PROJECT NOTIFICATION FORM

HERB CHAMBERS COMPANIES / JAGUAR LAND ROVER BOSTON

1186 – 1198 Commonwealth Avenue, Allston, Massachusetts

Submitted to:

BOSTON PLANNING AND DEVELOPMENT AGENCY
One City Hall Square
Boston, MA 02201

Submitted by:
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February 23, 2018

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EXHIBITS

1. INTRODUCTION/PROJECT DESCRIPTION

1.1 Introduction

This proposed project by the Herb Chambers Companies (the "Proponent" or "Herb Chambers") is for the development of a new, state-of-the-art Jaguar Land Rover auto dealership (the "Project") at the locations currently occupied by the Herb Chambers Honda and Infiniti and Honda dealerships at 1186-1190 and 1192-1198 Commonwealth Avenue (presently Honda and Infiniti, respectively) (collectively, the "Site"). The Proponent's goal in advancing the Project is to make a significant new investment in Boston's Allston neighborhood that will create jobs, enhance the City's tax base, and build on the Proponent's tradition of corporate leadership.

The Project Site is an approximately 81,589 square-foot parcel located just east of the intersection of Commonwealth Avenue and Harvard Street. The Site has been used as an automotive dealership for at least the last 70 years. Although a small portion of the Site is within a commercial area of Brookline, the Project itself will be completely within the boundaries of the City of Boston. Because the Project will replace the current high-volume automotive franchises with lower-volume brands, it will result in a reduction in the overall traffic to and from the Site.

The Project building will be contemporary in style, featuring a streamlined design that meets Jaguar Land Rover's distinctive and exacting corporate image requirements. It will be three stories high, with a maximum height of 59.5 feet, and will therefore be slightly lower in height than the immediately adjacent residential building. The Project will contain approximately 143,000 square feet of building area, and will include showrooms, offices, service bays, vehicle storage, and customer amenities, including lounges. We anticipate that the Project will be supported by approximately 322 off-street parking spaces located within the building, as well as approximately 54 surface spaces.

1.2 Project Site and Area Context

The Project Site is a parcel of land located at 1186 -1198 Commonwealth Avenue in the Allston section of the City of Boston, Massachusetts known as Packard's Corner. It contains approximately 81,589 square feet or about 1.87 acres of land. The existing buildings currently house Herb Chambers Honda and Infiniti dealerships. The Project Site is on the southerly side of Commonwealth Avenue, also known as Packard's Corner, as shown on Figure 1.2-1, below. Immediately adjacent to the Site are other Herb Chambers dealerships: BMW/MINI at 1168 Commonwealth Avenue, Porsche at 1172 Commonwealth Avenue, and a 6 ½ story apartment building at 1200 Commonwealth Avenue. The rear of the Site abuts other commercial and retail buildings along Harvard Avenue, as shown on Figure 1.2-2, below.

Figure 1.2-1

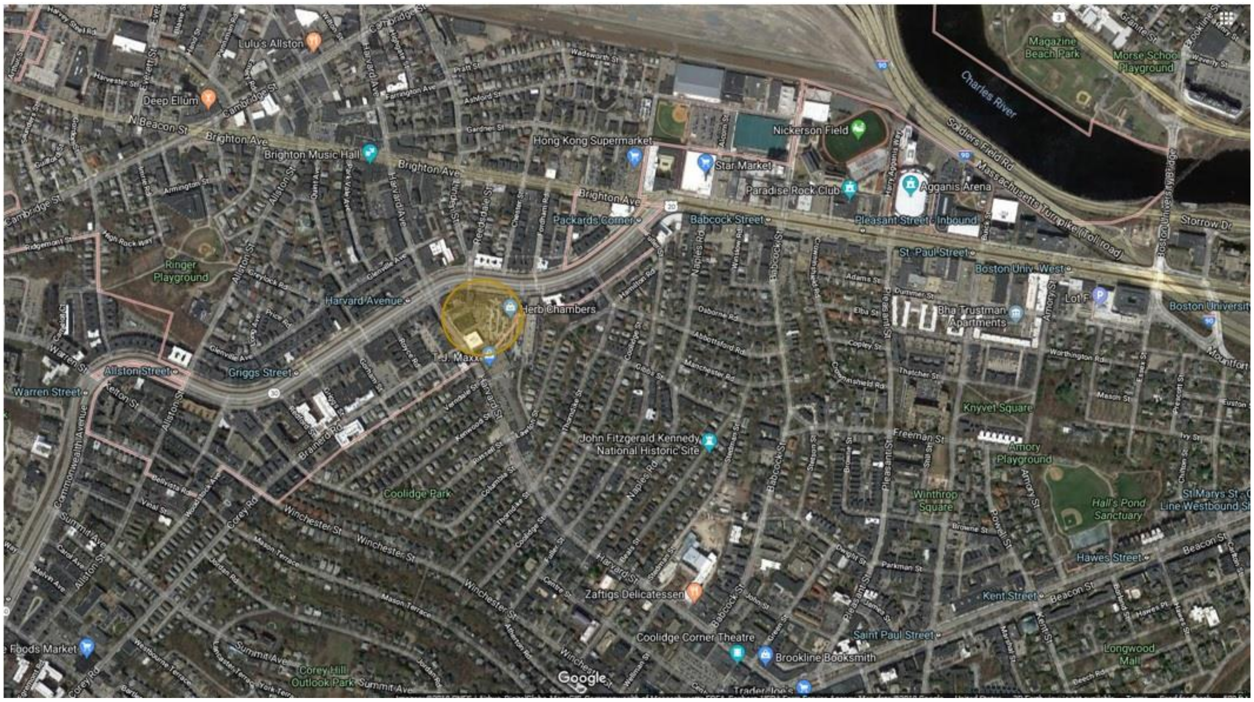
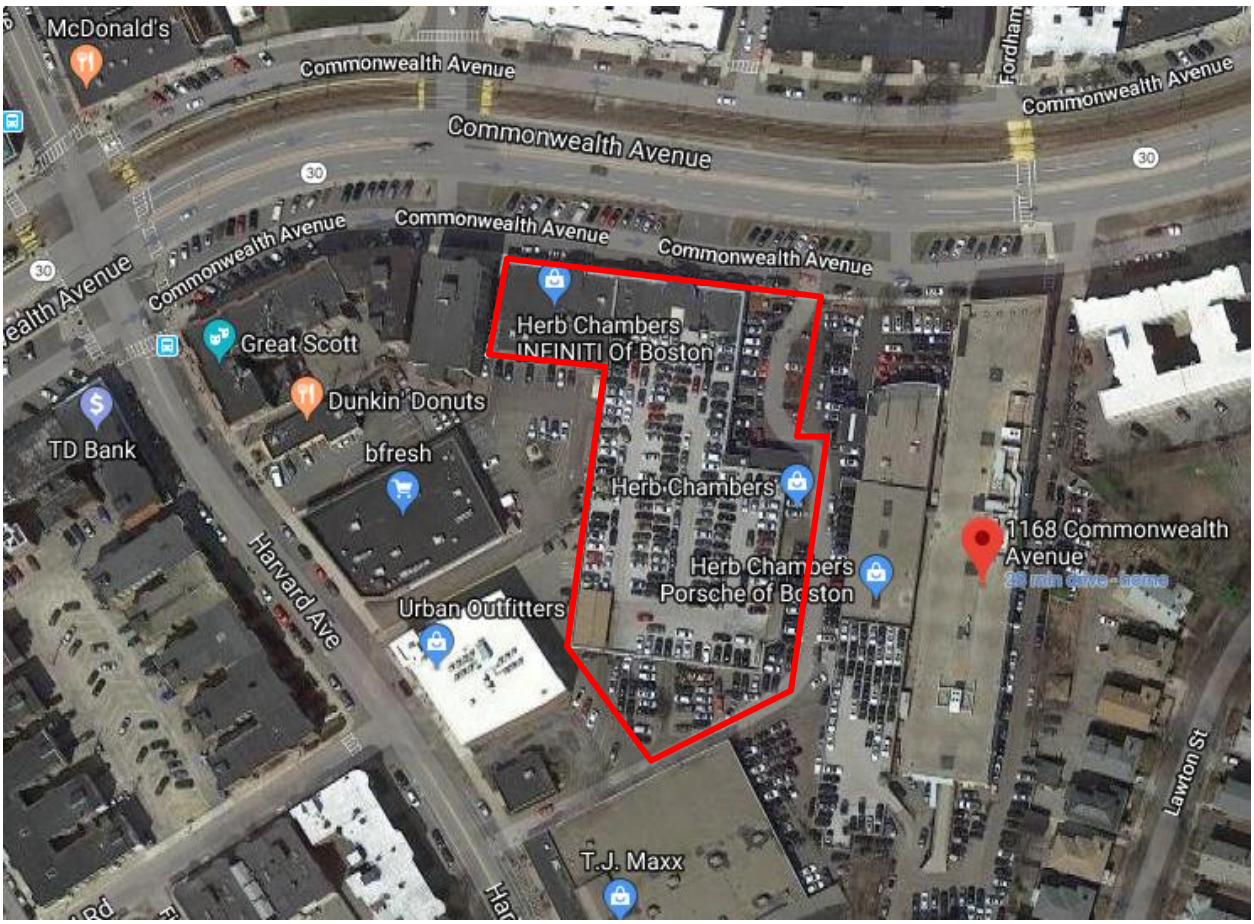

Lulu's Allston
Deep Ellum
Brighton Music Hall
Hong Kong Supermarket
Star Market
Nickerson Field
Paradise Rock Club
Agganis Arena
Charles River
Magazine Beach Park
Morse School Playground
Packards Corner
Babcock Street
Pleasant Street - Inbound
St. Paul Street
Boston Univ. West
Boston University
Storrow Dr
Ringer Playground
Harvard Avenue
Herb Chambers
T.J. Maxx
Allston Street
Griggs Street
Warren Street
Bha Trustman Apartments
Knyvet Square
John Fitzgerald Kennedy National Historic Site
Amory Playground
Coolidge Park
Winthrop Square
Hall's Pond Sanctuary
St Marys St
Hawes Street
Zaftigs Delicatessen
Kent Street
Coolidge Corner Theatre
Brookline Booksmith
Saint Paul Street
Longwood Mall
Corey Hill Outlook Park
Trader Joe's
Google

Figure 1.2-2


McDonald's
Commonwealth Avenue
Commonwealth Avenue
Commonwealth Avenue
Commonwealth Avenue
Commonwealth Avenue
Commonwealth Avenue
Herb Chambers
INFINITI Of Boston
Great Scott
Dunkin' Donuts
TD Bank
bfresh
Herb Chambers
Herb Chambers
Porsche of Boston
1168 Commonwealth
Avenue
Urban Outfitters
Harvard Ave
T.J. Maxx
Lawton St

1.3 Proposed Project and Building Program

The Project will be a three-story commercial building containing approximately 143,338 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 Jaguar Land Rover automobile dealership, as shown in the Proposed Site Plan attached as Exhibit A. The building footprint is 47,796 sf, which is significantly smaller than that of the current buildings. See Exhibit B for an Existing Conditions Plan.

