protection of nearby structures and facilities and to avoid lowering of preconstruction groundwater level. In particular, selection of the building foundation and excavation support systems and their

¹ Installation of rigid inclusion ground improvement elements stiffens the treated soil strata to enable the soils to provide suitable support for overlying foundations. Rigid inclusions typically consist of cylinders of grouted crushed stone or cast-in-place concrete columns placed through unsuitable soils and into competent underlying bearing strata, in predetermined patterns beneath footings and slabs.

details will be made with specific attention to mitigating adverse temporary and long term impacts external to the Site.

- Performance criteria (threshold and limited values) will be established in the Project specifications for the lateral excavation support system with respect to control of vertical and lateral movements, water-tightness, and the construction sequence of the below-grade portion of the work. The contractor will be required to develop, employ and modify as necessary, construction means and methods and take all necessary steps during the work to protect nearby buildings and other facilities.
- If needed, a vibration monitoring program will be implemented to document pre-construction ambient and construction phase vibrations. Vibration levels in the vicinity of the Site will be obtained prior to construction to establish “background” conditions. Vibration levels will be monitored, as needed, at various locations adjacent to the Site during demolition activities, or other potentially vibration-causing activities for conformance with the Project documents. To the extent necessary, vibration threshold values will be established in the Project specifications.

3.13 Construction Impacts

A construction management plan (“CMP”) in compliance with the City’s Construction Management Program will be submitted to the Boston Transportation Department (“BTD”) once final plans are developed and the construction schedule is fixed. The construction contractor will be required to comply with the details and conditions of the approved CMP.

Proper pre-planning with the City and neighborhood will be essential to the successful construction of the project. Construction methodologies that ensure public safety and protect nearby businesses will be employed. Techniques such as barricades, walkways, and signage will be used. The CMP will include routing plans for trucking and deliveries, plans for the protection of existing utilities, and control of noise and dust.

During the construction phase of the Project, the Proponent will provide the name, telephone number, and address of a contact person to communicate with on issues related to the construction.

3.14 Construction Methodology/Public Safety

Construction methodologies that ensure public safety and protect neighbors will be employed. Techniques such as barricades 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 the control of noise and dust.

3.15 Construction Schedule/Hours of Operation

The Proponent anticipates that the Project will commence construction in Spring of 2020 with completion in the Fall of 2021.

Typical construction hours will be 7:00 am to 6:00 pm, Monday through Friday, with most shifts ordinarily ending at 4:30 pm. No substantial sound-generating activity will occur before 7:00 am. If longer hours, additional shifts, or Saturday work is required, the construction manager will place a work permit request to the Boston Air Pollution Control Commission (“APCC”) and BTM in advance. Notification should occur during normal business hours, Monday through Friday. It is noted that some activities such as finishing activities could run beyond 6:00 pm to ensure the structural integrity of the finished product; certain components must be completed in a single pour, and placement of concrete cannot be interrupted.

3.16 Construction Staging/Construction Site Access

Access to the Site and construction staging areas will be provided in the CMP.

Although specific construction and staging detail have not been finalized, the Project and its construction management consultant will work to ensure that staging areas will be located to minimize impacts to pedestrian and vehicular flow. Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic adjacent to the Site. Construction procedures will be designed to meet all OSHA safety standards for specific Site construction activities.

3.17 Construction Mitigation

The Project will follow City and MassDEP guidelines which will direct the evaluation and mitigation of construction impacts.

A CMP will be submitted to BTM for review and approval prior to issuance of a building permit. The CMP will include detailed information on specific construction mitigation measures and construction methodologies to minimize impacts to abutters and the local community. The CMP will also define truck routes which will help in minimizing the impact of trucks on City and neighborhood streets.

3.18 Construction Employment and Worker Transportation

The number of workers required during the construction period will vary as the different phases of construction occur. It is anticipated that approximately 150 construction jobs will be created over the length of construction. The Project will comply with the Boston Jobs Policy. The Proponent will enter into the appropriate jobs agreement with the City of Boston.

3.19 Construction Air Quality

Short-term air quality impacts from fugitive dust may be expected during demolition, excavation and the early phases of construction. Plans for controlling fugitive dust during demolition, excavation, and construction include mechanical street sweeping, wetting portions of the Site during periods of high wind, and careful removal of debris by covered trucks. The construction

contract will provide for a number of strictly enforced measures to be employed by contractors to reduce potential emissions and minimize impacts. These measures are expected to include:

- Using wetting agents on areas of exposed soil on a scheduled basis;
- Using covered trucks;
- Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- Minimizing storage of debris on the Site; and
- Periodic street and sidewalk cleaning with water to minimize dust accumulations.

3.20 Construction Noise

The Proponent is committed to mitigating noise impacts from the construction of the Project. Increased sound levels are, however, an inherent consequence of construction activities. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities.

Mitigation measures are expected to include:

- Instituting a proactive program to ensure compliance with the City of Boston noise limitation policy;
- Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
- Replacing specific construction operation techniques by less noisy ones where feasible;
- Selecting the quietest of alternative items of equipment where feasible;
- Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment; and
- Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

3.21 Construction Vibration

All means and methods for performing work at the Site will be evaluated for potential vibration impacts on adjoining property, utilities, and adjacent existing structures. Acceptable vibration criteria will be established prior to construction, and vibration will be monitored, if required, during construction to ensure compliance with the agreed upon standard.

3.22 Construction Waste

The Proponent will take an active role with regard to the reprocessing and recycling of construction waste. The disposal contract will include specific requirements that will ensure that construction procedures allow for the necessary segregation, reprocessing, reuse, and recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per MassDEP Regulations for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the disposal contract. Construction will be conducted so that materials that may be recycled are segregated from those materials not recyclable to enable disposal at an approved solid waste facility.

3.23 Protection of Utilities

Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be in accordance with the Massachusetts Water Resources Authority (“MWRA”), the Boston Water and Sewer Commission (“BWSC”), Boston Public Works, Dig Safe, and the governing utility company requirements. All necessary permits will be obtained before the commencement of the specific utility installation. Specific methods for the installation of proposed utilities where they are near to, or connect with, existing water, sewer and drain facilities will be reviewed by the BWSC as part of their Site plan review.

