New Street Development

East Boston, Massachusetts

Notice of Project Change

June 4, 2014

submitted to the **Boston Redevelopment Authority**
submitted by **GEGC 2 New Street, LLC**

prepared by **Fort Point Associates, Inc.**

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CHAPTER 1: PROJECT DESCRIPTION

1.1 PROJECT BACKGROUND

As owner of the subject property at 6-26 New Street in East Boston (the "Site"), GEGC 2 New Street, LLC (the "Proponent") submits this Notice of Project Change (this "NPC") pursuant to Section 80A-6 of the Boston Zoning Code (the "Code"). The Proponent seeks to redevelop the approximately 170,873 square-foot (3.92 acre) Site, which is located along the East Boston waterfront on Boston Inner Harbor. The Site includes approximately 85,000 square feet ("sf") of lot area above the mean high water mark (the "Lot Area"), and approximately 85,873 sf of watersheet. A portion of the watersheet is Designated Port Area.

Previously, in May 2010, the Boston Redevelopment Authority (the "BRA") approved a redevelopment project (the "Original Project") at the Site under Section 80B of the Code. The Original Project was described as a mixed-use development with a seven-story vertical addition to an existing nine-story building, for total building height of 199 feet ("ft"), construction of a new six-story building with parking and construction of a three-level parking structure. The Original Project also included various amenities including a new harborwalk segment, a one-story restaurant, public parking spaces, and other waterfront amenities.

A Draft Project Impact Report for the Original Project was submitted to the BRA on June 1, 2008 (the "DPIR"). Pursuant to a vote by the BRA board on May 18, 2010, on June 1, 2010, the BRA Director issued a Preliminary Adequacy Determination ("PAD") under Section 80B-5.4(c)(iv), finding that the DPIR adequately described potential impacts arising from the Original Project, and waiving further review under Section 80B-5.5 of the Code. (See Appendix A, Preliminary Adequacy Determination Waiving Further Review.)

By this NPC, the Proponent proposes material but insignificant changes to the Original Project (the "Revised Project") and respectfully requests that the BRA make a determination that no further review is required under Section 80B of Code. As shown in this NPC, the changes from the Original Project (the "Project Change") do not significantly increase those impacts of the Original Project that are within the scope of the required review.

Therefore, any change in the impacts studied under the DPIR from the Revised Project does not warrant resubmission of the PNF, rescoping of the Revised Project, supplementary documentation, and/or a further DPIR.

1.2 PROJECT CONTEXT

The Site is bounded by New Street to the east (with the Maverick Landing residential development located across the street), city-owned LoPresti Park to the south, Boston Inner Harbor to the west, and the Boston Towing and Transportation property to the north. See Figure 1-1, Locus Map. The Site is located within walking distance of East Boston's Maverick Square, including the MBTA Blue Line's Maverick Station.

1.3 PROJECT OVERVIEW AND DEVELOPMENT PROGRAM

1.3.1 PROJECT SUMMARY

The Revised Project comprises: (a) redevelopment of an existing nine-story building (the "Redeveloped Building") including the addition of seven stories for a total of sixteen stories; (b) demolition of an existing three-story building and its replacement by construction of a three-level (two-story) parking garage connected to the northerly wall of the Redeveloped Building (the "North Garage"); and (c) demolition of an existing five-story building to the south of the Redeveloped Building and its replacement by construction of a three-story addition connected to the southerly wall of the Redeveloped Building (the "South Addition").

The Redeveloped Building will contain approximately 231 studio, one-bedroom ("1BR") and two-bedroom ("2BR") residential units, as well as ground-floor lobby space, interior bicycle storage, and other amenities. The South Addition will include: approximately 19 studio and 1BR residential units; an approximately 4,900 sf space on the ground floor that will be commercial space that is accessible to the public, most likely a restaurant; an outdoor rooftop pool on a portion of the second floor; and a fitness center and other amenities.

The Revised Project will also include: approximately 33,150 sf (0.76 acres) of public open space, including a 12 foot-wide (10-feet-clear) extension of the harborwalk, a new water transportation dock, and other waterfront improvements. See Figure 1-2, Project Site Plan and Figures 1-3 to 1-8, Floor Plans.

The total gross floor area ("GFA") of the Revised Project is approximately 241,869 sf, with a total floor area ratio ("FAR") of approximately 2.8.[1] See Table 1-1, Building Program. The total building footprint is approximately 40,165 sf, and so occupies approximately 47% of the Lot Area (85,000 sf).

[1] Floor area that is required to meet off-street parking requirements of the Code is excluded from limitations on FAR. (Code sec. 2A-1.) For the Revised Project, this means exempting the uppermost level (second story) of the North Garage from FAR limitations. Each level of the garage measures approximately 12,583 sf.

There will be approximately 135 to 155 parking spaces on the Site, including 124 to 144 spaces in the parking garages (104 spaces in the North Garage, 20 to 40 spaces within the South Addition, and 11 surface parking spaces). The South Addition has been designed to accept mechanical stackers. In total, the number of parking spaces in the South Addition would be 20 spaces without stackers and 40 spaces with stackers.

For more information on the design of the Revised Project see Section 2.1.

Table 1-1: Building Program

Building	Lot Area (sf)	Bldg. Footprint (sf)	Lot Coverage	Max. GFA (sf)	Max. FAR*	Max. Bldg. Ht. (ft)**	Garage Pkg. (spcs.)	Surface Pkg. (spcs.)
Redeveloped Building	n.a.	12,300	n.a.	205,184	n.a.	200	n.a.	n.a.
North Garage	n.a.	12,600	n.a.	12,583	n.a.	18	104	n.a.
South Addition	n.a.	15,265	n.a.	24,102	n.a.	45	20 to 40	n.a.
Total	**85,000**	**40,165**	**47%**	**241,869**	**2.8**	**n.a.**	**124 to 144**	**11**

* Please refer to footnote 1, above.
** Building height is measured from the average elevation of the nearest sidewalk at the line of New Street. (Code sec. 2A.-1)

1.3.2 PUBLIC BENEFITS

Completion of the Revised Project will help to revitalize an important part of the East Boston waterfront that has been underutilized and inaccessible to the public for decades. The public benefits of the project will make the area more appealing to both residents and visitors, whether arriving by land or water. Specifically, the Revised Project will provide the following substantial direct benefits for the City of Boston (the "City") and the wider region:

Public Access and Open Space

- Redevelopment and revitalization of a 3.92-acre parcel along East Boston's waterfront that has not been accessible to the public for decades.
- Creation of approximately 33,150 sf (0.76 acres) of new public open space, on East Boston's waterfront, including approximately 500 linear feet of haborwalk at the very edge of Boston Inner Harbor.
- Connection of the harborwalk from the City's LoPresti Park to the south across the entire perimeter of the Site. The harborwalk will ultimately extend over two miles, from the Harborside Hyatt Hotel to the northerly edge of the Site.

- Inclusion of an approximately 4,900 sf commercial space, most likely a restaurant, including restrooms available to the general public during business hours.
- Inclusion of a public "thru lobby" to connect from New Street to the harborwalk.

View Corridors

- Extension of the Sumner Street view corridor along the southern boundary of the Site out to Boston Inner Harbor.
- Enhancement of the view corridor looking south down New Street to the Boston Proper skyline with landscaping and architectural features of the Revised Project.
- Removal of all pile fields within the approximately 85,873-sf watersheet.