Project Element	**Approximate Dimensions**
Retail	13,631 square feet
Showroom	16,100 square feet
Office	3,323 square feet
Service	21,560 square feet
Parts	3,048 square feet
Auto Storage	71,628 square feet
Other (Storage, Utility, Circulation, etc.)	14048 square feet
TOTAL GROSS FLOOR AREA*	143,338 square feet
Parking (outdoor)	54
Parking (indoor, including showroom display)	322
Height*	59'-6"
Parcel Area	81,589 SF
FAR	1.76

*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

Building on the Proponent's earlier improvements to the surrounding streetscape and medians, which are shown on Exhibit C, the Project will result in an improved public realm. The sidewalk will be widened to create a green linear planting bed along the new dealership buildings, enhancing the pedestrian experience along this busy corridor. New street trees will soften the currently entirely impervious conditions at the Site, and will connect the Site visually to the extensively-landscaped boulevard elements along Commonwealth Avenue.

Sustainable Design/Green Building

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

Increased Employment

The Project will create approximately 150 construction jobs and approximately 50 permanent jobs.

New Property Tax

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

1.5 Zoning

Map 7B/7D of the Boston Zoning Maps indicates that the Site is located within the Harvard Avenue CC-1, or Community Commercial, subdistrict established by Article 51 of the Boston Zoning Code, the Allston/Brighton Neighborhood District. The Site is further located within the Commonwealth Avenue Greenbelt Protection Overlay District, or GPOD. The Project is subject to, and will comply with, the provisions of 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.

Within the CC-1 subdistrict, there is no minimum lot size requirement, no minimum lot width requirement, no minimum lot frontage requirement, and no minimum front yard or side yard requirement. The Project will comply with the 20-foot rear-yard setback applicable to the Site. There is no minimum lot area per dwelling unit requirement within the CC-1 subdistrict, and the minimum usable open space per dwelling unit requirement is not applicable to the Project, which does not feature any dwelling units.

It is anticipated that the Project will require zoning relief from the provisions of Article 51. Use relief in the form of a conditional use permit may be necessary to confirm existing, grandfathered rights. In addition, the Project will require a conditional use permit relating to its location partially within the Commonwealth Avenue Greenbelt Protection Overlay District.

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

Dimensional Requirements	Required	Proposed	Variance Required?
Minimum Lot Size	None	81,589 SF	No
Minimum Lot Width	None	197'	No

Dimensional Requirements	**Required**	**Proposed**	**Variance Required?**
Maximum Building Height	35’	59’-6”	Yes
Maximum Floor Area Ratio	1.0	1.76	Yes
Minimum Usable Open Space Requirements (per dwelling unit)	50 SF	N/A	No
Minimum Front Yard Requirements	None	0	No
Minimum Side Yard Requirement	None	0.5’	No
Minimum Rear Yard Requirement	20’	91.2’	No

1.6 Anticipated Regulatory Permits and Approvals

Agency	Approval
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 Landmarks Commission	Article 85 Demolition Delay Review; Design Review
Boston Parks and Recreation	Approval of Construction within 100 Feet of a Park
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
Office of Jobs and Community Services	Permanent Employment Agreement (as required)
Public Improvement Commission	Widening and Relocation of an Existing Private Way; Specific Repair Plan
State	
Department of Environmental Protection	Notification of Demolition and Construction

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. 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 late 2018 with completion in the winter of 2019. If permitting is completed and excavation and foundation work can commence by mid-October 2018; then it is hoped that work can continue throughout the winter of 2017/2018. The schedule would call for a weathertight building completed by May 2019 with interior buildout being performed in the Summer/Fall of 2019. It is hoped that final work and completion of building can be achieved in late 2019.

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 that several portions of the Site are subject to private access easements. The plan does not indicate the presence of any public easements affecting the Site.

1.11 Project Team

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617-666-8448 (F)
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Legal Counsel:
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Permitting Counsel:	Donald W. Wiest Dain Torpy 745 Atlantic Avenue, 5th Floor Boston, MA 02111 (617) 542-4800 (O) (617) 542-4808 (F) e-mail: dwiest@daintorpy.com
Project Engineer:	Gabriel R. Crocker, Principal Engineer VI CHA Design Construction Solutions 101 Accord Park Norwell, MA 02061 781-792-2279 (O) email: gcrocker@chacompanies.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:	Steven R. Kraemer, P.E. Haley & Aldrich, Inc. 465 Medford Street – Suite 2200 Boston, MA 02129 617-886-7350 (office) 857-498-1234 (cell) e-mail: skraemer@haleyaldrich.com

2. URBAN DESIGN COMPONENT

2.1 History of the Site

The Project Site has been used consistently for a retail purpose throughout the last century. It has been occupied by automobile dealership uses specifically for at least the last 70 years.

The 1182-1190 Commonwealth Avenue portion of the Site (presently a Honda dealership) has been owned and used as an automobile dealership by Herb Chambers since 1988. The 1192-1198 portion of the Site (presently an Infiniti dealership) was purchased by Herb Chambers from another automobile dealer in 1999.

The overall Site is part of five Herb Chambers auto dealerships stretching from 1168 Commonwealth Avenue to 1198 Commonwealth Avenue. The Project Site portion of this overall area contains approximately 81,509 square feet of land.

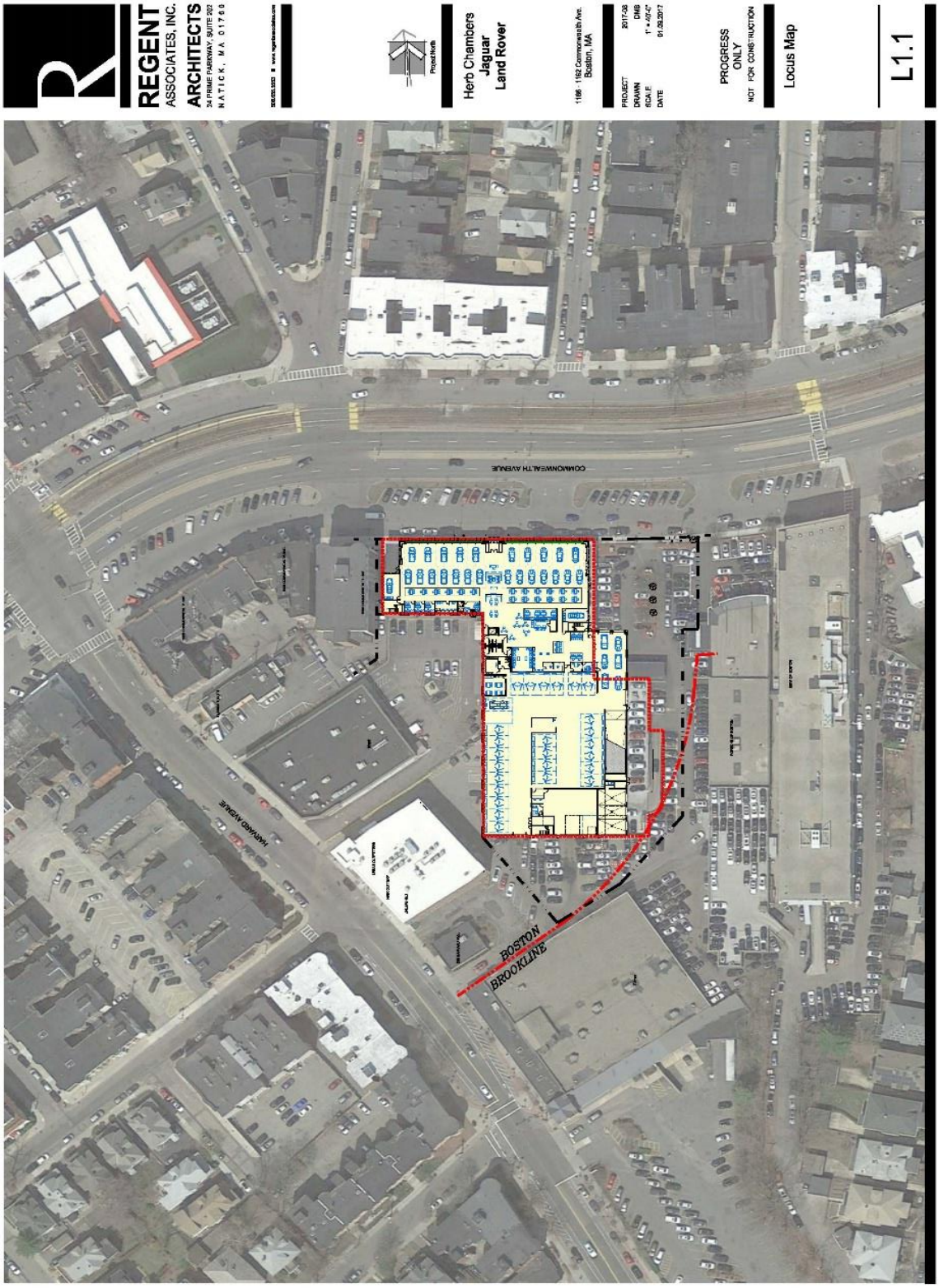
2.2 Design Goals

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 mixed-use Commonwealth Avenue streetscape.