3.24 Rodent Control

A rodent contract certificate will be filed with the building permit application for the Project. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for each phase of the Project, in compliance with the City’s requirements.

4. TRANSPORTATION COMPONENT

4.1 Introduction and Project Context

The proposed Project will replace the existing approximately 55 year old building previously used by Westminster Dodge and later J.D. Byrider at 710-720 Morrissey Boulevard. The older building is temporarily housing the Herb Chambers Honda dealership. The new building will be a four-story, 112,600 square-foot Honda automobile dealership. The Project is not expected to result in a material increase in new traffic travelling along Morrissey Boulevard or intersecting streets as the dealership brand and type of services offered will not change.

Access to the Site will be by way of three entrances and exits on Morrissey Boulevard, Victory Road, and Freeport Street. Sidewalks run along the Morrissey Boulevard and Victory Road sides of the Site. Accessing the Site heading Northbound on Morrissey Boulevard will be by way of an entrance on Morrissey providing a direct access to two high speed overhead doors at the Service Entrance. Access to customer parking outside is also easily available. For customers coming from the North, the Project will be accessible by making the jug handle turn by Lamberts Fruit to get into the Northbound lane on Morrissey Boulevard. These accommodations combined within internal operation and circulation improvements will improve access to dealership and facilitate safe and efficient access without impeding the movement of vehicles, pedestrians or bicyclists along the roadways that bound the Project Site.

The Project Site is well-served by public transportation. Nearby subway service is provided by the Massachusetts Bay Transportation Authority (MBTA) Red Line stations at Fields Corner and Savin Hill which are located approximately ½ mile and one mile away respectively.

On-Site parking will be provided for approximately 393 vehicles, of which approximately 222 parking spaces will be located within the building and approximately 171 parking spaces will consist of surface parking. The majority of the parking spaces will be for vehicles that are displayed for sale and those that are being prepared for delivery or are otherwise associated with the service department (i.e., customer vehicles that are or have been serviced/repaired).

4.2 Dealership Operations

Cars purchased by customers will typically be driven to the Project Site from the Boston Autoport in Charlestown, bearing dealer plates, on an individual basis as each is sold.

Automotive parts will be delivered to the Site by box trucks with lift gates. Therefore, a raised loading dock is not preferred. Parts are delivered in rolling carts into a secure storage area, for later organization in the Parts Storage area. All loading and delivery activities will be accommodated within the Project Site.

4.3 Potential Impacts on the Transportation System

Given that the nature of the proposed use of the Site and that the services provided will not change (it will remain as an automobile dealership), the Project, as noted above, is not expected to result in a material increase in new traffic.

The access to the Project Site will be retained in approximately the current locations, with improvements proposed to vehicle circulation within the Project Site in order to clearly direct customers to the service reception area and vehicle sales. These improvements will allow vehicles to efficiently enter the Project Site without inhibiting the flow of vehicles, pedestrians, or bicyclists along Morrissey Boulevard.

The Project Proponent is committed to the implementation of specific measures to reduce employee trips and encourage healthy transportation options. Secure, weather protected bicycle parking will be provided in an appropriate area within the Project Site for employees. Employees will be provided with access to a refrigerator and a microwave in order to store and prepare meals, and will be offered direct deposit of pay checks. In addition, employees will be informed of available public transportation resources including the Proponent's commitment to the Transit Pass Program, Ridesharing/Carpooling, and the guarantee ride home program.

5. INFRASTRUCTURE SYSTEMS COMPONENT

5.1 Introduction

The proposed building's sewers, storm drains, oil traps, and other wastewater or stormwater facilities that flow into the wastewater and storm drainage systems of the BWSC will be designed and constructed in accordance with current BWSC standards and specifications. The plumbing of the new building will be constructed so that all stormwater, surface water, groundwater, roof and surface runoff, and subsurface drainage will be separate from sanitary sewage and from the building sewer.

5.2 Sanitary Sewer System

The proposed building will be constructed so that the building's sewers and storm drains will be separate and independent from one another.

5.3 Existing Sewer System

The Site is currently serviced by an existing 6" sanitary sewer service connected to a 15" sewer main located within the Victory Road right-of-way per BWSC records. The Proponent has only occupied the current site for a few months and the existing water use is uncertain due to lack of sufficient data.

5.4 Project Generated Sewage Flow

The proposed dealership will consist of similar sub-uses within the building, including retail sales (the showroom area), office, parts and service. Based on the MassDEP Title 5 Daily Design Flow criteria, the projected daily flow for water/sewer for the Honda of Boston Dealership will be approximately 1,359 gpd, as computed below:

Projected Design Flow per MADEP Title 5

Title 5 “Use” Description	Flow Calculation Criteria	# of Units	Daily Design Flow (gpd)
Retail	50 gpd/1,000 sf	231 sf	12
Showroom	50 gpd/1,000 sf	10,344 sf	517
Office	75 gpd/1,000 sf	3,870 sf	290
Service & Parts Retail Area	15 gpd/person	36 persons (36,683 sf)	540
Storage – Auto	None	57,488 sf	0
Other (Storage, Utility, Circulation)	None	3,984 sf	0
Total		112,600 sf	1,359 gpd

5.5 Sanitary Sewer Connection

There exists a 15” sewer main within the Victory Road right-of-way, and a 10” sewer main within the Freeport Street right-of-way. It is anticipated that the proposed sanitary sewer service will connect to the 15” sewer main located within the Victory Road right-of-way. The connection will be an approved BWSC standard connection and will require approval from BWSC prior to installation.

5.6 Oil Traps/Industrial Waste for Auto Service Garage

The BWSC requires that oil traps be directly or indirectly tributary to the BWSC’s wastewater system. Discharge from oil traps in the new building’s service garage will be sanitary or combined sewer and not run to a storm drain.

5.7 Water Systems

The existing building is serviced via Boston Water & Sewer Commission (BWSC) water for both fire and domestic water. The Project will coordinate with the BWSC on the design and capacity for proposed connections to the water services on the Site and will submit a General Service Application and Site plan to the BWSC for review as the project progresses.