Protection of Maritime Uses

- Provision of a permanent vehicle access route from New Street and Sumner Street to the Designated Port Area and Water-Dependent Use Zone.
- Provision of language in lease forms or deeds for residents indicating the presence of nearby water-dependent industrial facilities and uses.
- Construction of two-story North Garage to physically buffer the project from adjacent Designated Port Area.
- Construction of new docking facility to serve water taxi service and other allowable uses.
- Inclusion of glazed windows and other noise dampening specifications to ensure noise levels within residential units do not exceed of 45 dBA.

Transportation

- Support of water transportation by construction of a water taxi landing and waiting area.
- Inclusion of 11 surface parking spaces adjacent to LoPresti Park, available to the public, free of charge.
- Promoting Transit Oriented Development by creating 250 new residential units within walking distance of MBTA's Maverick Station.
- Possible inclusion of shared-care service, such as Zipcar, City CarShare, and/or smaller-sized "smart cars."
- Implementation of key Transportation Demand Measures ("TDM"), including installation of bicycle racks and participation in a TDM Association.

Housing Supply

- Creation of 250 new housing units, thereby expanding a constrained housing market and contributing to the City's achievement of its housing goals.
- Compliance with the affordable housing requirements of the Mayor of Boston's Inclusionary Development Policy.

Financial

- Investment of approximately $124 million in development costs, including approximately $90 million in construction costs.
- Generation of over $750,000 annually in new real property tax revenues from the Project alone.
- Significant increase in state and local sales tax revenues through additional commercial and residential uses.
- Creation of approximately 340 construction-phase employment opportunities and approximately 20 new permanent jobs on the Site.

Environment

- Design to be LEED-certifiable, consistent with Article 37, Green Buildings, of the Code.
- Adoption of the City's Green Building standards and guidelines, including reduced emissions and demand for fossil fuel energy, to decrease the adverse effects of air pollution.
- Implementation of storm water controls to reduce pollution to Boston Harbor, and thereby improve the harbor as a natural habitat.
- Proximity to public transit, including water transportation, to reduce vehicle trips, mileage, and emissions by encouraging residency.
- Promotion of car sharing options.
- Incorporation of resilient design strategies in order to account for sea-level rise and other aspects of climate change.

1.3.3 PUBLIC REALM IMPROVEMENTS

The Revised Project has been designed to provide outstanding public access to and along Boston Inner Harbor. Public access to the Site will be provided from sidewalks along Sumner Street and New Street, as well as from the harborwalk in LoPresti Park. Approximately 0.76 acres of new open space will be made accessible to the public for their continued enjoyment, 24 hours per day, seven days per week.

At 12 feet wide (10-feet clear), the harborwalk will extend along the Site's waterfront for approximately 500 linear feet. The public will be able connect to other segments of harborwalk, such as those planned at the Hodge Boiler Works and Clippership Wharf sites to the east, and to Waterfront Way, which is the inland portion of harborwalk planned to run along New Street and parts of the East Boston waterfront to the north.

Viewing areas along harborwalk will provide new places for people to enjoy panoramic views of Boston Harbor, the Boston Proper skyline, Charlestown, and the Zakim and Tobin bridges. A public terrace next to the South Addition will provide an additional place for people to enjoy the waterfront. A water transportation dock will be provided at the southern portion of the Site.

Finally, the Proponent intends to apply to the City's Public Improvement Commission ("PIC") to narrow New Street as it passes in front of the Site. The Project would include new paving and landscaping within this reclaimed space.

1.4 PROJECT CHANGES SINCE THE DPIR

The DPIR considered the Original Project to include: redevelopment of an existing nine-story building, including the addition of a seven-story vertical addition, for residential, or hotel or extended-stay use; replacement of an existing five-story commercial building by construction of a new, mid-rise building for residential, or hotel or extended-stay use; and replacement of an existing three-story building with a two-story (three level) parking garage. The Original Project also included: a small, private marina; a water taxi landing and waiting area; and approximately 30,728 sf of public open space and substantial public access to and along the Boston Inner Harbor. See Figure 1-9, DPIR Site Plan.

The total GFA for the Original Project was 289,597 sf, with a total FAR of approximately 3.3. The combined building footprint was 41,515 sf, which occupied 48% of the Lot Area in the DPIR (which is equal to 49% of the revised Lot Area of 85,000 sf that was determined by a survey conducted for the Planned Development Area Development Plan, dated Oct. 17, 2008). There were approximately 174 to 203 parking spaces anticipated to serve the Original Project (164 to 193 garage spaces, depending on the use of stackers within the six-story building), and ten (10) surface parking spaces. (See Table 1-2, Project Change since the 2008 DPIR.)

The Revised Project would involve material but minor changes to the Original Project, as it was described in the DPIR. The Revised Project still involves the redevelopment of an existing nine-story building by adding seven new stories (the Redeveloped Building), and the construction of a two-story (three-level) parking garage (the North Garage). However, in lieu of the freestanding six-story building on the southerly side of the Redeveloped Building

proposed under the Original Project, the Revised Project would construct a three-story addition (the South Addition).

Table 1-2: Project Change Since the 2008 DPIR

	2008 DPIR	2014 NPC	Net Change
Lot Area (sf)	87,180	85,000	-2,180[1]
GFA (sf)	289,597	241,869	-47,728
FAR	3.3	2.8	-0.5
Building Footprint (sf)	41,515	40,165	-1,350
Stories	Redeveloped Building: 16 New Building: 6 Parking Garage: 2 Water Taxi Waiting Area: 1	Redeveloped Building: 16 South Addition: 3 North Garage: 2	Maximum unchanged
Height (ft)	Redeveloped Building: 199 New Building: 69 Parking Garage: 26 Taxi Waiting Area: 15	Redeveloped Building: 200 South Addition: 45 North Garage: 18	Maximum is 200 (+1)
Units	165 to 224	250	+26 to +85
Parking Spaces	Garage: 164 to 193 Surface: 10 Total: 174 to 203	Garage: 124 to 144 Surface: 11 Total: 135 to 155	Garage: -40 to -69 Surface: +1 Total: -19 to -68
Public Open Space	30,278	33,150	+2,422

[1] Lot Area has been adjusted to conform to the survey conducted for the Planned Development Area Development Plan, dated Oct. 17, 2008.

Total GFA has been reduced from 289,597 sf to 241,869 sf. Likewise, FAR has been reduced from 3.3 to 2.8. Finally, the combined building footprint has been slightly reduced from 41,515 sf to 40,165 sf of the Lot Area (85,000 sf), reducing lot coverage from 48% in the DPIR (49% of the revised Lot Area of 85,000 sf) to 47%.

Overall, building heights at the Site would be lower. The height of the Redeveloped Building has increased almost imperceptibly, from 199 ft to 200 ft, while the height of the North Garage has been reduced from 26 ft to 18 ft. The new six-story building proposed under the Original Project would have had a building height of 69 ft, while the South Addition proposed under the Revised Project reaches 45 ft, and much of it is lower.

The overall number of parking spaces has also been reduced, from 174 to 203 (depending on the use of stackers) in the DPIR, to 135 to 155 spaces (also depending on the use of stackers) under the Revised Project. Under the Revised Project, 11 parking spaces would be surface parking spaces, immediately adjacent to LoPresti Park and available for free public use; this is one more parking space than assumed under the DPIR for the Original Project.

The Revised Project contains approximately 2,422 sf more public open space than included in the Original Project, and will include many of the same high-quality amenities to draw the public to the Site. As with the Original Project, the Revised Project will include a new segment of harborwalk, to draw the public to and activate the water's edge. This does not include the public "thru lobby" that will connect New Street to the waterfront and is an interior space that will be publically accessible, further serving to enhance public access to the Site.

Detailed evaluation of the Project Change follows, in Chapter 2.