2.3 Evolution of Design

The design has evolved over time since the first design concepts were informally presented to the BPDA's design staff members on October 25, 2017 and again on December 12, 2017. Notable design changes include the introduction of additional green space at the front of the building, to allow for a visually-enlarged sidewalk. At BPDA's request, a glazed canopy has been added to help identify the entrance for both pedestrians and drivers approaching the building from either direction along Commonwealth Avenue. Efforts have been made to limit the proximity to the apartment building to the west, by reducing the building height at this end. The recessed portion of the façade above the entrance has also been extended to the roof line to help break up the façade into apparently smaller volumes.

2.4 Building Design




LAND ROVER

REGENT ASSOCIATES, INC. ARCHITECTS

HERB CHAMBERS - JAGUAR / LAND ROVER - BOSTON

BOSTON, MA


SERVICE
JAGUAR
BOSTON
LAND ROVER

REGENT
ASSOCIATES, INC.
ARCHITECTS
24 PRIME PARKWAY, SUITE 202
NATICK, MA 01760

Herb Chambers
Jaguar
Land Rover

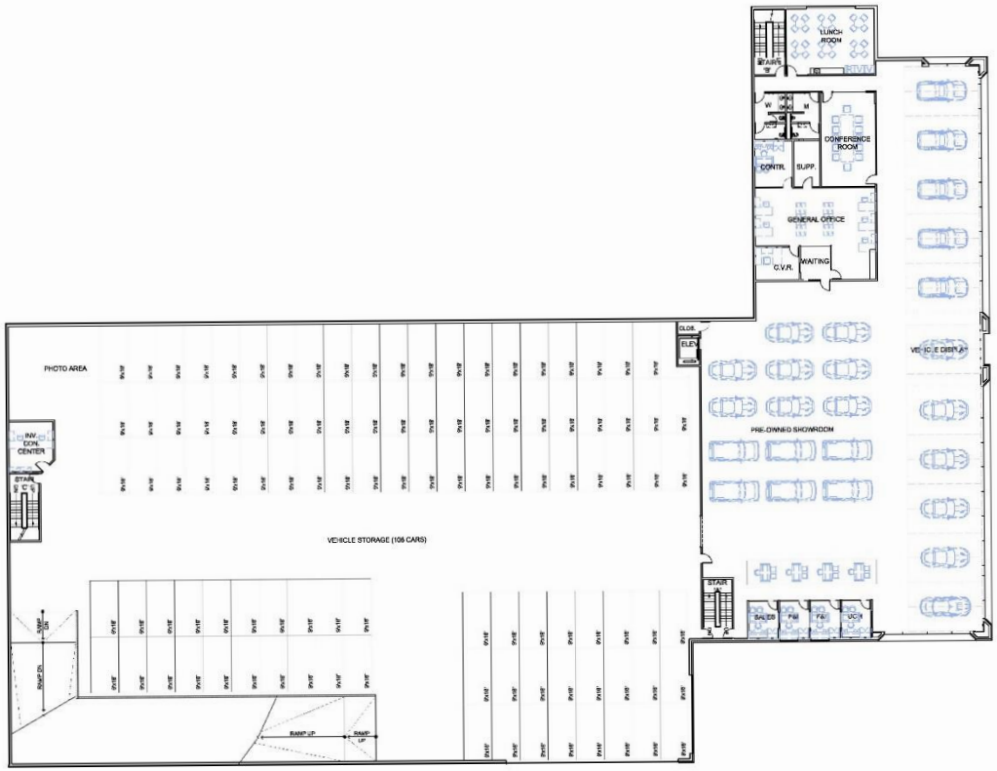
1186 - 1192 Commonwealth Ave.
Boston, MA

PROJECT	2017-06
DRAWN	DMB
SCALE	1" = 16'-0"
DATE	01.30.2017

PROGRESS
ONLY
NOT FOR CONSTRUCTION

First Floor Plan

A1.1



1 Second Floor Plan 1" = 16'-0"

REGENT
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24 PRIME PARKWAY, SUITE 202
NATICK, MA 01760

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Project North

Herb Chambers
Jaguar
Land Rover

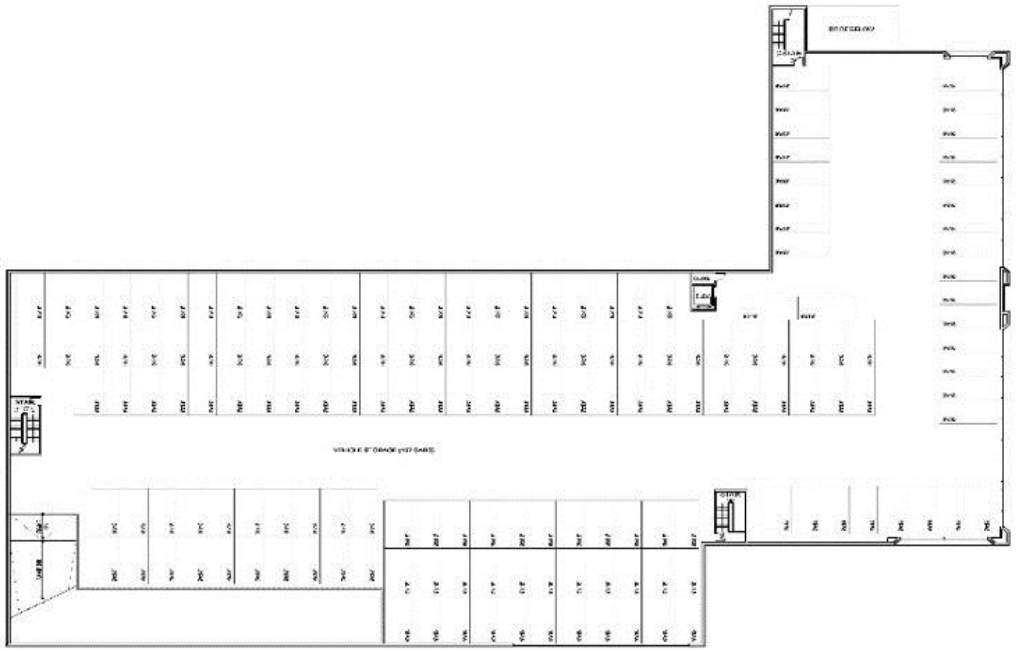
1186 - 1192 Commonwealth Ave.
Boston, MA

PROJECT	2017-08
DRAWN	DMB
SCALE	1" = 16'-0"
DATE	11.14.17

PROGRESS
ONLY
NOT FOR CONSTRUCTION

Second Floor
Plan

A1.2



1 Third Floor Plan

REGENT
ASSOCIATES, INC.
ARCHITECTS
24 PRIME PARKWAY, SUITE 202
NATICK, MA 01760

Herb Chambers
Jaguar
Land Rover

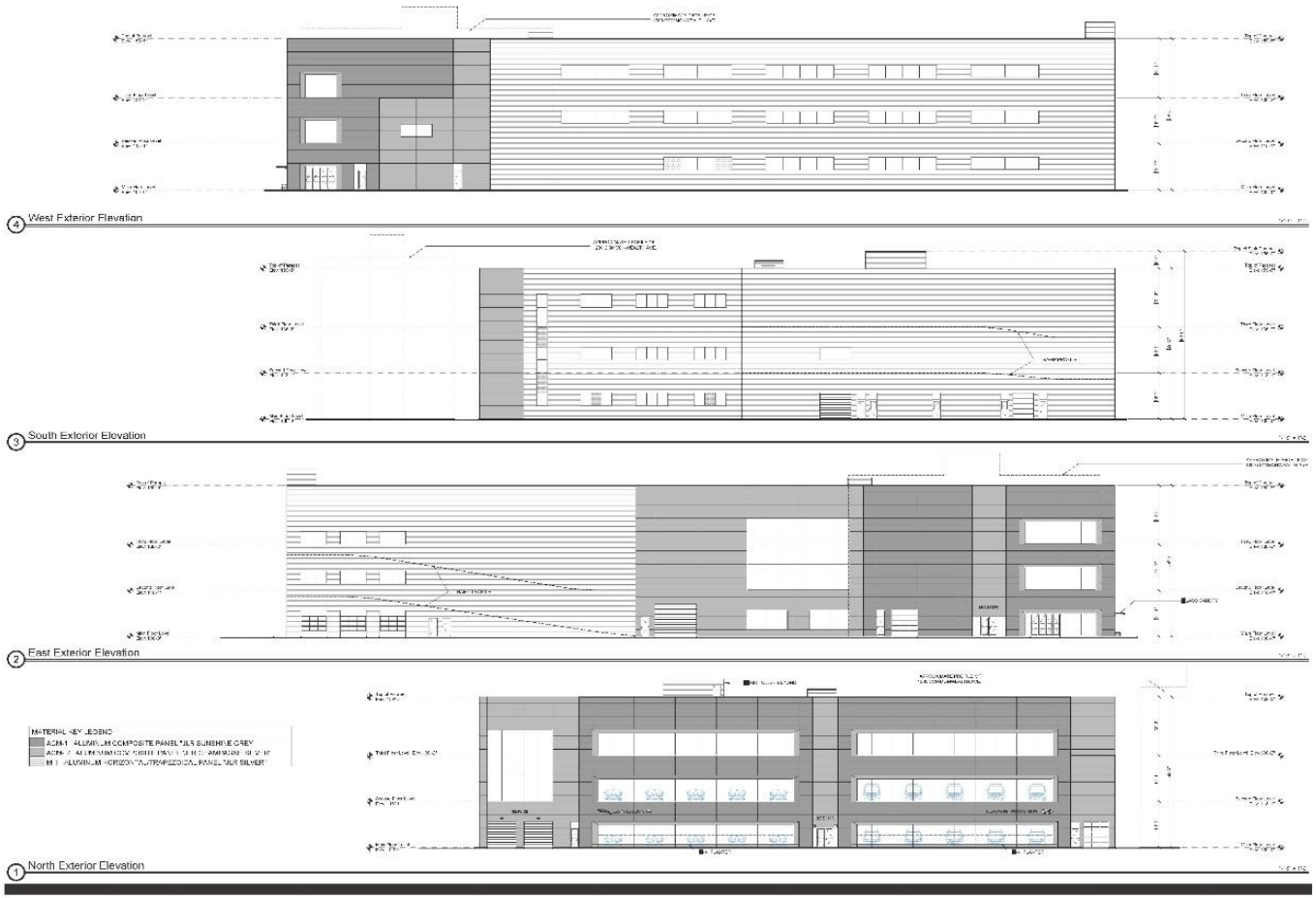
1196 - 1198 Commonwealth Ave.
Boston, MA