5.8 Existing Water Service

The Site is currently serviced by a 12” water main located within the Freeport Street right-of-way per BWSC records. Service lines enter the Site from the main providing both fire and domestic service to the existing building.

5.9 Project-Generated Water Demand

Based on the MassDEP Title 5 Daily Design Flow criteria, the projected daily flow for water for the new Honda dealership is approximately 1,359 gpd per the table provided in Section 5.4 above. Given that the nature of the proposed use of the Site and the services provided will not change (it will remain as an automobile dealership), we anticipate the proposed water demand to be similar to the existing dealership.

5.10 Proposed Water Service

There exists a 12” water main within both the Victory Road and Freeport Street right-of-ways. As the project progresses, the design team will determine which water main will be utilized. The size of the proposed service will be designed by a plumbing engineer and submitted to BWSC for review and comment. The material of the pipe will be ductile iron as specified in BWSC’s standard details.

5.11 Existing Stormwater Drainage System

Within the facility, a gravity driven drainage system utilizing catch basins and manholes is present. The existing drainage system connects to a 42” storm main within the Freeport Street right-of-way where it ultimately discharges through an outfall to the Neponset River.

5.12 Proposed Stormwater Drainage System

There exists a 24” storm main within the Victory Road right-of-way and a 42” storm main within the Freeport Street right-of-way. The proposed stormwater drainage system will be designed as the project progresses. In general, the stormwater will be collected in catch basins and conveyed through underground pipes and manhole structures before discharging into one of the existing storm mains described above, to be determined as the design progresses. The system will be designed to meet the MassDEP stormwater standards and all other local regulations. The plans will be submitted to BWSC for review and comment.

5.13 Natural Gas

There exists a 30” gas main within the Victory Road right-of-way and a 12” gas main within the Freeport Street right-of-way. It is anticipated that the project will utilize the 12” gas main within Freeport Street.

5.14 Utility Protection During Construction

Dig Safe will be contacted to identify all underground utilities at least 72 hours, but not more than 30 days, prior to undertaking any construction activities. If excavation is to occur within close proximity to existing utilities that are to remain, any necessary shoring will be employed.

**6. SUSTAINABLE DESIGN AND CLIMATE CHANGE
PREPAREDNESS**

The Project team is committed to developing a building that is sustainably designed, energy efficient, environmentally conscious, and healthy for occupants. As required under Article 37 of the Boston Zoning Code, projects that are subject to Article 80B, Large Project Review, shall be U.S. Green Building Council (“USGBC”) Leadership in Energy and Environmental Design (“LEED”) certifiable. The Project team will assemble the appropriate LEED checklist, and the associated Design Green Building Report as the building designs advance, which checklist will detail the credits that the Project anticipates achieving.

Climate change conditions including sea level rise will be considered by the Project team in light of the expected life of the Project. Given the preliminary level of design, this assessment is underway by the Project team and will be supplemented as the Project design progresses.

Additional strategies to reduce greenhouse gas (GHG) relative to climate change, shall include high efficiency equipment applications with environmentally approved refrigerants that account for GHG reduction applications with the deployment of new sustainability and adaptation strategies as they become feasible at the Project site. The Proponent will continue to evaluate energy conservation strategies during the design phase of the project.

A Climate Resiliency Checklist is also being filed simultaneously with the filing of this Project Notification Form. A copy is attached hereto as Exhibit D.

7. COORDINATION WITH GOVERNMENT AGENCIES

7.1 Architectural Access Board Requirements

The Project will comply with the requirements of the Massachusetts Architectural Access Board and will be designed to comply with the standards of the Americans with Disabilities Act.

7.2 Massachusetts Environmental Policy Act

The Proponent does not expect that the Project will require review by the Massachusetts Environmental Policy Act (“MEPA”) Office of the Massachusetts Executive Office of Energy and Environmental Affairs. The Project does not exceed any of the review thresholds for the filing of an Environmental Notification Form under MEPA.

7.3 Massachusetts Historical Commission

No historical structures are located on the Site. Submission for approval of the demolition of existing building will be filed with the Boston Landmark’s Commission if required.

7.4 Boston Civic Design Commission

The Project will comply with the provisions of Article 28 of the Boston Zoning Code. This PNF will be submitted to the Boston Civic Design Commission by the BPDA as part of the Article 80 process.

7.5 Department of Conservation and Recreation

The Project will require a Construction Access Permit from the Department of Conservation and Recreation (DCR) for the driveway and streetscape improvements. The Applicant has met informally with DCR to discuss the Project and will continue to consult with DCR as the design and Site Plans advance.

8. HISTORIC RESOURCES COMPONENT

This section describes the historic and archaeological resources within the Project Site and describes the potential Project-related impacts to these resources.

No historic resources listed in the State and National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth are within the Project Site. A review of Massachusetts Historical Commission's online archaeological base maps was conducted on August 30, 2019. It found no known archeological Sites within the Project Site or the immediate vicinity.

The proposed Project will require the demolition of the existing building at the Project Site. This building is not eligible for listing on the National Register of Historic Places.

The submission of this PNF initiates review of the Project by the Boston Landmarks Commission under the City's Article 80 Review process.

The Massachusetts Historical Commission has review authority over projects requiring state funding, licensing, permitting and/or approvals that may have direct or indirect impacts to properties listed in the State Register of Historic Places. If a state permit is required for the Project, the MHC review process will be initiated through the filing of an MHC Project Notification Form as prescribed in MHC's governing regulations.

No issues related to historical status are anticipated due to the age and nature of the building.

9. DEVELOPMENT IMPACT PROJECT COMPONENT

9.1 Applicability

Pursuant to Section 80B-7 of the Boston Zoning Code, Development Impact Project Exactions, certain “Development Impact Projects” as defined by the Code, such as the Project, are subject to the requirement of making specified Housing Exaction and Jobs Contribution Exaction payments. Entry into an agreement with the Boston Redevelopment Authority to meet the Development Impact Project Exaction requirements of this Code Section 80B-7 is a condition to the effectiveness of any zoning relief obtained by such a project.