East Boston, Massachusetts

Figure 1-1
Locus Map
Source: USGS

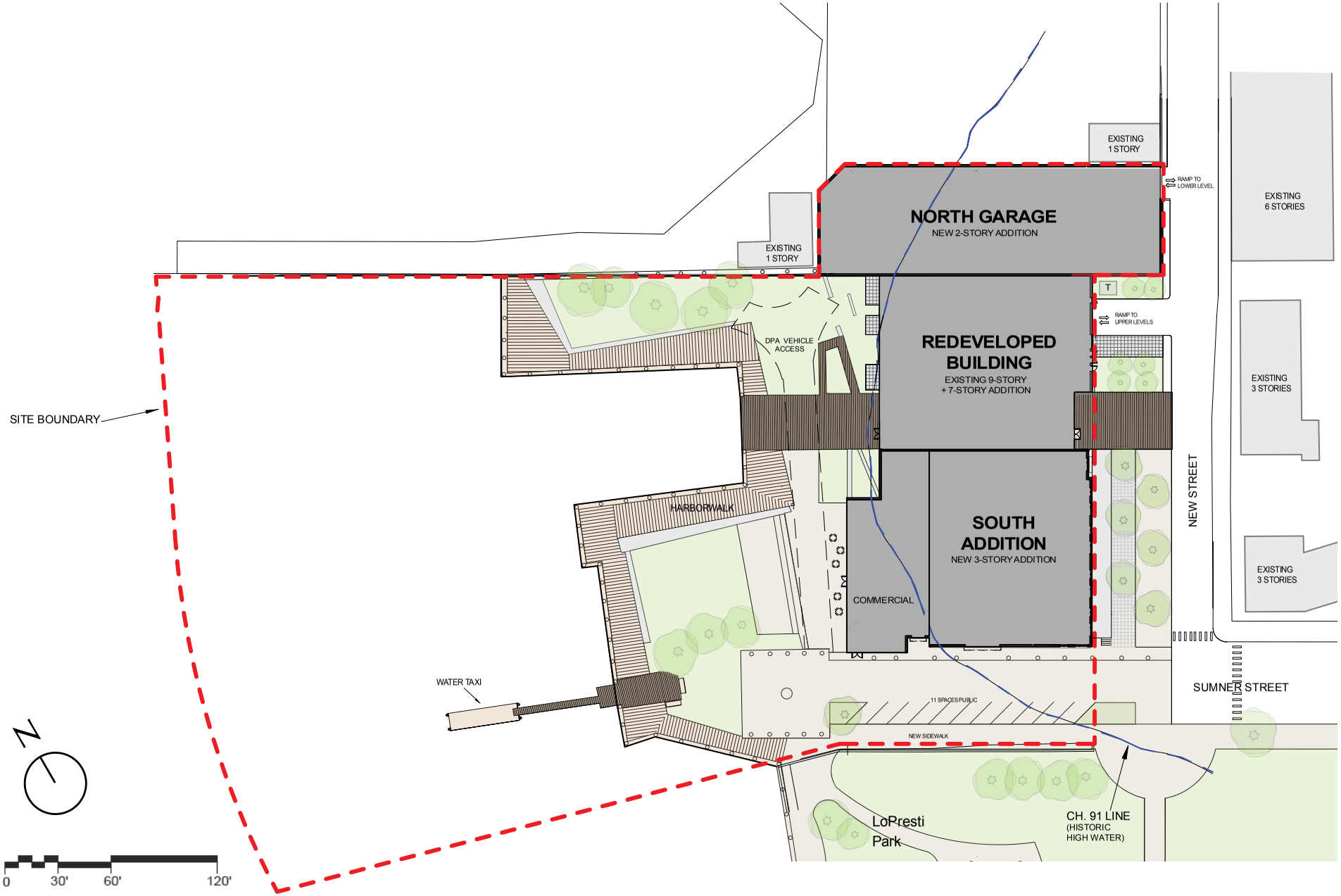


Figure 1-2
Project Site Plan
Source: ADD Inc, 2014

Figure 1-3
Ground Floor Plan
Source: ADD Inc, 2014

Figure 1-4
Second Floor Plan
Source: ADD Inc, 2014

Figure 1-5
Third Floor Plan
Source: ADD Inc, 2014

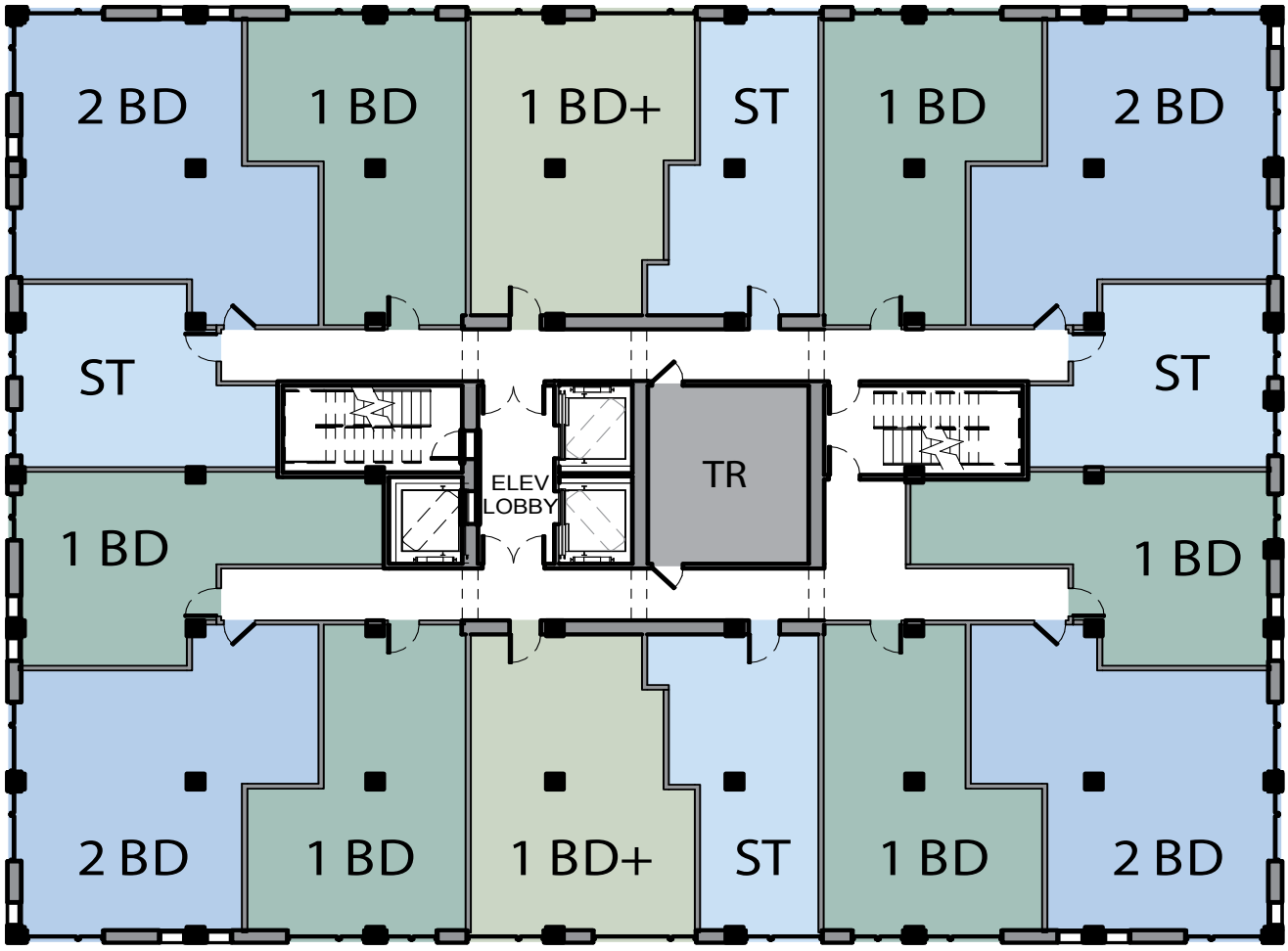


Figure 1-6
Typical Floor Plan - Fourth to Ninth Floors
Source: ADD Inc, 2014

Figure 1-7

Typical Floor Plan - Tenth to Sixteenth Floors

Source: ADD Inc, 2014

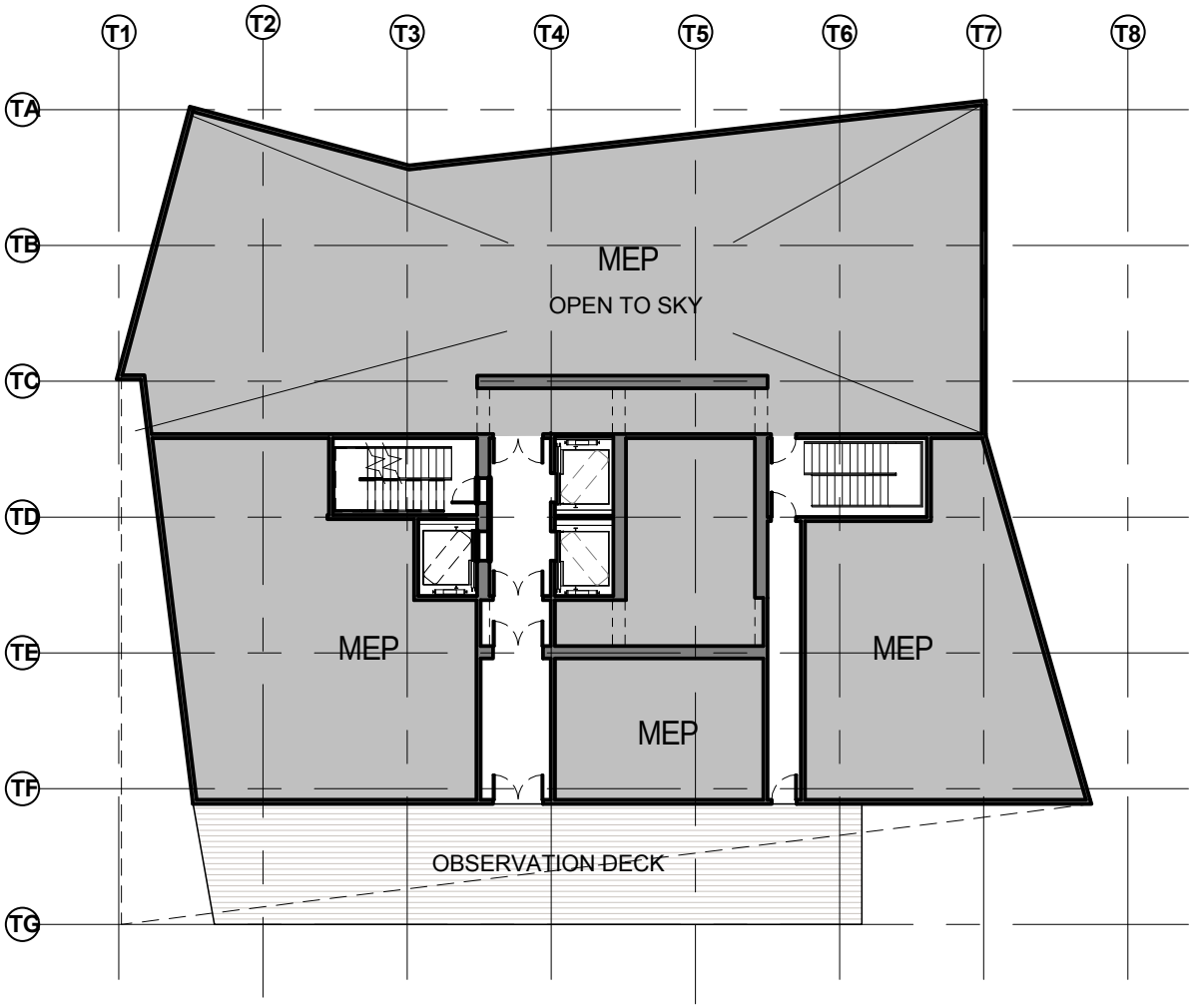


Figure 1-8
Roof Plan
Source: ADD Inc, 2014

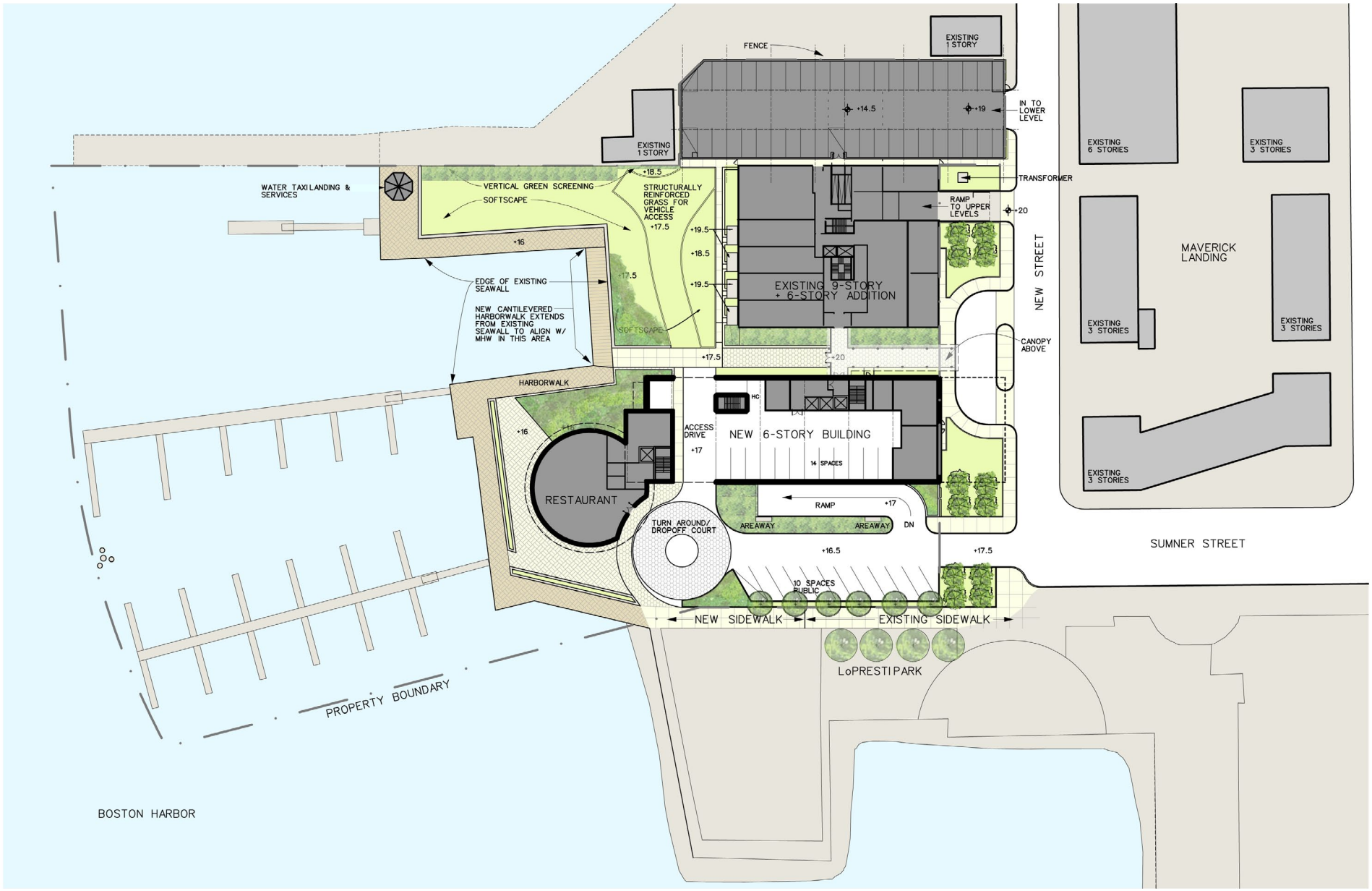


Figure 1-9
DPIR Site Plan
Source: Steffian Bradley Architects, 2008

CHAPTER 2: EVALUATION OF PROJECT CHANGES SINCE THE DPIR

2.1 URBAN DESIGN

The Project as described in the DPIR included the Redeveloped Building (nine stories with an additional seven, for a total of 16 stories), a three-level garage to the north, a new six-story building to the south, and approximately 33,150 sf of public open space, including a new segment of harborwalk along the waterfront. The Revised Project adheres to the same design principles as the Original Project, with similar massing and the same commitment to high-quality waterfront spaces and amenities, to attract and support public use of the Site.

Consistent with the Original Project analyzed in the DPIR, the Revised Project still includes a seven-story addition to the existing nine-story, concrete-frame building (the Redeveloped Building), and a two-story (three-level) parking garage immediately north of the Redeveloped Building. However, in lieu of a new, freestanding six-story building to the south, the Revised Project includes construction of a three-story addition containing residential units, accessory parking, and amenity space (the South Addition).

As under the Original Project, the Revised Project will still provide outstanding public access to significant new open space on the East Boston waterfront, including a new 500 linear-foot segment of harborwalk, continuing from its current terminus in LoPresti Park, and an approximately 4,900 square-foot publically accessible commercial space, most likely a restaurant. The Redeveloped Building will also include a public "thru lobby" to connect New Street and harborwalk, instead of outdoor cross-site access under the Original Project.

Also consistent with the DPIR, the architectural language of the Revised Project takes its cues from the maritime warehouse buildings of the East Boston waterfront. Large windows organized in a two-story composition slide back and forth, juxtaposed against a gridded frame that articulates the column grid behind. Two-story glass bays are used to animate the façade and provide variety for the loft-style units. The three-story South Addition relates to the three-story residential project at Maverick Landing, directly across New Street from the Site. See Figures 2-1 through 2-6, Perspectives.

2.2 TRANSPORTATION