PROJECT	2017.08
DRAWN	DMB
SCALE	1" = 16'-0"
DATE	11.14.17

PROGRESS
ONLY
NOT FOR CONSTRUCTION

Third Floor Plan

A1.3



REGENT
ASSOCIATES, INC.
ARCHITECTS
24 TRIUM PARKWAY, SUITE 302
NATICK, MA 01760

Herb Chambers
Jaguar
Land Rover

1180 - 1192 Commonwealth Ave.
Boston, MA

PROJECT 2317-38
DRAWN RM/MH/JH
SCALE 1/8"=1'-0"
DATE 01.29.2018

PROGRESS
ONLY
NOT FOR CONSTRUCTION

Exterior
Elevations

A5.1

Commonwealth Avenue Elevation Massing

2.5 Site Design

The footprint of the new Project building will be reduced in comparison to the existing conditions. This will be most evident along the eastern side of the building, where the existing concrete ramp that currently provides vehicular access to the roof level will be eliminated in favor of the proposed internal vehicular circulation between floors with the new dealership. This approach provides for approximately 24 feet of additional building setback from the eastern property line than exists today. This aspect of the revised design in turn allows for improved vehicle staging and circulation along the eastern portion of the Site. Exterior vehicle storage will be substantially reduced through expanded interior storage capacity. A "notch" in the proposed building in the southeast corner will provide for improved vehicle access to/from the showroom. The main driveway connection to the Site, located on the eastern side of the Site and connecting with Commonwealth Avenue, will remain as the primary access point to/from the Site. Clear directional signage and striping will be provided through the Site.

2.5.1 Pedestrian Circulation

A pedestrian sidewalk exists, and will remain, along the front of the building within the Commonwealth Avenue right-of-way. The sidewalk is approximately 8 feet wide and provides pedestrian connectivity along Commonwealth Avenue. Sidewalks internal to the Site (which are absent in the current Site configuration) 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 building design incorporates a recessed 1st floor along the Commonwealth Avenue sidewalk. This will effectively provide approximately 2-3 feet of landscape planter space (except at building entry and corners) whereas the existing building façade is directly against the sidewalk across the entire front of the building.

2.5.3 Parking and Vehicular Circulation

Vehicular access to the Site is provided via an existing in/out driveway connection on the east side of the Site along Commonwealth Avenue. The driveway connects to the one-way eastbound driveway within the Commonwealth Avenue right-of-way, which then provides a full access connection to both east and westbound lanes within Commonwealth Avenue. Parallel parking is provided along the southern side of the parallel connector driveway (adjacent to the building) with angled parking on the northern side of the connector.

The project proposes to maintain the existing vehicle circulation patterns and parking in its current form within the Commonwealth Avenue right-of-way. The main driveway connection to the Site drive will remain in its current location and will remain as the primary connection into the Site. 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 Jaguar Land Rover 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 fewer than 60 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 presents the existing shadows Figure 3.2-1, as well as the new shadows from the proposed building Figure 3.2-2, and illustrates that the proposed shadows are in keeping with the adjacent buildings. 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. 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 nearby streets and sidewalks.

Figure 3.2-1

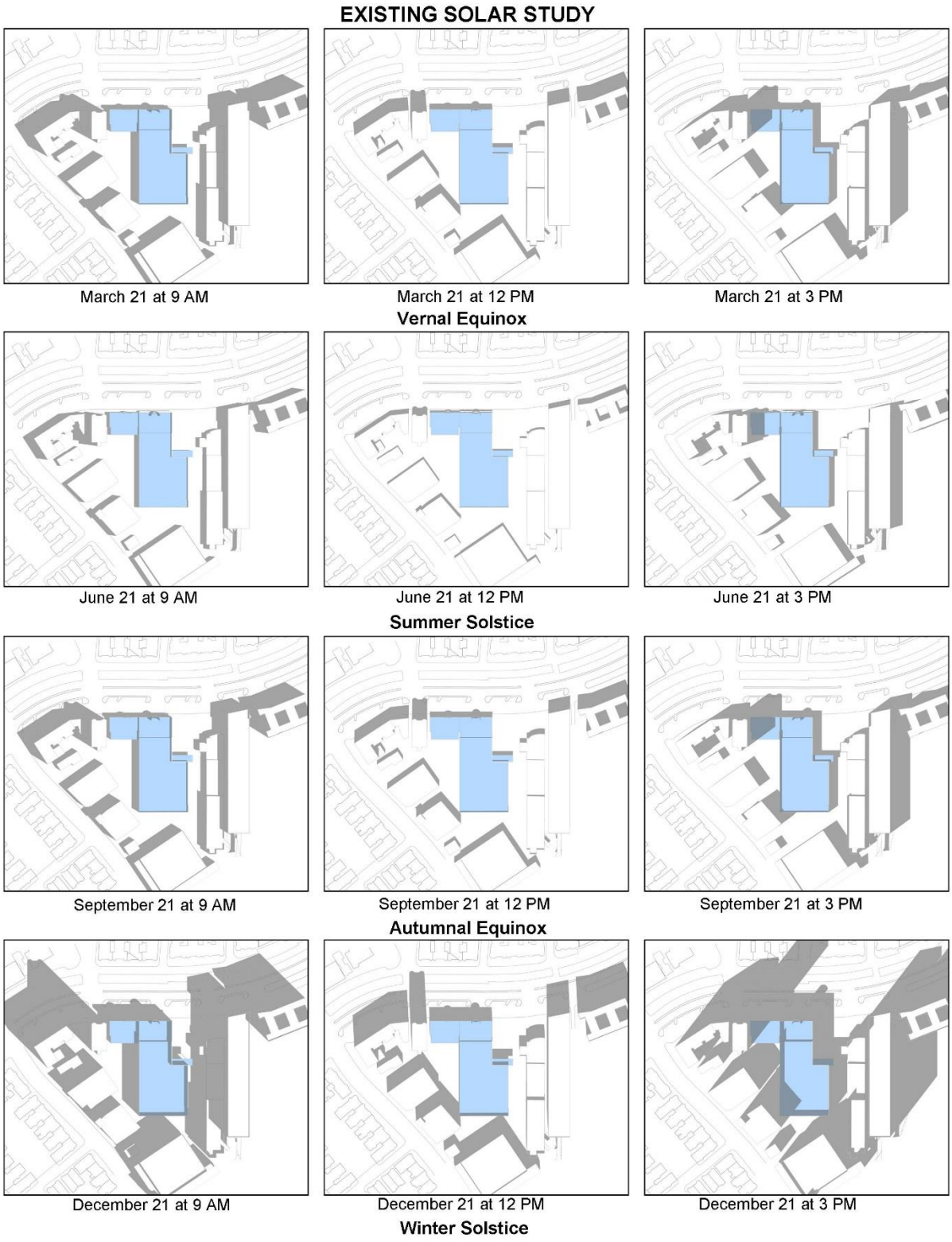
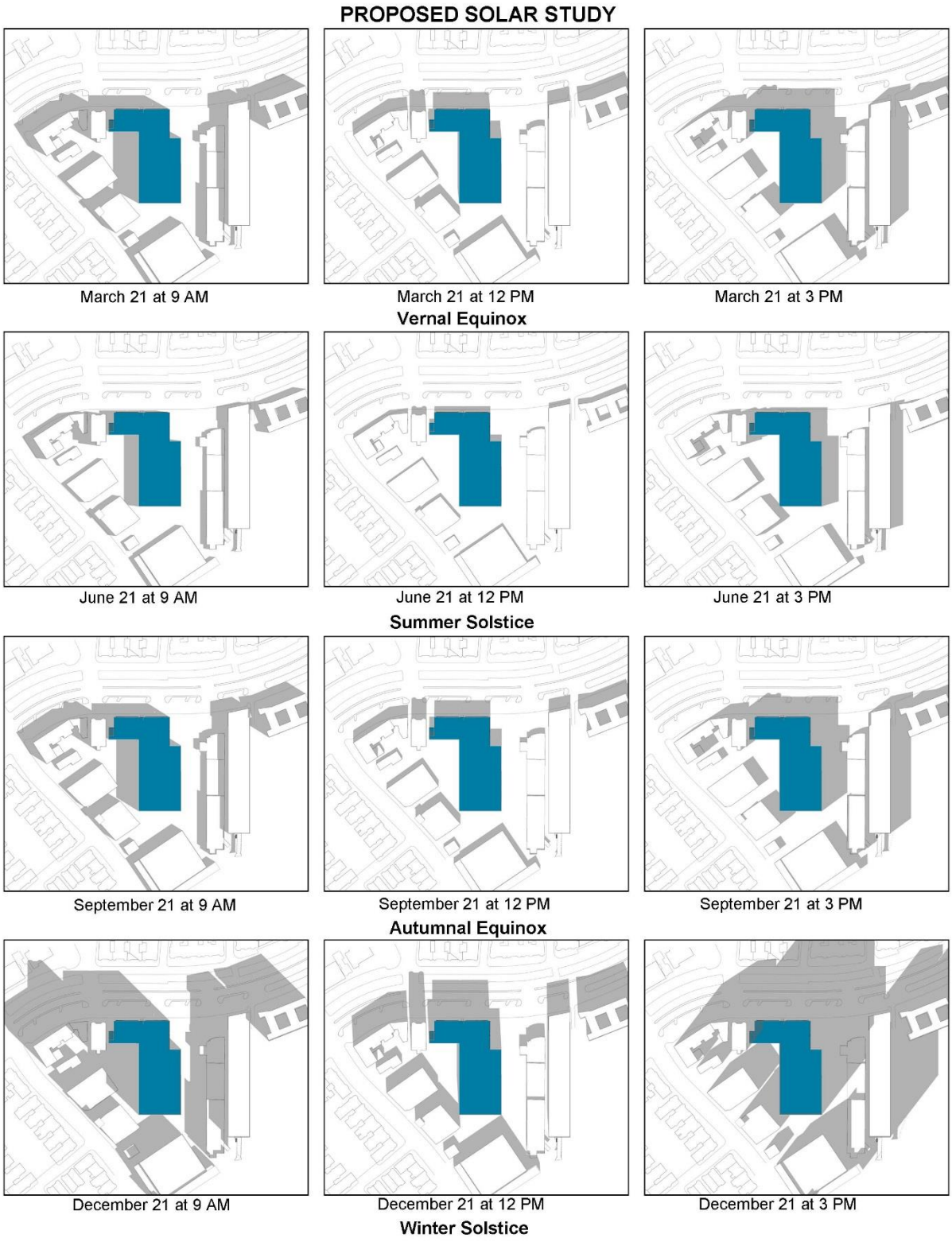