9.2 Calculations

Code Section 80B-7.4 provides that payment of a Housing Contribution Grant shall be required in the amount of eight dollars and thirty-four cents (\$8.34) for each square foot of gross floor area in excess of one hundred thousand (100,000) square feet that is occupied by a Development Impact Use, as defined in this Section 80B-7.

The applicable Housing Contribution Grant amount required of the Project is therefore $(112,600 \text{ gsf} - 100,000 \text{ gsf} = 12,600 \text{ sf}) \times \8.34 psf , or \$105,084.00.

Code Section 80B-7.5 provides that payment of a Jobs Contribution Grant shall be required in the amount of one dollar and sixty-seven cents (\$1.67) for each square foot of gross floor area in excess of one hundred thousand (100,000) square feet that is occupied by a Development Impact Use, as defined in this Section 80B-7.

The applicable Jobs Contribution Grant amount required of the Project is therefore $(112,600 \text{ gsf} - 100,000 \text{ gsf} = 12,600 \text{ sf}) \times \1.67 psf , or \$21,042.00.

EXHIBITS

Exhibit A: Proposed Site Plan

Exhibit B: Existing Conditions Plan

Exhibit C: FEMA Map

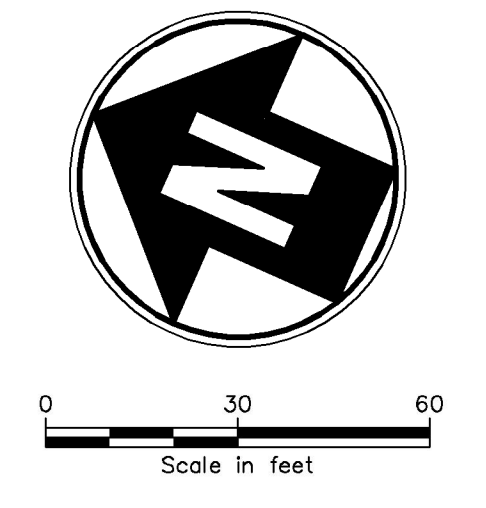
Exhibit D: Climate Resiliency Checklist

Exhibit E: Article 80 – Accessibility Checklist

Exhibit A

PROPOSED SITE PLAN

FOR ZONING PURPOSES ONLY



HERB CHAMBERS
 HONDA OF BOSTON
 710-720 MORRISSEY
 BLVD.
 DORCHESTER,
 MA 02122

IT IS A VIOLATION OF LAW FOR ANY PERSON UNLESS THEY ARE
 ACTING UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL
 ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND
 SURVEYOR TO ALTER AN IGA IN ANY MANNER. IF AN IGA BEARING THE
 STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING
 ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND
 SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE
 NOTATION "ALTERED BY FOLLOWED BY THEIR SIGNATURE, THE
 DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION
 OF THE ALTERATION."

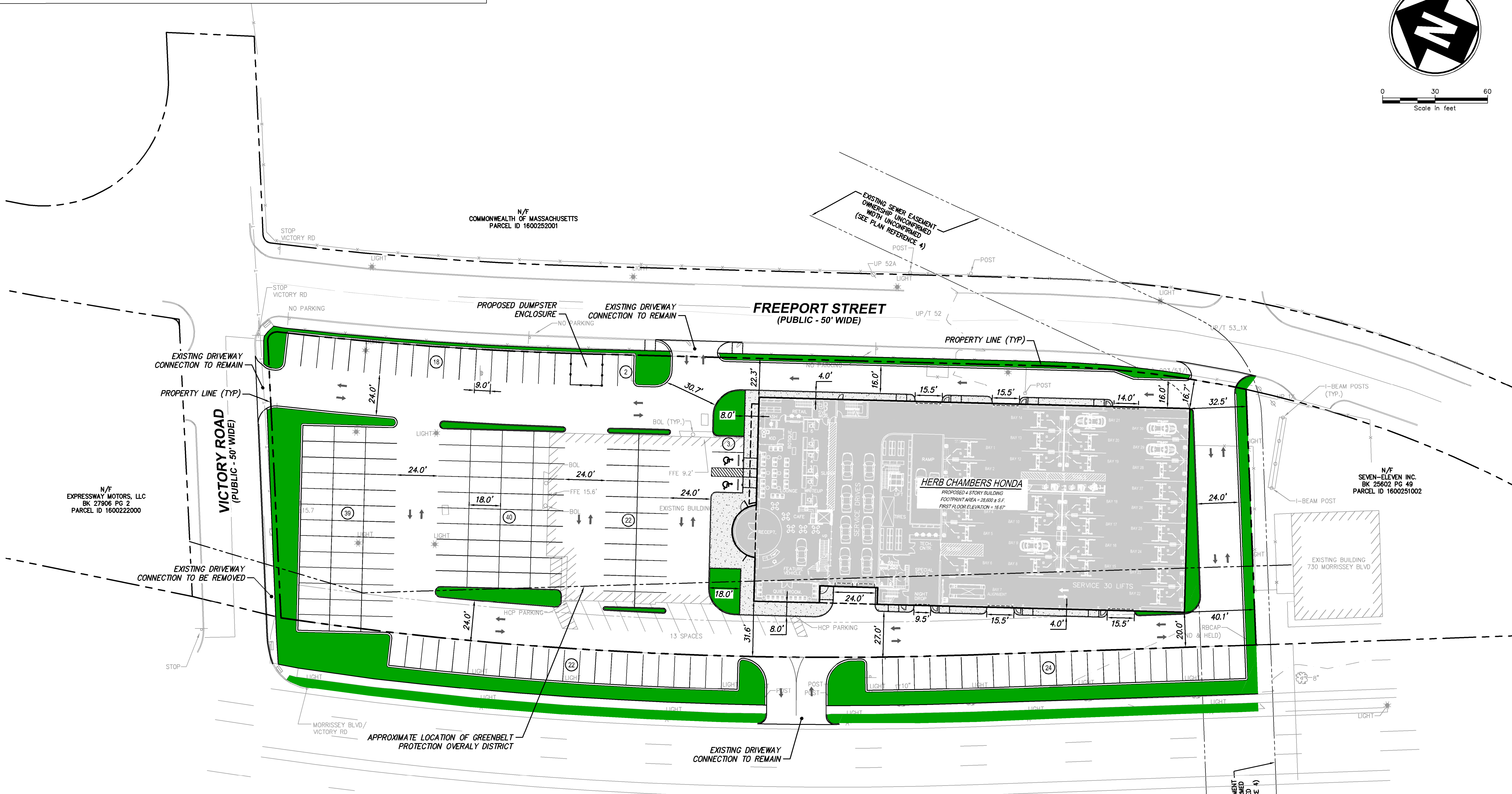
PROPOSED SITE
 DEVELOPMENT PLANS
 FOR
 HERB CHAMBERS
 HONDA OF BOSTON
 710-720 MORRISSEY BLVD.
 DORCHESTER, MA