The DPIR included a transportation analysis in compliance with Boston Transportation Department ("BTD") *Transportation Access Plan Guidelines,* and the Code's Article 80 review process. The analysis in the DPIR concluded that the Preferred Alternative for the Original Project (additional condominium units in lieu of an extended-stay hotel) would

generate a relatively low number of vehicle trips, for which the study intersections have available capacity. Operations at all study intersections would continue at acceptable levels of service. Given that the Revised Project will further reduce the number of on-site parking spaces, the number of vehicle trips can be expected to decrease. Consequently, the expected impact on the study intersections will be lessened.

2.3 ENVIRONMENTAL

2.3.1 WIND

A qualitative wind study conducted in conjunction with the DPIR found that none of the 45 locations considered in either the existing or build conditions were estimated to have Pedestrian Level Winds (PLWs) that exceed BRA guidelines for wind speed, of 31 mph one percent of the time. In fact, no location was predicted to have PLWs higher than Category 3 (comfortable for walking), in either the existing or build conditions, for any of the wind conditions considered. The addition of the new buildings was actually expected to decrease PLWs somewhat.

As noted above, the Revised Project is similar in massing to the Original Project. While the Revised Project proposes the three-story South Addition, instead of a stand-alone six-story building to the south of the Redeveloped Building, the overall building footprints and heights have not changed significantly. For this reason, it is not anticipated that wind impacts will be increased by the Revised Project.

2.3.2 SHADOW

A shadow study was conducted for the Original Project as part of the DPIR, using a three-dimensional computer model and sun positioning information. The following three summary findings were made:

1) The largest shadows occur during the winter solstice (December 21), and the shortest shadows occur during the summer solstice (June 21).

2) In general, shadows cast by the Original Project would extend farther onto the harborwalk and other portions of the public open space because the six-story building, including the restaurant, is close to these public areas on the Site.

3) Only small portions of the Site are shadowed during the day, which will provide the public with ample places and opportunities for them to enjoy the different parts of the harborwalk and other public open space areas.

Under the Revised Project, the highest building on the Site (the Redeveloped Building) will be nearly identical in massing, the general orientation of all structures

has not changed significantly, and the three-story South Addition now proposed is lower, and farther from the harborwalk than the six-story new building analyzed in the DPIR. Therefore, shadow impacts will be similar to or less severe than before.

2.3.3 DAYLIGHT