EXISTING SOLAR STUDY
March 21 at 9 AM
March 21 at 12 PM
March 21 at 3 PM
Vernal Equinox
June 21 at 9 AM
June 21 at 12 PM
June 21 at 3 PM
Summer Solstice
September 21 at 9 AM
September 21 at 12 PM
September 21 at 3 PM
Autumnal Equinox
December 21 at 9 AM
December 21 at 12 PM
December 21 at 3 PM
Winter Solstice

Figure 3.2-2


PROPOSED SOLAR STUDY
March 21 at 9 AM
March 21 at 12 PM
March 21 at 3 PM
Vernal Equinox
June 21 at 9 AM
June 21 at 12 PM
June 21 at 3 PM
Summer Solstice
September 21 at 9 AM
September 21 at 12 PM
September 21 at 3 PM
Autumnal Equinox
December 21 at 9 AM
December 21 at 12 PM
December 21 at 3 PM
Winter Solstice

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 two existing, similarly situated automobile dealerships, 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 two existing, similarly situated automobile dealerships, 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 not located within a Flood Zone based on the FIRM Map Number 25025C0057G dated September 25, 2009, as shown on the FEMA Map attached as Exhibit D. In addition, the Site survey does not indicate the presence of any wetlands on the Site or in any proximity that would warrant MassDEP or Boston Conservation Commission jurisdiction.

3.8 Site Conditions

As discussed in further detail below, the general nature of the immediate subsurface geology is urban fill. Prior environmental testing at the Site has not indicated the presence of any hazardous materials above MassDEP's reportable limits.

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 avoiding adverse impacts in the Project area during excavation and foundation construction. As discussed in further detail below, the general nature of the immediate subsurface geology is urban fill. Prior environmental testing at the Site has not indicated the presence of any hazardous materials above MassDEP's reportable limits.

Subsurface Soil and Bedrock Conditions

Based on available subsurface data 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 4' to 8' thick;
- Intermittent ORGANIC SOILS, ranging up to about 15' thick where present;
- Medium dense gravelly SAND, typically 10' to 25' thick;
- Dense to very dense GLACIAL TILL, typically 10' to 30' in thickness;
- Argillite BEDROCK, underlying the Glacial Till.

Groundwater

Groundwater levels are anticipated to be approximately 7' to 9' below existing Site grades. Groundwater levels can be influenced by leakage into and out of sewers, storm drains, water utilities, and other below-grade structures, and environmental factors such as precipitation and season.

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

3.10 Proposed Foundation Construction

Detailed Site subsurface investigations and geotechnical analyses will be conducted during final Project design. Based on available information on Site conditions, it is anticipated that the proposed 3-story commercial building will be supported on conventional reinforced concrete spread footing foundations with ground floors consisting of soil-supported concrete slabs-on-grade.

Foundation construction will require limited excavations, typically not exceeding about 6' in depth, to remove and replace unsuitable fill and organic soils, placement of structural backfill, and installation of the foundations. If the thickness of unsuitable soils exceeds about 6' to 8', the fill and organic soils may be stiffened using aggregate piers[1] or similar ground improvement method to enable construction of the footings and floor slabs without over-excavation.

[1] Installation of aggregate piers stiffens the treated soil strata to enable the soils to provide suitable support for overlying foundations. Aggregate piers typically consist of cylinders of crushed stone placed through unsuitable soils and into competent underlying bearing strata, in predetermined patterns beneath footings and slabs.

3.11 Potential Impacts During Excavation and Foundation Construction Analysis

Potential impacts during building excavation and foundation construction include changes to local groundwater levels, ground vibrations, noise, and ground movements due to excavation. Use of high energy pile driving or similar techniques that can generate significant noise and vibrations are not planned to be used at the Project Site. In summary, construction of the foundation systems indicated above is not anticipated to cause adverse off-site impacts.

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

Off-site ground movements are not expected to occur due to the limited depths of required excavations. Shoring will be used, if required locally, to limit the lateral extent of excavations and protect adjacent facilities. As excavations will be performed above groundwater, impacts to groundwater levels are not anticipated. Relatively low-level vibrations and noise can occur during ground improvement if that technique is used. However, off-site noise and vibration levels are anticipated to be low and within limits established by Occupational Safety and Health Administration ("OSHA") regulations and City of Boston ordinances. If ground improvement is used, noise and vibration levels will be monitored as needed to confirm conformance with regulatory and project requirements.

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 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.

- Geotechnical instrumentation will be installed and monitored during the below-grade portion of the work to observe the performance of the excavation, adjacent buildings and structures, and area groundwater levels. Vertical and in some cases lateral movements of the ground, streets, buildings and other nearby structures will be monitored.

- 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 fall of 2018 with completion in the winter of 2019.

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 BTD 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. As part of this process, the Proponent and construction team will evaluate the Commonwealth's Clean Air Construction Initiative.

A CMP will be submitted to BTD 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"), 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 construction proposed utilities where they are near to, or connect with, existing water, sewer and drain facilities will be reviewed by BWSC as part of its 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 Honda and Infinity automobile dealerships located at 1186-1190 and 1192-1198 Commonwealth Avenue in the Allston Neighborhood of Boston with a new-construction, three-story, 143,338 square-foot Jaguar Land Rover automobile dealership. The Project is not expected to result in a material increase in new traffic travelling along Commonwealth Avenue or intersecting streets.

Access to the Project Site is and will continue to be provided by way of a full access driveway that intersects the south side of the eastbound Commonwealth Avenue frontage road. Sidewalks are provided along the Project Site frontage and connect to the existing sidewalk infrastructure along both Commonwealth Avenue and Harvard Street, with signalized crossings provided at the Commonwealth Avenue/Harvard Street and Commonwealth Avenue/Fordham Road (midblock crossing) intersections.

The Project Site is well-served by public transportation. Nearby service options provided by the Massachusetts Bay Transportation Authority (MBTA) include the Harvard Avenue station of the B Branch of the Green Line subway system, which traverses an alignment along the north side of Commonwealth Avenue, and bus service along Harvard Street (Route 66) with a stop at the Commonwealth Avenue/Harvard Street intersection.

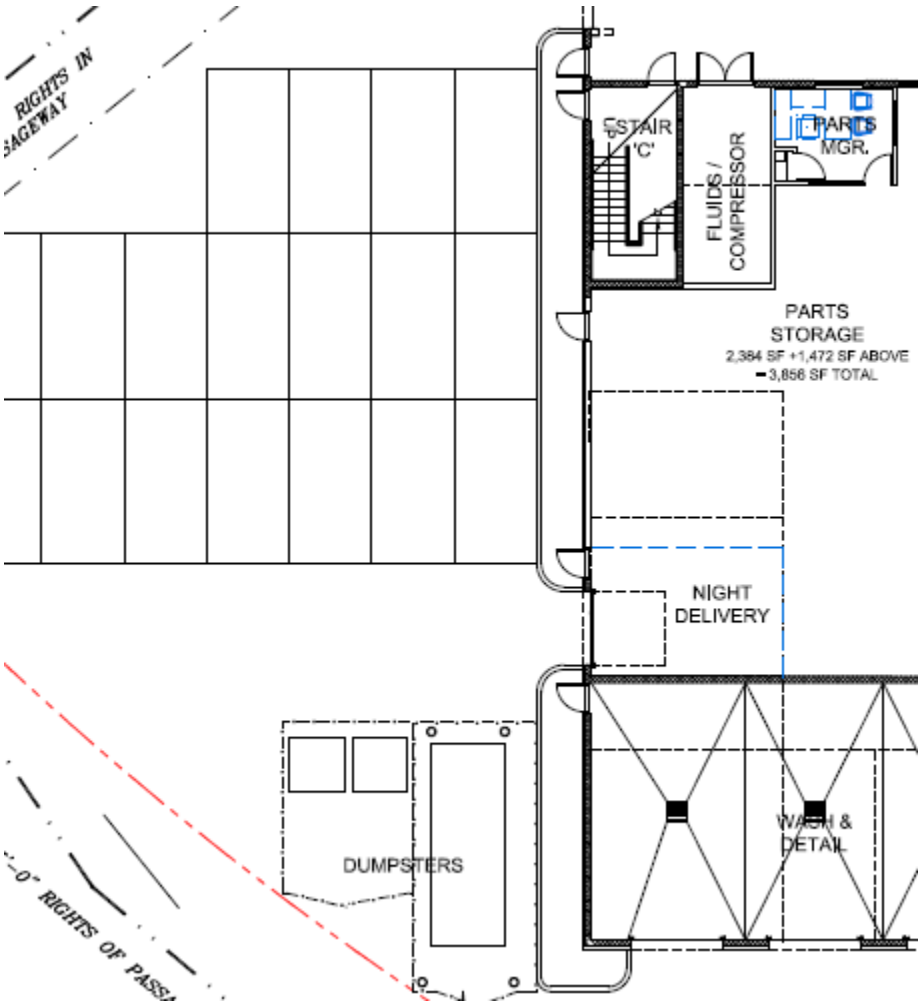
On-Site parking will be provided for approximately 376 vehicles, of which approximately 322 parking spaces will be located within the building and approximately 54 parking spaces will consist of surface parking. The majority of the parking spaces will be for vehicles that are displayed for sale and those 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). In addition to on-Site parking, public parking is also available along the Commonwealth Avenue frontage road in front of the Project Site, consisting of both parallel and perpendicular parking spaces.