No.	Submittal / Revision	Appld. By	Date

ZONING EXHIBIT

Designed By:	Drawn By:	Checked By:
Issue Date:	Project No:	Scale:
9/6/2019	31554-14000	

Drawing No.:
ZE-101



PRELIMINARY ZONING SUMMARY TABLE

ZONING: DORCHESTER NEIGHBORHOOD DISTRICT
 SUBDISTRICT: COMMUNITY COMMERCIAL (CC)
 OVERLAY DISTRICT: GREENBELT PROTECTION
 FEMA ZONE AE: BASE FLOOD ELEVATION = 16.5'

PROPOSED USE: VEHICULAR- INDOOR SALE WITH INSTALLATION OF
 AUTOMOTIVE PARTS, ACCESSORIES AND SUPPLIES

BULK & DIMENSIONAL REQUIREMENTS	REQUIRED	EXISTING	PROPOSED	RELIEF REQUIRED
A. MAXIMUM FLOOR AREA RATIO	2.0	0.20 (18,000 S.F.)	1.22 (112,600 S.F.)	NO
B. MAXIMUM BUILDING HEIGHT	45 FT.	20' ±	65'	YES
C. MINIMUM LOT SIZE	NONE	92,139 S.F.	92,139 S.F.	NO
D. MINIMUM LOT AREA PER DWELLING UNIT	NONE	N/A	N/A	N/A
E. MIN. USABLE OPEN SPACE PER DWELLING UNIT	50	N/A	N/A	N/A
F. MINIMUM LOT WIDTH	NONE	148.9'	148.9'	NO
G. MINIMUM LOT FRONTAGE	NONE	558.1'	558.1'	NO
H. MINIMUM FRONT YARD	NONE	27.9'	20.0'	NO
I. MINIMUM SIDE YARD	NONE	153'	32.5'	NO
J. MINIMUM REAR YARD	20 FT.	46.1'	16.7'	YES

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Exhibit B

EXISTING CONDITIONS PLAN



**HERB CHAMBERS
HONDA OF BOSTON
710-720 MORRISSEY
BLVD.
DORCHESTER,
MA 02122**

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER OR REMOVE ANY MARK OR SIGN BEARING THE STAMP OF A LICENSED PROFESSIONAL. IF ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

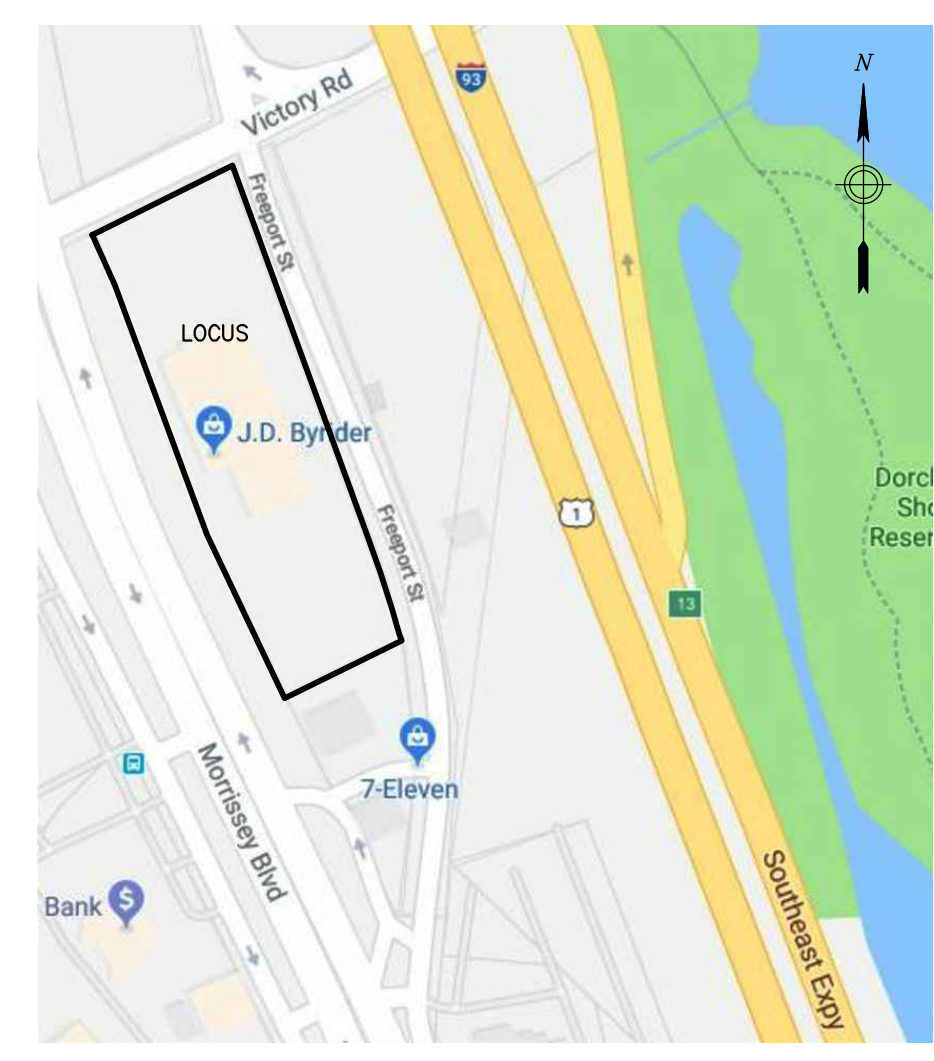
**PROPOSED SITE
DEVELOPMENT PLANS
FOR
HERB CHAMBERS
HONDA OF BOSTON
710-720 MORRISSEY BLVD.
DORCHESTER, MA**