A daylight analysis was performed for the Original project in support the DPIR utilizing the BRA's Daylighting Analysis ("BRADA") computer program. The BRADA analysis found that from the viewpoint on New Street, development of the Original Project would result in a net decrease in daylight obstruction of 17.2 percent between the existing and the build conditions. This improvement in daylight conditions was attributed to the gap between the 16-story and six-story buildings then proposed.

The Revised Project is not anticipated to result in the same degree of improvement to daylight conditions. This is because the South Addition would be situated immediately adjacent to the Redeveloped Building. However, this condition would still be an improvement over the *existing* conditions on the Site, because the South Addition is two stories lower than the existing five-story building it would replace at the Site.

The existing condition from the DPIR revealed a 63.3% daylight obstruction, which is lower than other recently approved projects in this area of East Boston, including Hodge Boiler Works (66.0%) and Carlton's Wharf (84.9%). As already noted, the Revised Project is expected reduce daylight obstruction below 63.3% in the existing condition, which is lower than other nearby projects, and will meet or exceed BRA expectations.

2.3.4 SOLAR GLARE

Because the Original Project was designed to use generally non-reflective materials, the DPIR did not anticipate adverse solar glare impacts or the creation of solar heat buildup in nearby buildings. It was anticipated that reflective glass would not be used in order to reduce potential impacts associated with solar glare.

The Revised Project will also use non-reflective materials; it is not anticipated that reflective glass would be used. Therefore, the Project's solar glare is expected to be consistent with the Original Project as analyzed under the DPIR.

2.3.5 AIR QUALITY

The Original Project included a combination of open-air vents and mechanical venting for its proposed North Garage, to provide sufficient dilution of vehicle emissions to the air around the buildings. Over the long term, air-quality impacts

from the North Garage were expected to decline further as vehicle emission rates decreased due to more stringent emission control requirements for new vehicles.

Also, mitigation measures were identified in the DPIR to reduce impacts from vehicle emissions associated with parking areas, including:

- Locating walkways and public use areas away from vented areas to the extent possible;
- Providing plantings around the vents to the extent possible to diffuse emissions;
- Providing a parking space for a shared–use vehicle; and
- Installing interior bicycle racks and storage areas.

The Revised Project as described in this NPC includes the same ventilation measures for the North Garage as well as the garage within the South Addition. The Revised Project will also include the mitigation measures listed above, to reduce air-quality impacts from garages.