4.2 Dealership Operations

Cars purchased by customers will 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 during off hours by box trucks with lift gates. Therefore, a raised loading dock is not preferred. The delivery person will have a coded access or a key to the parts delivery door in the event of a night delivery. Parts are delivered in rolling carts into a secure storage area, for later organization in the Parts Storage area, as shown on Figure 4.2, below.

Figure 4.2



4.3 Potential Impacts on the Transportation System

Given that the nature of the proposed use of the Site 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. In fact, because the dealerships at the Site will now feature luxury rather than mid-market brands, this change is expected to reduce the sales volume (number of automobiles sold). The reduction in sales volume will result in an overall reduction in traffic volumes over the current automobile dealerships that are being replaced in connection with the Project.

The access to the Project Site will be retained at its current location, 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 the Commonwealth Avenue frontage road.

The Project Proponent is committed to the implementation of specific measures to reduce employee trips and encourage healthy transportation options. The Proponent will join the Allston-Brighton Transportation Management Association ("TMA") in order to develop and implement an effective Transportation Demand Management ("TDM") program for employees. 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 and the guaranteed-ride-home program available through the TMA.

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 sanitary sewer service connected to a 28"x42" sewer main located within the Commonwealth Avenue right-of-way per BWSC records. We have reviewed the BWSC water records for Accounts 284318000 & 284325001 for both Honda and Infiniti and have computed the existing average daily water/sewer demand to be approximately 3,500 gallons per day (gpd) based on the records of the last 2.5 years.

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 Boston Jaguar/Land Rover Dealership will be reduced from approximately 3,500 gpd to 2,600 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	13,631 SF	682
Showroom	50 gpd/1,000 SF	16,100 SF	805
Office	75 gpd/1,000 SF	3,323 SF	250
Service & Parts Retail Area	15 gpd/person	24 persons	360
Wash/Detail Bay	150 gpd/bay	3 bays	450
Storage – Auto	None	71,628 SF	0
Other (Storage, Utility, Circulation)	None	14,048 SF	0
Total		**143,338 SF**	**2,547 GPD**

5.5 Sanitary Sewer Connection

The proposed sanitary sewer service will connect to the 28"x42" sewer main located within Commonwealth Avenue 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.

In anticipation of industrial waste discharge into the sewer system, the Project will file an application for an Industrial Waste Discharge Permit to MWRA for their review and approval as required by the construction permitting process.

5.7 Sewer Mitigation

Based on the existing water demands generated by the existing Honda and Infiniti dealerships (3,500 gpd) compared to the projected demand for the new Boston Jaguar/Land Rover dealership (2,600 gpd), no mitigation is proposed.

5.8 Water Systems

The existing buildings are serviced via Boston Water & Sewer Commission (BWSC) water for both fire and domestic water, as shown in Figure 5.8, below. 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.

5.9 Existing Water Service

The Site is currently serviced by a 12" water main located within Commonwealth Avenue. Service lines enter the Site from the main providing both fire and domestic service to the existing Honda and Infiniti Dealerships.

Existing Honda Dealership - BWSC Account Number 284318000

Water/Sewer 2017					
Period	# of days	Consumption (Cu. Ft)	Consumption (Cu. Ft) per day	Consumption Gallons per period	Consumption gpd
1/16/18-12/14/17	31	8,860.0	285.8	66,277.4	2,138.0
12/31/17-12/14/17	17	4,858.7	285.8	36,345.7	2,138.0
12/14/17-11/15/17	29	9,620.0	331.7	71,962.6	2,481.5
11/15/17-10/16/17	30	30,420.0	1,014.0	227,557.4	7,585.2
10/16/17-9/15/17	31	27,510.0	887.4	205,789.1	6,638.4
9/15/17-8/14/17	32	34,940.0	1,091.9	261,369.4	8,167.8
8/14/17-7/17/17	28	29,430.0	1,051.1	220,151.7	7,862.6
7/17/17-6/14/17	33	16,070.0	487.0	120,212.0	3,642.8
6/14/2017-5/12/17	33	9,210.0	279.1	68,895.6	2,087.7
5/12/17-4/14/17	28	9,630.0	343.9	72,037.4	2,572.8
4/14/2017-3/14/17	31	9,830.0	317.1	73,533.5	2,372.0
3/14/17-2/14/17	28	9,210.0	328.9	68,895.6	2,460.6
2/14/17-1/17/17	28	9,160.0	327.1	68,521.6	2,447.2
1/17/17-12/14/16	34	8,770.0	257.9	65,604.2	1,929.5
1/17/17-12/31/16	17	4,385.0	257.9	32,802.1	1,929.5

Water/Sewer 2016					
Period	# of days	Consumption (Cu. Ft)	Consumption (Cu. Ft) per day	Consumption Gallons per period	Consumption gpd
1/17/17-12/14/16	34	8,770.0	257.9	65,604.2	1,929.5
12/31/16-12/14/16	17	4,385.0	257.9	32,802.1	1,929.5
12/14/16-11/16/16	28	8,740.0	312.1	65,379.7	2,335.0
11/16/16-10/18/16	29	11,160.0	384.8	83,482.6	2,878.7
10/18/16-9/16/16	32	16,430.0	513.4	122,904.9	3,840.8
9/16/16-8/12/16	35	17,410.0	497.4	130,235.9	3,721.0
8/12/16-7/15/16	28	19,860.0	709.3	148,563.1	5,305.8
7/15/16-6/14/16	31	13,320.0	429.7	99,640.5	3,214.2
6/14/16-5/13/16	32	16,570.0	517.8	123,952.2	3,873.5
5/13/16-4/14/16	29	9,740.0	335.9	72,860.3	2,512.4
4/14/16-3/15/16	30	9,360.0	312.0	70,017.7	2,333.9
3/15/16-2/16/16	28	9,200.0	328.6	68,820.8	2,457.9
2/16/16-1/19/16	28	9,690.0	346.1	72,486.2	2,588.8

Figure 5.8

1/19/16-12/15/15	35	8,430.0	240.9	63,060.8	1,801.7
1/19/16-12/31/15	19	4,576.3	240.9	34,233.0	1,801.7

Water/Sewer 2015					
Period	# of days	Consumption (Cu. Ft)	Consumption (Cu. Ft) per day	Consumption Gallons	Consumption gpd
1/19/16-12/15/15	35	8,430.0	240.9	63,060.8	1,801.7
12/31/15-12/15/15	16	3,853.7	240.9	28,827.8	1,801.7
12/15/15-11/17/15	28	14,300.0	510.7	106,971.4	3,820.4
11/17/15-10/16/15	32	13,530.0	422.8	101,211.4	3,162.9
10/16/15-9/16/15	30	15,500.0	516.7	115,948.1	3,864.9
9/16/15-8/17/15	30	21,680.0	722.7	162,177.7	5,405.9

Average Gallons per Day	3,301.0

Existing Infiniti Dealership - BWSC Account Number 284325001

Water/Sewer 2017					
Period	# of days	Consumption (Cu. Ft)	Consumption (Cu. Ft) per day	Consumption Gallons per period	Consumption gpd
1/16/2018-12/14/17	33	402.0	12.2	3,007.2	91.1
12/31/17-12/14/17	17	207.1	12.2	1,549.1	91.1
12/14/17-11/15/17	29	368.0	12.7	2,752.8	94.9
11/15/17-10/16/17	30	367.0	12.2	2,745.4	91.5
10/16/17-9/15/17	31	388.0	12.5	2,902.4	93.6
9/15/17-8/14/17	32	594.0	18.6	4,443.4	138.9
8/14/17-7/17/17	28	401.0	14.3	2,999.7	107.1
7/17/17-6/14/17	33	493.0	14.9	3,687.9	111.8
6/14/17-5/12/17	33	521.0	15.8	3,897.4	118.1
5/12/17-4/14/17	28	520.0	18.6	3,889.9	138.9
4/14/17-3/14/17	31	460.0	14.8	3,441.0	111.0
3/14/17-2/14/17	28	448.0	16.0	3,351.3	119.7
2/14/17-1/17/17	28	439.0	15.7	3,283.9	117.3
1/17/17-12/14/16	34	321.0	9.4	2,401.2	70.6
1/17/17-12/31/16	17	160.5	9.4	1,200.6	70.6

Water/Sewer 2016

Period	# of days	Consumption (Cu. Ft)	Consumption (Cu. Ft) per day	Consumption Gallons per period	Consumption gpd
1/17/17-12/14/16	34	321.0	9.4	2,401.2	70.6
12/31/16-12/14/16	17	160.5	9.4	1,200.6	70.6
12/14/16-11/16/16	28	264.0	9.4	1,974.9	70.5
11/16/16-10/18/16	29	1,446.0	49.9	10,816.8	373.0
10/18/2018-9/16/16	32	5,439.0	170.0	40,686.5	1,271.5
9/16/16-8/12/16	35	315.0	9.0	2,356.4	67.3
8/12/16-7/15/16	28	336.0	12.0	2,513.5	89.8
7/15/16-6/14/16	31	350.0	11.3	2,618.2	84.5
6/14/16-5/13/16	32	310.0	9.7	2,319.0	72.5
5/13/16-4/14/16	29	353.0	12.2	2,640.6	91.1
4/14/16-3/15/16	30	3,566.0	118.9	26,675.5	889.2
3/15/16-2/16/16	28	337.0	12.0	2,520.9	90.0
2/16/16-1/19/16	28	400.0	14.3	2,992.2	106.9
1/19/16-12/15/15	35	383.0	10.9	2,865.0	81.9
1/19/16-12/31/15	18	197.0	10.9	1,473.4	81.9