No.	Submittal / Revision	App'd.	By	Date

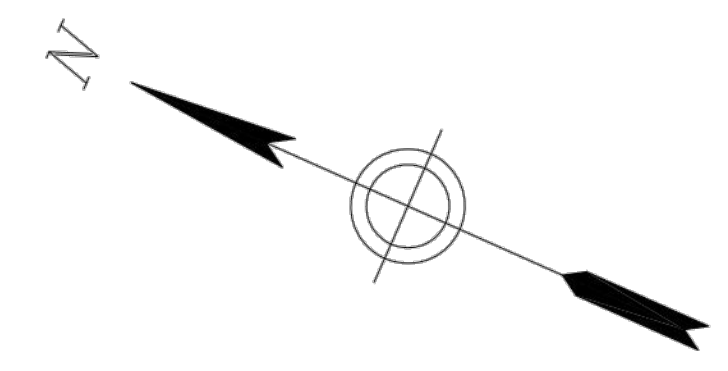
**EXISTING
CONDITIONS**

Designed By:	Drawn By:	Checked By:
Issue Date:	Project No:	Scale:
9/6/2019	31554-14000	

Drawing No.:
EC-001



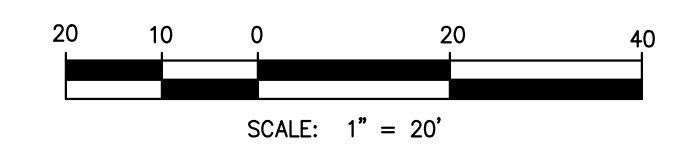
LOCUS MAP
(NOT TO SCALE)



VICTORY ROAD

FREEPORT STREET

MORRISSEY BOULEVARD



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Exhibit C

FEMA MAP



LEGEND



SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD



PROJECT LOCATION

FEMA ZONE VE = COASTAL FLOOD ZONE WITH VELOCITY HAZARD (WAVE ACTION); BASE FLOOD ELEVATIONS DETERMINED

FEMA ZONE AE = BASE FLOOD ELEVATIONS DETERMINED



Scale in feet

Drawing Copyright © 2019



141 Longwater Drive
Norwell, MA 02061
Main: (781) 982-5400 www.chacompanies.com

FEMA PLAN
HERB CHAMBERS HONDA
710-720 MORRISSEY BOULEVARD
BOSTON, MA

PROJECT NO.
31554-14000

DATE: 7/19/2019

FIGURE-3

Exhibit D

CLIMATE RESILIENCY CHECKLIST

NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).

A.1 - Project Information

Project Name:	Herb Chambers Honda of Boston		
Project Address:	710-720 Morrissey Boulevard, Boston, MA 02125		
Project Address Additional:			
Filing Type (select)	Initial (PNF, EPNF, NPC or other substantial filing)		
Filing Contact	Tyler King	CHA Consulting, Inc.	tking@chacompanies.com 781-792-2277
Is MEPA approval required	No		Date: N/A

A.3 - Project Team

Owner / Developer:	Herb Chambers of Woburn, LLC c/o The Herb Chambers Companies		
Architect:	The Curtis Architectural Group		
Engineer:	CHA Consulting, Inc.		
Sustainability / LEED:	Commercial Construction Consulting, Inc.		
Permitting:			
Construction Management:	TBD		

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Auto Sales and Service
List the First Floor Uses:	Auto Sales and Service
List any Critical Site Infrastructure and or Building Uses:	None

Site and Building:

Site Area:	92,139 SF	Building Area:	28,400 SF
Building Height:	65 Ft	Building Height:	4 Stories
Existing Site Elevation – Low:	~14.5 Ft BCB	Existing Site Elevation – High:	~18 Ft BCB
Proposed Site Elevation – Low:	~ 15 Ft BCB	Proposed Site Elevation – High:	~ 17 Ft BCB
Proposed First Floor Elevation:	16.67 Ft BCB	Below grade levels:	0 Stories

Article 37 Green Building:

LEED Version - Rating System :	V4 – New Construction	LEED Certification:	No
Proposed LEED rating:	Certifiable	Proposed LEED point score:	44 Pts.

Building Envelope

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

Roof:	35 R	Exposed Floor:	N/A
Foundation Wall:	N/A	Slab Edge (at or below grade):	19 R

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

Area of Opaque Curtain Wall & Spandrel Assembly:	0 %	Wall & Spandrel Assembly Value:	N/A
Area of Framed & Insulated / Standard Wall:	78.1 %	Wall Value	18.6 R
Area of Vision Window:	22.5 %	Window Glazing Assembly Value:	0.38 U
		Window Glazing SHGC:	0.38 SHGC
Area of Doors:	2.1 %	Door Assembly Value:	0.37 U

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined

Loads and energy use will be determined based on the various areas and use types. Calculations will utilize annual average usage and weather data.

Annual Electric:	*520,000 kWh	Peak Electric:	*160 kW
Annual Heating:	*2,300 MMbtu/hr	Peak Heating:	*2.5 MMbtu
Annual Cooling:	*27,000 Tons/hr	Peak Cooling:	*370 Tons
Energy Use - Below ASHRAE 90.1 - 2013:	10%	Have the local utilities reviewed the building energy performance?	No
Energy Use - Below Mass. Code:	10%	Energy Use Intensity:	36.2 kBtu/SF

Back-up / Emergency Power System

Electrical Generation Output:	N/A kW	Number of Power Units:	N/A
System Type:	N/A kW	Fuel Source:	N/A

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

Electric:	N/A kW	Heating:	N/A MMbtu/hr
		Cooling:	N/A Tons/hr

* Pre-estimated values per overview of project document submissions and review of previous, similar projects. Values to be updated as the design continues.