2.3.6 NOISE

The DPIR found that anticipated noise levels from the Original Project were expected to be less than the noise emitted by existing industrial operations in the immediate area, and similar to the existing residential uses at Maverick Landing, directly across New Street from the Site. The Revised Project has a similar program of uses and will have similarly low noise affects relative to the existing condition.

2.3.7 GEOTECHNICAL AND FOUNDATION

The foundation system for the Original Project studied in the DPIR would remain generally unchanged under the Revised Project. The load from the seven stories to be added atop the Redeveloped Building will be supported by a mat foundation within the footprint of the existing nine-story building. The depth of the mat foundation is consistent with the adjacent spread footings and will not require deeper excavations at the Site. The North Garage would be supported as described in the DPIR, on spread footings bearing on the hard glacial deposits, with a slab-on-grade for the lower level. The six-story freestanding building with below-grade parking formerly proposed under the Original Project has been replaced by the three-story South Addition, which will be supported by spread footings similar to those supporting the North Garage. Overall, less excavation will occur.

2.3.8 GROUNDWATER

As described in the DPIR, groundwater has been located at a depth of approximately six to 22 feet below ground surface, and the Original Project required dewatering to construct foundations for the then-proposed six-story building with below grade parking. As noted just above, the Revised Project replaces the six-story building analyzed in the DPIR with the three-story South Addition, which has no below-grade parking. Therefore, the dewatering system described in the DPIR is no longer anticipated to be necessary. Other measures for protecting groundwater levels described in the DPIR, such as working with the Boston Groundwater Trust to identify a groundwater observation well, will continue to be employed for this Revised Project.

2.3.9 FLOOD HAZARD DISTRICTS

The existing Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM") indicates the FEMA Flood Zone Designations for the Site. (City of Boston, Community-Panel Number 25025C0081G, September 25, 2009.) Approximately one third of the Lot Area is located within 100-year floodplain, Zone AE (Elevation 9.0, NAVD88, which is equivalent to 10 NGVD29).

The Original Project relied on the FEMA FIRM of 1990 (No. 250286 0005 D), which used the NGVD29 datum and assumed flood-zone elevation of 10 feet. As described in the DPIR, the Original Project sought to reduce flood risk by reducing the amount of subsurface parking from two levels to one, and so reduce the amount of hydrostatic forces acting on below-surface structures. All proposed garage entrances were to be above 10 feet (NGVD29). Finally, the Original Project committed to conforming to all flood-proofing requirements per the applicable State Building Code, which at that time was the 6th edition.

The Revised Project does not include any subsurface parking levels, all garage entrances will remain at over 11.5 feet (NAVD88), and flood-proofing measures will still conform to applicable State Building Code, which is currently the 8th edition. For these reasons, the risks to the Revised Project relative to flooding will be further reduced from what was described in the DPIR for the Original Project.

2.3.10 WETLAND RESOURCES

As noted in the DPIR, wetland resource areas at the Site include Land Under the Ocean ("LUO"), Designated Port Area ("DPA"), Land Subject to Coastal Storm Flowage ("LSCSF"), and Anadromous/Catadromous Fish Runs ("Fish Runs"). However, the LUO at the Site does not contain vegetation or shellfish that would be impacted by the Original Project, the Site no longer hosts any DPA *land* area, and the DPA-restricted portion of the Sites' two-acre watersheet would not be adversely impacted by the project, LSCSF has no performance standards associated with it,

and Fish Runs on at the Site contain hundreds of old wooden piles and portions of former piers that would not be further impacted by the Original Project. All of these conditions remain true for the Revised Project, as well.

No inland wetland resource areas are present at the Site. Therefore, no impacts to inland wetland resources were anticipated in the DPIR from the Original Project, nor are they from the Revised Project, proposed now.

2.3.11 SOLID AND HAZARDOUS WASTE

The DPIR described a program of soil and groundwater quality testing prior to construction of the Original Project, to determine the options for reuse, recycling, disposal, or treatment of soil and groundwater removed from the Site. Groundwater testing was also to be performed to support the application for a temporary construction dewatering discharge permit from the Massachusetts Department of Environmental Protection ("Mass DEP").

The Site is not listed on the Mass DEP Waste/Reportable Release Sites List, and, as stated in the DPIR, the construction contractor for the Original Project would be responsible for the proper off-site removal of any contaminated soil, as well as disposal of construction and demolition debris, consistent with applicable local, state, and federal regulations. With respect to building demolition, the DPIR described measures that would be taken to ensure that solid waste would be appropriately collected and disposed of by a licensed contractor: recyclables would be separated and recycled; and demolition and recycling would be in accordance with applicable city and state regulations.

Hazardous materials collected from the Site would be evaluated and classified in accordance with 40 CFR 261 to ensure later safe removal and disposal by a licensed contractor. Hazardous waste manifests, Bills of Lading, and other appropriate documentation would all be generated in accordance with applicable local, state, and federal regulations.

The Revised Project includes all of these same procedures. Accordingly, the Revised Project is not expected to involve impacts from solid and hazardous waste any different from those analyzed in the DPIR for the Original Project.

2.3.12 RODENT CONTROL

The DPIR described a rodent control program for the Original project that will be followed for the Revised Project, as well. No different impacts are expected.

2.3.13 CONSTRUCTION IMPACTS

Just as with the Original Project, details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes for the Revised Project will be addressed in detail in a Construction Management Plan ("CMP"). The Proponent will file the CMP with BTD in accordance with the City's transportation maintenance plan requirements and prior to commencement of construction.

2.3.14 SUSTAINABLE DESIGN

The Original Project as described in the DPIR was determined to be Leadership in Energy & Environmental Design ("LEED") certifiable, in accordance with Article 37, Green Buildings, of the Code. The Revised Project is also anticipated to be LEED certifiable. See Figure 2-7, LEED Checklist.

2.3.15 HISTORIC RESOURCES

The DPIR included results from an archaeological survey that found that the Site had the potential to contain archeological resources in two areas. Due to this finding, the Proponent agreed to seek to ensure that information from potential archeological resources is not lost as a result of the Original Project. The Proponent remains committed to this effort.

The DPIR also identified certain properties in East Boston in the vicinity of the Site that are eligible for listing in the National Register, but are not currently listed. The Site is visible across Boston's Inner Harbor from National Register properties in the City's North End and Charlestown neighborhoods. Due to its traditional waterfront/wharf building massing, the DPIR anticipated that the Original Project would have only minor visual impacts on nearby properties eligible for listing in the National Register. Also, due to the Site's distance from National Register-listed properties in the North End and Charlestown, it was determined in the DPIR that no significant visual impacts would occur to nearby historic resources.

The Revised Project occupies almost the same footprint and has similar massing as the Original Project. For this reason, no additional adverse impacts to these identified historic resources are anticipated. As described in the DPIR, the Proponent will include historic interpretive signage as part of the Project, per the East Boston Municipal Harbor Plan Amendment, applicable to the project through Chapter 91 (Waterways) of the Massachusetts General Laws.

2.3.16 CLIMATE CHANGE ADAPTATION

As described in Section 2.3.9 above, the Revised Project will not have additional adverse impacts relative to flood risk beyond that described in the DPIR. Climate change adaptation is increasingly important as Boston prepares for rising sea levels, and storms with greater frequency and intensity. Since the DPIR was filed in 2008, and the PAD issued in 2010, the City has begun requiring proposed projects to complete a *Climate Change Resiliency and Preparedness Checklist*. A checklist for the Revised Project is included with this NPC as Appendix B, Climate Change Resiliency and Preparedness Checklist.

2.4 INFRASTRUCTURE

2.4.1 WATER AND SANITARY SEWAGE

Minor modifications to the Original Project with respect to the number of residential bedrooms and potential restaurant seats are expected to result in very small increases in sewer and water use from the Revised Project. See Table 2-1: Water and Sewer Use (GPD).