Water/Sewer 2015					
Period	# of days	Consumption (Cu. Ft)	Consumption (Cu. Ft) per day	Consumption Gallons per period	Consumption gpd
1/19/16-12/31/15	18	197.0	10.9	1,473.4	81.9
12/31/15-12/15/15	17	186.0	10.9	1,391.6	81.9
12/15/15-11/17/15	28	388.0	13.9	2,902.4	103.7
11/17/15-10/16/15	32	334.0	10.4	2,498.5	78.1
10/16/15-9/16/15	30	373.0	12.4	2,790.2	93.0
9/16/15-8/17/15	30	399.0	13.3	2,984.7	99.5

Average Gallons per Day	156.0

Combined Average Gallons per Day	3,457.0

5.10 Project-Generated Water Demand

The proposed dealership will consist of similar sub-uses within the building including retail sales (the showroom area), office, parts and service, and storage. Based on the MassDEP Title 5 Daily Design Flow criteria, the projected daily flow for water for the Jaguar Land Rover dealership is approximately 2,600 GPD per the table provided in Section 5.4 above. Thus, we anticipate the proposed water demand to be similar to the existing dealerships.

5.11 Proposed Water Service

The existing 12" water main within the Commonwealth Avenue right-of-way will be utilized for the proposed water service. 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.

5.12 Water Supply System Mitigation

As noted above, based on the existing water demands generated by the existing Honda and Infiniti dealerships (3,500 gpd) compared to the projected demand for the new Jaguar Land Rover dealership (2,600 gpd), no mitigation is proposed.

5.13 Existing Stormwater Drainage System

Within the facility, a gravity driven drainage system utilizing catch basins and manholes appears to be present. It is assumed that the collected stormwater is directed and discharged into the existing storm main in the Commonwealth Avenue right-of-way and rear connection toward Harvard Avenue. This system will be investigated further as the project progresses and additional reports are produced.

5.14 Proposed Stormwater Drainage System

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 the existing storm main within the Commonwealth Avenue right-of-way. 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.

5.15 Natural Gas

There exists a 6" gas main within the Commonwealth Avenue right-of-way which will be utilized for the proposed project.

5.16 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 as the building designs advance, which checklist will detail the credits that the Project anticipates achieving.

Climate change conditions 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.

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

The Massachusetts Historical Commission ("MHC") 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.

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.

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 February 9, 2018. It found no known archeological Sites within the Project Site or the immediate vicinity.

The proposed Project will require the demolition of the existing buildings at the Project Site. Neither of these buildings have been found to be 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.

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 (143,338 gsf – 100,000 gsf = 43,338 sf) x $8.34 psf, or $361,438.92.

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 (143,338 gsf – 100,000 gsf = 43,338 sf) x $1.67 psf, or $72,374.46.

EXHIBITS

Exhibit A: Proposed Site Plan

Exhibit B: Existing Conditions Plan

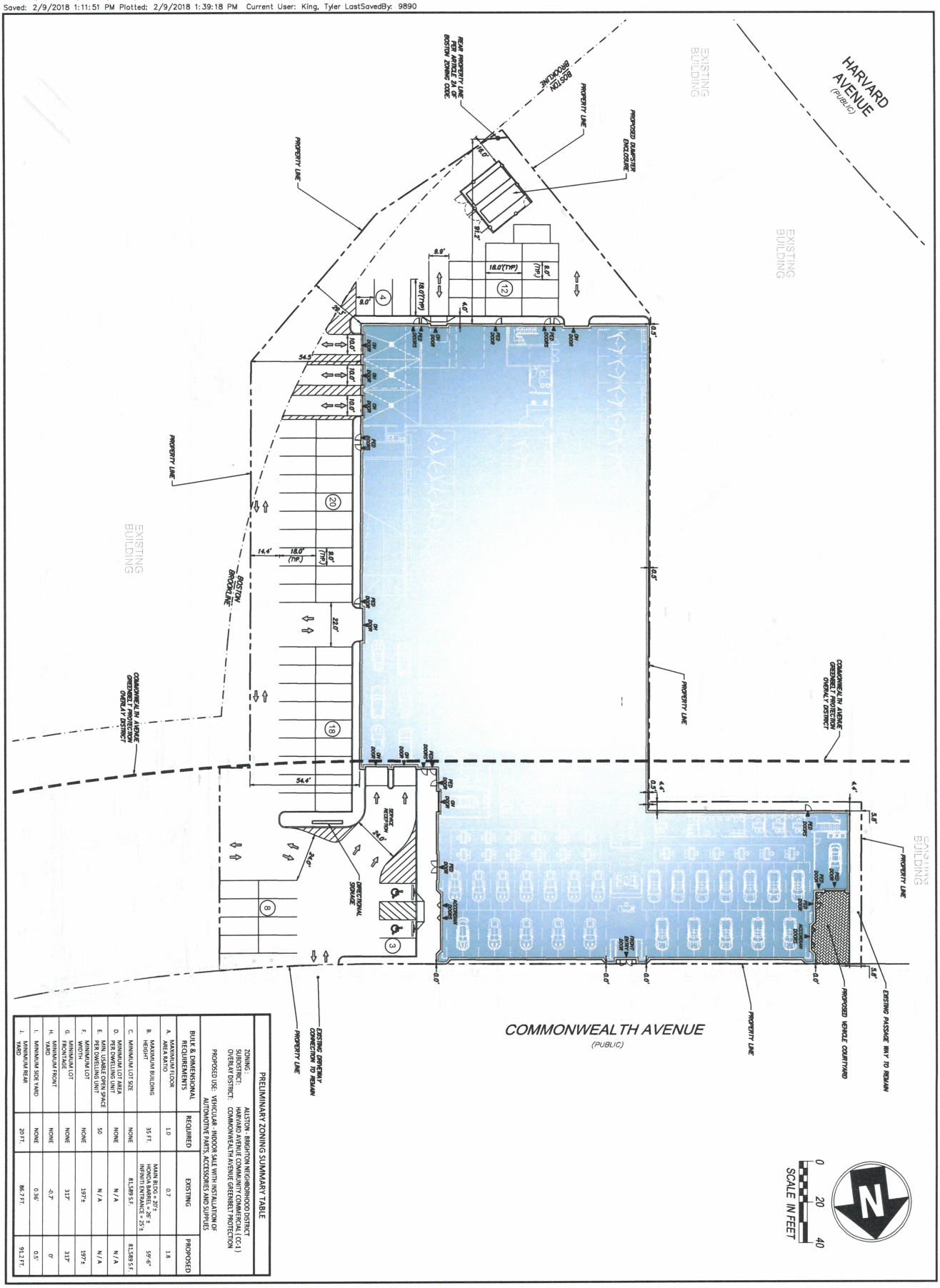
Exhibit C: Proposed Public Realm Improvements

Exhibit D: FEMA Map

Exhibit A

PROPOSED SITE PLAN

File: V:\PROJECTS\NMA78\PROJ1\31554\BOSTON\CADD_ACAD\CIVL_ZONING\31554JR_ZONE_EXHIBIT_020818.DWG
Saved: 2/9/2018 1:11:51 PM Plotted: 2/9/2018 1:39:18 PM Current User: King, Tyler LastSavedBy: 9890



PRELIMINARY ZONING SUMMARY TABLE

ZONING: ALLSTON - BRIGHTON NEIGHBORHOOD DISTRICT
SUBDISTRICT: HARVARD AVENUE COMMUNITY COMMERCIAL (CC-1)
OVERLAY DISTRICT: COMMONWEALTH AVENUE GREENBELT PROTECTION
PROPOSED USE: VEHICULAR - INDOOR SALE WITH INSTALLATION OF AUTOMOTIVE PARTS, ACCESSORIES AND SUPPLIES

BULK & DIMENSIONAL REQUIREMENTS	REQUIRED	EXISTING	PROPOSED
A. MAXIMUM FLOOR AREA RATIO	1.0	0.7	1.8
B. MAXIMUM BUILDING HEIGHT	35 FT.	MAIN BLDG = 20'± HIGHEST ELEV. = 25'±	59'-6"
C. MINIMUM LOT SIZE	NONE	81,589 S.F.	81,589 S.F.
D. MAXIMUM DWELLING UNITS PER DWELLING UNIT	NONE	N/A	N/A
E. MIN. USABLE OPEN SPACE PER DWELLING UNIT	50	N/A	N/A
F. MINIMUM LOT WIDTH	NONE	197'±	197'±
G. MINIMUM LOT FRONTAGE	NONE	317'	317'
H. MINIMUM FRONT YARD	NONE	-0.7'	0'
I. MINIMUM SIDE YARD	NONE	0.36'	0.5'
J. MINIMUM REAR YARD	20 FT.	86.7 FT.	91.2 FT.

Site Development Plans
for
HERB CHAMBERS JAGUAR / LAND ROVER OF BOSTON
COMMONWEALTH AVE. & HARVARD AVE.
BOSTON, MA

APPLICANT
HERB CHAMBERS
JAGUAR / LAND ROVER
OF BOSTON
259 McGRATH HIGHWAY
SOMERVILLE, MA 02143

No.	Submittal / Revision	App'd	By	Date

2-9-2018

IF IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER ANY ITEM ON THIS DOCUMENT IN ANY WAY. IF ANY ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER SHALL AFFIX TO THE DOCUMENT THE WORDS "ALTERED BY" FOLLOWED BY HIS SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

CHA
101 Accord Park Drive
Norwell, MA 02061
Main: (781) 982-5400 • www.chacompanies.com

ZONING EXHIBIT

ZE-1

Checked By: GRC	Issue Date: 2/9/2018	Drawn By: PK/JM	Project No. 31554	Scale: AS SHOWN	Checked By: GRC

Drawing No.