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

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

B.1 – GHG Emissions - Design Conditions

For this Filing - Annual Building GHG Emissions: 490 Tons/yr

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

Energy efficiency will be a major consideration of the design team. High efficiency HVAC systems and lighting will be specified. New controls will be installed for all systems. Programmable thermostats will reduce energy usage during off hours. Energy conservation consideration will continue as the project progresses.

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

High Efficiency Glass and shading co-efficiency.

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

All new systems will meet or exceed the requirements of International Energy Conservation Code (IECC) and the International Mechanical Code (IMC)

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

The installation of a photovoltaic system is being investigated.

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

Not anticipated

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

Not anticipated

B.2 - GHG Reduction - Adaptation Strategies

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

Additional strategies to reduce GHG shall include high efficiency equipment applications with environmentally approved refrigerants that account for GHG reduction applications with the deployment of new sustainability and adaptation strategies as they become feasible at the Project site. The Proponent will continue to evaluate energy conservation strategies during the design phase of the project.

C - Extreme Heat Events

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

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low:	0 Deg.	Temperature Range - High:	95 Deg.
Annual Heating Degree Days:	5,498	Annual Cooling Degree Days	805

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

Days - Above 90°:	25#	Days – Above 100°:	5 #
Number of Heatwaves / Year:	2 #	Average Duration of Heatwave (Days):	3 #

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

To reduce heat-island effect, reduction of impervious surface, additional shade trees and shrubs, high-reflective roofing materials and glazing applications,

C.2 - Extreme Heat – Adaptation Strategies

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

Feasibility of the latest building materials to be incorporated in, walls, structures, and additional landscape elements shall be evaluated. Use of high-efficiency HVAC systems that shall have capacity to accommodate future temperature set point requirements for cooling load during design life of system.

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

Natural ventilation, external shading devices, incorporation of energy efficient insulation types in accordance with the IECC.

D - Extreme Precipitation Events

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

D.1 – Extreme Precipitation - Design Conditions

10 Year, 24 Hour Design Storm:	6 In.
--------------------------------	-------

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

Reduction of impervious surfaces & on-site drainage infrastructure improvements.

D.2 - Extreme Precipitation - Adaptation Strategies

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

On-site stormwater retention/infiltration via underground drainage chambers and outlet control structures, and the reduction of impervious surfaces with the installation of landscaped islands within the site.

E – Sea Level Rise and Storms

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

Is any portion of the site in a FEMA SFHA?	<input type="checkbox"/> Yes	What Zone:	<input type="checkbox"/> AE
Current FEMA SFHA Zone Base Flood Elevation:			<input type="checkbox"/> 16.5 Ft BCB

Is any portion of the site in a BPDA Sea Level Rise - Flood Hazard Area? Use the online [BPDA SLR-FHA Mapping Tool](#) to assess the susceptibility of the project site. Yes

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

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

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented on the BPDA Sea Level Rise - Flood Hazard Area (SLR-FHA) map, which depicts a modeled 1% annual chance coastal flood event with 40 inches of sea level rise (SLR). Use the online [BPDA SLR-FHA Mapping Tool](#) to identify the highest Sea Level Rise - Base Flood Elevation for the site. The Sea Level Rise - Design Flood Elevation is determined by adding either 24” of freeboard for critical facilities and infrastructure and any ground floor residential units OR 12” of freeboard for other buildings and uses.

Sea Level Rise - Base Flood Elevation:	<input type="checkbox"/> 19.5 Ft BCB		
Sea Level Rise - Design Flood Elevation:	<input type="checkbox"/> 20.5 Ft BCB	First Floor Elevation:	<input type="checkbox"/> 16.67 Ft BCB
Site Elevations at Building:	<input type="checkbox"/> ~16.5 – 17.5 Ft BCB	Accessible Route Elevation:	<input type="checkbox"/> ~15.7 - 16.7 Ft BCB

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

Backflow prevention in both stormwater and wastewater outlet pipes prior to exiting the site.

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

Based on the existing elevation of the site and the elevation of its surrounding access roads, the existing grades will need to be closely matched. The site will be raised out of the FEMA flood plain and backflow prevention devices will be installed on all exiting storm and wastewater outlets. Where practicable,

mechanical & other utility equipment will be raised above finish floor and if possible, out of the SLR-BFE.

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

Emergency power will be provided throughout the building. Bathrooms will be located on the second floor for use in the case of a flood emergency.

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

Inventory, display and service automobiles will be moved offsite to other Chambers inland and/or upland sites in the Greater Boston area and moved back after the weather event. All moveable furniture, fixtures, tools and business machines will be moved up ramps and/or elevators to the 2nd, 3rd and 4th floors and returned after the weather event.

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

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

Underground drainage systems will be installed beneath the parking areas to provide stormwater storage which does not currently exist on the site.

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

Consideration of a perimeter berm to coincide with landscaped areas and the installation of temporary flood gates at the vehicular entrances up to the same elevation. Pending the final location of proposed mechanical/electrical systems, provisions for relocation to upper floors as sea level rise continues in future decades will also be considered.

A pdf and word version of the Climate Resiliency Checklist is provided for informational use and off-line preparation of a project submission. **NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).**

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

Exhibit E

ARTICLE 80 – ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

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

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

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%2020114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

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

Article 80 | ACCESSIBILITY CHECKLIST

1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	Herb Chambers Honda of Boston		
Primary Project Address:	710-720 Morrissey Blvd, Boston, MA 02122		
Total Number of Phases/Buildings:	1		
Primary Contact (Name / Title / Company / Email / Phone):	Paul Losordo, Losordo Legal, paul@losordolegal.com , 617-479-4800		
Owner / Developer:	The Herb Chambers Companies		
Architect:	Curtis Architectural Group		
Civil Engineer:	CHA Consulting, Inc.		
Landscape Architect:	CHA Consulting, Inc.		
Permitting:	Paul Losordo		
Construction Management:	TBD		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	No		
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	92,139 SF	Building Area:	112,600 GSF
Building Height:	65 FT.	Number of Stories:	4 Flrs.
First Floor Elevation:	16.67' BCB	Is there below grade space:	No