Table 2-1: Water and Sewer Use (GPD)

Use	2008 DPIR	2014 NPC
Residential	33,110	33,000
Commercial	3,500	5,810
Total Estimated Sewer Flow	**36,610**	**38,810**
Total Estimated Water Use	**40,271**	**42,691**

As part of the Proponent's commitment to make the Project LEED-certifiable, the Revised Project is committed to achieving a 30% reduction from baseline in water use. While LEED water use and sewer flow estimates are calculated differently than the estimates in Table 2-1, it is anticipated that the Project is likely to further reduce water use below the estimates presented above in accordance with LEED standards.

2.4.2 STORMWATER

As explained in the DPIR, the Original Project entailed removal of the existing drainage structure at the Site, and construction of a new, on-site, storm drain system. In the DPIR, it was estimated that approximately 24% of the Lot Area would be landscaped. Storm water calculations were performed for both existing and proposed conditions for 2-, 10-, and 100-year storms. With its resulting decrease in impervious area, the Original Project was expected to result in a decrease in the peak runoff rate.

Similar to the Original Project, approximately 19% of the Lot Area would be landscaped under the Revised Project. The existing drainage structures at the Site would still be replaced with a new, on-site, storm-drain system, and the Proponent will pursue BMPs for stormwater management techniques and obtain a National Pollutant Discharge Elimination System Permit ("NPDES") permit as described in the DPIR. In addition, by narrowing New Street additional impervious area will be created, further reducing stormwater runoff. For these reasons, it is not anticipated that the Revised Project would have additional adverse impacts relative to stormwater.

2.4.3 ENERGY AND TELECOMMUNICATIONS

The Revised Project does not differ from the Original Project as to expected energy consumption or telecommunications service. Natural gas service for the Site will still be obtained from a main located within New Street. Electrical and telecommunication services for the Revised Project will also continue to connect to available utilities lines located within New Street.

East Boston, Massachusetts

Figure 2-1
Perspective Looking North
Source: ADD Inc, 2014

East Boston, Massachusetts

Figure 2-2
Elevated Perspective Looking North
Source: ADD Inc, 2014

East Boston, Massachusetts

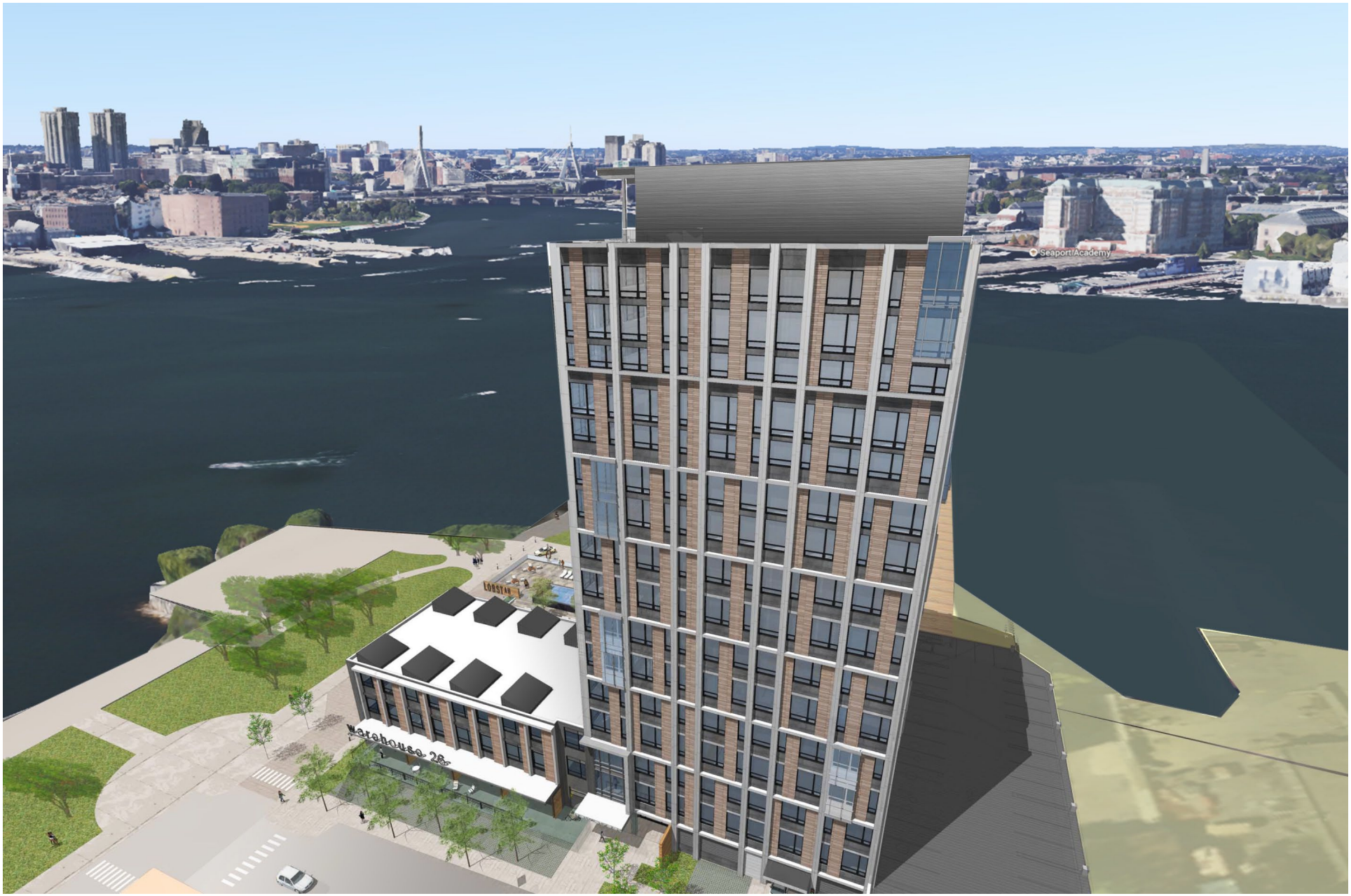
Figure 2-3
Perspective Looking South
Source: ADD Inc, 2014

East Boston, Massachusetts

Figure 2-4
Elevated Perspective Looking South
Source: ADD Inc, 2014

East Boston, Massachusetts

Figure 2-5
Perspective Looking West
Source: ADD Inc, 2014



East Boston, Massachusetts

Figure 2-6
Elevated Perspective Looking West
Source: ADD Inc, 2014

Yes	?Y	?N	No
54	8	17	31

Certified 40-49 Silver 50-59 Gold 60-79 Platinum 80+

Total Project Score

Y	?Y	?N	N				
15	2	7	2	**Sustainable Sites**			26 Points Possible
Y				C	Prereq 1	**Construction Activity Pollution Prevention**	n/a
1					Credit 1	**Site Selection**	1
2		2	1		Credit 2	**Development Density & Community Connectivity**	5
1					Credit 3	**Brownfield Redevelopment**	1
4	1	1			Credit 4.1	**Alternative Transportation**, Public Transportation Access	6
1					Credit 4.2	**Alternative Transportation**, Bicycle Storage & Changing Rooms	1
3					Credit 4.3	**Alternative Transportation**, Low Emitting & Fuel Efficient Vehicles	3
		2			Credit 4.4	**Alternative Transportation**, Parking Capacity	2
		1		C	Credit 5.1	**Site Development**, Protect or Restore Habitat (or 20% of site area)	1
	1				Credit 5.2	**Site Development**, Maximize Open Space	1
1					Credit 6.1	**Stormwater Design**, Quantity Control	1
		1			Credit 6.2	**Stormwater Design**, Quality Control	1
1				C	Credit 7.1	**Heat Island Effect**, Non-Roof	1
1					Credit 7.2	**Heat Island Effect**, Roof	1
			1		Credit 8	**Light Pollution Reduction**	1