Exhibit B

EXISTING CONDITIONS PLAN

File: V:\PROJECTS\NMA78\PROJ1\31554\BOSTON\CADD_ACAD\CIVL_SHEET_FILES\31554JR_C-101_EXIST.DWG
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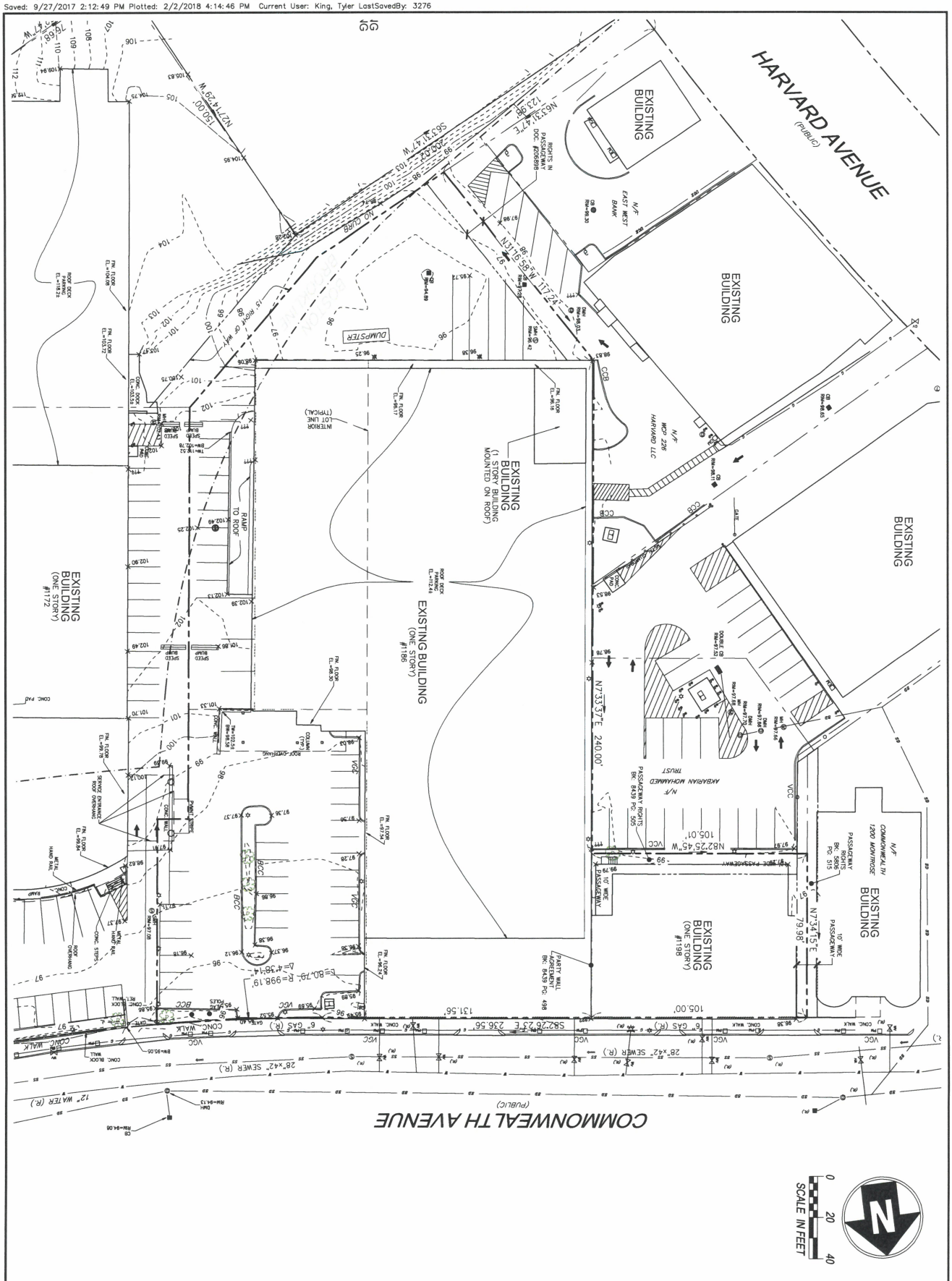

C-101	EXISTING CONDITIONS PLAN	Site Development Plans for HERB CHAMBERS JAGUAR / LAND ROVER OF BOSTON — COMMONWEALTH AVE. & HARVARD AVE. BOSTON, MA	APPLICANT: HERB CHAMBERS JAGUAR / LAND ROVER OF BOSTON, 259 McGRATH HIGHWAY, SOMERVILLE, MA 02143

Designed By: CRC | Drawn By: PK/JM | Checked By: CRC
Issue Date: 10/23/17 | Project No.: 31554 | Scale: AS SHOWN
Drawing No.:

No.	Submittal / Revision	App'd	By	Date

CHA
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Exhibit C

PROPOSED PUBLIC REALM IMPROVEMENTS

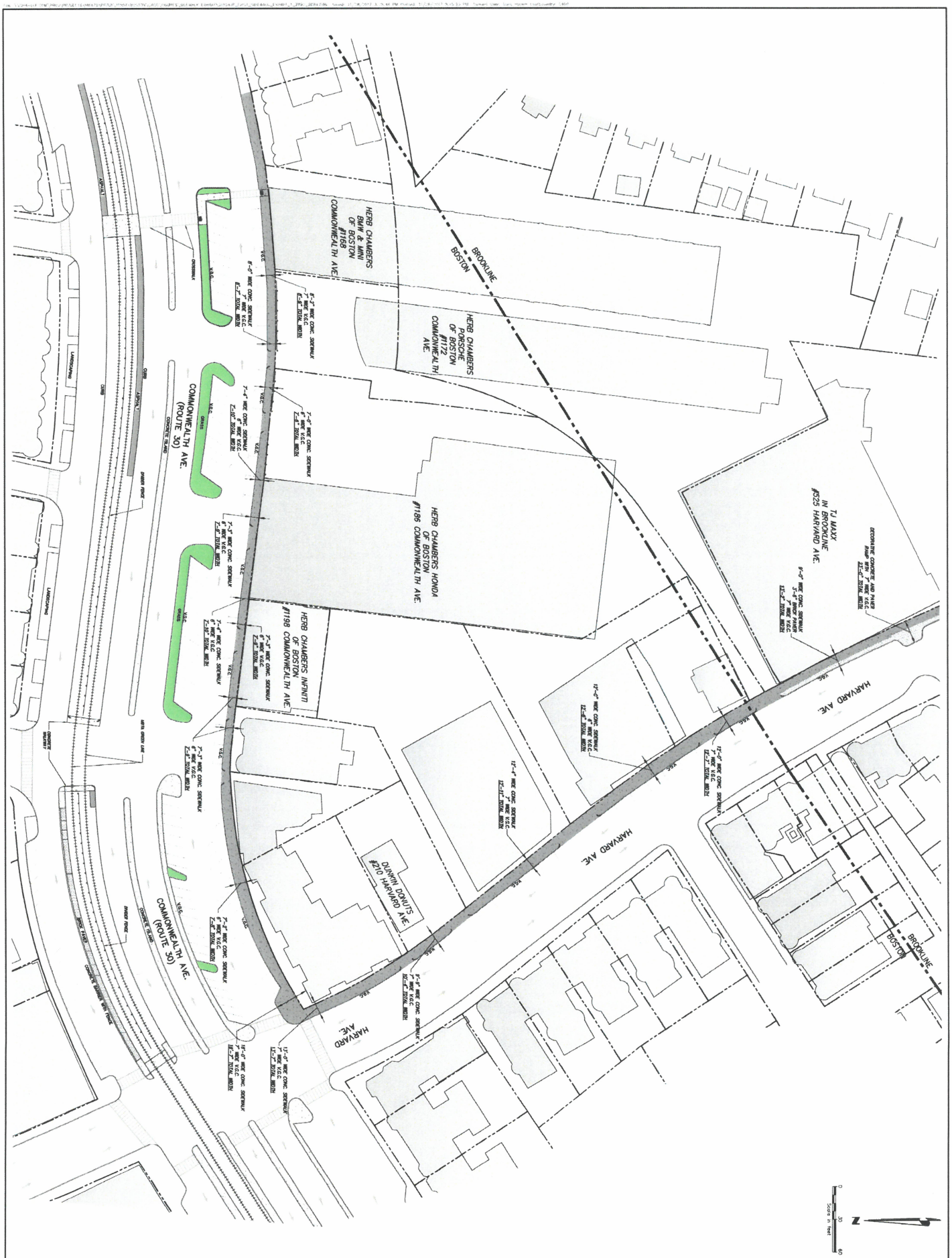

EXHIBIT-001

Designed By	Drawn By	Checked By
Issue Date	Project No.	Scale
11/29/17	31564	AS SHOWN
Drawing No.		

HERB CHAMBERS JAGUAR / LAND ROVER OF BOSTON

COMMONWEALTH AVE. & HARVARD AVE.

BOSTON, MA

APPLICANT

HERB CHAMBERS JAGUAR / LAND ROVER OF BOSTON
259 McGRATH HIGHWAY
SOMERVILLE, MA 02143

No.	Submission / Revision	Appr'd	By	Date

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Exhibit D

FEMA MAP

MAP SCALE 1" = 500'

250 0 500 1000 FEET

METE

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0057G

FIRM

FLOOD INSURANCE RATE MAP

SUFFOLK COUNTY, MASSACHUSETTS

(ALL JURISDICTIONS)

PANEL 57 OF 151

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BOSTON, CITY OF	250286	0057	G

- NOTE -

THIS MAP INCLUDES BOUNDARIES OF THE COASTAL BARRIER RESOURCES SYSTEM ESTABLISHED UNDER THE COASTAL BARRIER RESOURCES ACT OF 1982 AND/OR SUBSEQUENT ENABLING LEGISLATION.

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
25025C0057G

EFFECTIVE DATE
SEPTEMBER 25, 2009

Federal Emergency Management Agency