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What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One – Three Unit	Residential – Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	<i>Automobile Dealership (Sales and Service)</i>			
<p>3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	<p>710-720 Morrissey Boulevard is located in the Dorchester Neighborhood of Boston, Massachusetts at the corner of Morrissey Blvd and Victory Rd. The Site lies within the Community Commercial zoning subdistrict. The generally slopes west to east with Morrissey Blvd slightly lower in elevation. The high point of the site has an approximate elevation of 18 feet Boston City Base (BCB) in the southeast corner and has a low point at the Morrissey Blvd entrance with an approximate elevation of 14 feet BCB.</p>			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	<p>The subway’s red line is located northwest of the Site and has two stops within a mile of the Site. The Shawmut stop is approximately a mile to the west, and the Fields Corner stop is approximately ¾ of a mile to the northwest. The Site is also within 200 feet of the nearest bus stop which is located in the service road across Morrissey Boulevard. The site will be accessed mainly by vehicular traffic.</p>			
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	<p>The Site is surrounded by the following institutions within a mile radius. The Richard J. Murphy School, St. Joseph Rehabilitation and Nursing Center, Boston Arts Academy, Neighborhood House Charter School, and the Bostonian Skilled Nursing and Rehab Center.</p>			

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<p>List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:</p>	<p>The US Social Security Administration is located approximately 2/3 of a mile to the northwest, the Army National Guard 164th Transportation Battalion is located approximately ¼ of a mile to the west, and the Adams Street Branch of the Boston Public Library is located approximately ¾ of a mile to the southwest. The site is also surrounded by multiple open space attractions located within a mile radius of the site. These include, but are not limited to, Dorchester Shores Reservation, Byrne Playground, McMorow Playground, Hemenway Park as well as others.</p>
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4. Surrounding Site Conditions – Existing:
This section identifies current condition of the sidewalks and pedestrian ramps at the development site.

<p>Is the development site within a historic district? <i>If yes</i>, identify which district:</p>	<p>No</p>
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<p>Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>As it exists, the interior of the Site does not contain any sidewalks or pedestrian ramps. There are existing sidewalks, approximately 5'-6' wide, along Morrissey Boulevard, Victory Road, and Freeport Street surrounding the Site. Pedestrian ramps exist at the corner of Morrissey Blvd and Victory Road, as well as the corner of Freeport Street and Victory Road.</p>
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<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i>, provide description and photos:</p>	<p>The public sidewalks and pedestrian ramps are proposed to remain at this time. The Victory Road sidewalk will be modified slightly to reduce the number of site entrances from two to one, and adjacent green space will be added. The existing detectable warning pads will not be disturbed. If improvements to the other surrounding sidewalks are required, the sidewalks will be replaced in kind.</p>
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5. Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.

<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>The proposed sidewalks are to be located within the limits of the Site. The Victory Road sidewalk will be modified to reduce the number of site entrances from two to one, and adjacent green space will be added. The dimensions of the existing sidewalk will be matched to provide a smooth transition through the existing site entrances. Should the additional public sidewalks surrounding the Site need to be modified, the Boston Complete Street Guidelines will be reviewed and applied as necessary.</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>The sidewalks on site will meet ADA & MAAB standards.</p>
<p>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?</p>	<p>The proposed sidewalks for the Site improvements will be positioned around the building, completely on private property. The sidewalks are to be concrete. Any modifications to existing sidewalks within the City of Boston right-of-way will match the existing materials.</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>No</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>No</p>

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<p>Will any portion of the Project be going through the PIC? If yes, identify PIC actions and provide details.</p>	<p>PIC review is not anticipated at this time. As the design progresses, this will be reevaluated as necessary.</p>
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>There are currently 171 Exterior and 222 Interior spaces for a total of 393 parking spaces.</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>Two parking spaces on site will be accessible, both being Van Accessible.</p>
<p>Will any on-street accessible parking spaces be required? If yes, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>No</p>
<p>Where is the accessible visitor parking located?</p>	<p>The accessible parking spaces are located at the north end of the building adjacent to an accessible ramp & entrance.</p>
<p>Has a drop-off area been identified? If yes, will it be accessible?</p>	<p>There is a service reception area where the customer can pull their car into the building, and a valet will take over from there. This area will be accessible.</p>
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>Ramps will be utilized to get from parking lot grade to sidewalk grade at accessible entrance ways. Entrance ways adjacent to the reception area will be accessible, while entrances around the service bays and employee areas will be accessible where practicable.</p>

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<p>Are the accessible entrances and standard entrance integrated? If yes, describe. If no, what is the reason?</p>	<p>The main entrances are accessible. The rest of the entrances are to be used primarily by employees.</p>
<p>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</p>	<p>Accessible way finding signs will be provided as the customer pulls into the lot identifying where the assessible entrance is. Applicable handicap striping and stall signage will be provided.</p>
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	<p>None.</p>
<p>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	<p>N/A</p>
<p>If a residential development, how many accessible Group 2 units are being proposed?</p>	<p>N/A</p>
<p>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</p>	<p>N/A</p>
<p>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</p>	<p>N/A</p>

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<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. If yes, provide reason.</p>	<p>N/A</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? If yes, describe:</p>	<p>There will be a passenger elevator which will provide access to all floors.</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>TBD</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>Customer amenity areas include semi-private work stations, a TV Lounge, and Coffee Bar with café style seating, all of which will be accessible. No outdoor seating areas have been planned.</p>
<p>Are any restrooms planned in common public spaces? If yes, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? If no, explain why not.</p>	<p>ADA compliant restrooms will be provided on the second floor adjacent to the second-floor showroom. “Family/Companion” restrooms are not planned at this time.</p>

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<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes, did they approve? If no, what were their comments?</p>	<p>No</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>No</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.</p> <p>See Zoning Exhibit within the Project Notification Form. This identifies the handicap spaces directly adjacent to the main entrance leading to the reception area. The customer will utilize the provided ADA ramp and travel 20-feet to the entrance doors.</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p> <p>See Zoning Exhibit within the Project Notification Form. This identifies the handicap spaces directly adjacent to the main entrance leading to the reception area. The customer will utilize the provided ADA ramp and travel 20-feet to the entrance doors.</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) N/A</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. N/A</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <ul style="list-style-type: none"> • See attached 	

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

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

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

Architectural Access staff can be reached at:

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