5	0	1	4	**Water Efficiency**			10 Points Possible
Y					Prereq 1	**Water Use Reduction**, 20% Reduction	n/a
2			2		Credit 1	**Water Efficient Landscaping**, Reduce by 50% , No Potable Use	2-4
			2		Credit 2	**Innovative Wastewater Technologies**	2
3		1			Credit 3	**Water Use Reduction**, 30%, 35%, 40% reduction	2-4

11	1	4	19	**Energy & Atmosphere**			35 Points Possible
Y				C	Prereq 1	**Fundamental Commissioning of the Building Energy Systems**	n/a
Y					Prereq 2	**Minimum Energy Performance - (10% Requirement)**	n/a
Y					Prereq 3	**Fundamental Refrigerant Management**	n/a
4		4	11		Credit 1	**Optimize Energy Performance**, 12% to 48%	1-19
	1		6		Credit 2	**On-Site Renewable Energy**, 1% to 13%	1-7
2				C	Credit 3	**Enhanced Commissioning**	2
2					Credit 4	**Enhanced Refrigerant Management**	2
1			2	C	Credit 5	**Measurement & Verification**	3
2				C	Credit 6	**Green Power** 35%	2

5	1	0	0	**Innovation & Design Process**			6 Points Possible
1					Credit 1.1	**Innovation in Design:**	1
1					Credit 1.2	**Innovation in Design:**	1
1					Credit 1.3	**Innovation in Design:**	1
1					Credit 1.4	**Innovation in Design:**	1
	1				Credit 1.5	**Innovation in Design:**	1
1				C	Credit 2	**LEED™ Accredited Professional**	1

Y	?Y	?N	N				
5	3	2	4	**Materials & Resources**			14 Points Possible
Y					Prereq 1	**Storage & Collection of Recyclables**	n/a
1	1		1		Credit 1.1	**Building Reuse**, Maintain Existing Walls, Floors & Roof	1-3
			1		Credit 1.2	**Building Reuse**, Maintain 50% of Interior Non-Structural Elements	1
1				C	Credit 2.1	**Construction Waste Management**, Divert 50%	1
1				C	Credit 2.2	**Construction Waste Management**, Divert 75%	1
			1		Credit 3.1	**Materials Reuse**, Specify 5%	1
			1		Credit 3.2	**Materials Reuse**, Specify 10%	1
1				C	Credit 4.1	**Recycled Content**, 10%	1
	1			C	Credit 4.2	**Recycled Content**, 20%	1
1				C	Credit 5.1	**Regional Materials**, 10%	1
	1			C	Credit 5.2	**Regional Materials,** 20%	1
		1		C	Credit 6	**Rapidly Renewable Materials** 2.5%	1
		1		C	Credit 7	**Certified Wood**	1

9	1	3	2	**Indoor Environmental Quality**			15 Points Possible
Y					Prereq 1	**Minimum IAQ Performance**	n/a
Y					Prereq 2	**Environmental Tobacco Smoke** (ETS) **Control**	n/a
			1		Credit 1	**Outdoor Air Delivery Monitoring**	1
			1		Credit 2	**Increased Ventilation**	1
1				C	Credit 3.1	**Construction IAQ Management Plan**, During Construction	1
		1		C	Credit 3.2	**Construction IAQ Management Plan**, Before Occupancy	1
1				C	Credit 4.1	**Low-Emitting Materials**, Adhesives & Sealants	1
1				C	Credit 4.2	**Low-Emitting Materials**, Paints & Coatings	1
1				C	Credit 4.3	**Low-Emitting Materials**, Flooring Systems	1
		1		C	Credit 4.4	**Low-Emitting Materials**, Composite Wood & Agrifiber Products	1
1					Credit 5	**Indoor Chemical & Pollutant Source Control**	1
1					Credit 6.1	**Controllability of Systems**, Lighting	1
1					Credit 6.2	**Controllability of Systems**, Thermal Comfort	1
1					Credit 7.1	**Thermal Comfort**, Design	1
1					Credit 7.2	**Thermal Comfort**, Verification	1
		1			Credit 8.1	**Daylight & Views**, Daylight 75% of Spaces	1
	1				Credit 8.2	**Daylight & Views**, Views for 90% of Spaces	1

4	0	0	0	**Regional Credits**			4 Points Possible
`02128				←		**Project Zip Code**	
1					Credit 1.1	**EAc2 - 1% Renewable Energy**	1
1					Credit 1.2	**MRc1.1 - 55% Building Reuse**	1
1					Credit 1.3	**SSc3: Brownfield Redevelopment**	1
1					Credit 1.4	**SSc6.1: Stormwater Design**	1
1					Credit 1.5	**SSc7.1: Heat Island Effect Non-Roof**	1
1					Credit 1.6	**SSc7.2: Heat Island Effect Roof**	1

Figure 2-7
LEED Checklist
Source: ADD Inc, 2014

CHAPTER 3: COMPLIANCE WITH SECTION 80A-6 OF THE BOSTON ZONING CODE

3.1 INCREASE IN PROJECT SIZE OR INTENSITY OF USE/EXPANSION OF PROJECT

The Revised Project will result in smaller building sizes and lesser intensity for uses. Relative to the Original Project studied in the DPIR, gross floor area will drop from 289,597 sf to 241,869 sf, and FAR will be reduced from 3.3 to 2.8. While the number of residential units will increase from up to 234 units to up to 250, the size and configuration of the residential units will be such that the massing of the Project will actually be reduced.

3.2 GENERATION OF ADDITIONAL OR GREATER IMPACTS

The Project Change will not generate additional impacts relative to wind, shadow, the public realm, the urban design character of the area, or any of the other areas as described in Chapter 2 of this NPC. Furthermore, the Revised Project is not anticipated to have significantly higher water consumption or sewage generation, and existing municipal services should have more than enough capacity to service the project.

3.3 INCREASE IN TRAFFIC IMPACTS OR THE NUMBER OF PARKING SPACES

The number of parking spaces will be significantly reduced from the DPIR from 174 to 203 spaces to 135 to 155 spaces. As described in Section 2.2, above, the Revised Project will result in the same or lesser traffic impacts than described in the DPIR.

3.4 CHANGE IN EXPECTED COMMENCEMENT OF COMPLETION DATE

The Project has been on hold since 2010 due to adverse economic conditions. With the Proponent's having assumed ownership of the Site and the changes described in this NPC, the Revised Project will be able to obtain financing and take advantage of currently favorable construction pricing. The schedule for the Revised Project calls for construction to begin at the end of 2014 and to end in the summer of 2016.

3.5 CHANGE IN PROJECT SITE

The location of the Site has not changed. The total area of the Site has not changed either. However, the Lot Area, which is that portion of the site lying landward at the mean high-water line, has been adjusted from approximately 87,180 sf to approximately 85,000 sf,

based upon a survey conducted for the Planned Development Area Development Plan, dated Oct. 17, 2008.

3.6 NEED FOR ADDITIONAL ZONING RELIEF/NEW PERMIT OR REQUEST FOR FINANCIAL ASSISTANCE OR LAND TRANSFER

Zoning relief was obtained for the Original Project through a Planned Development Area (PDA) Development Plan that the Boston Zoning Commission approved on June 16, 2010. To undertake the Revised Project, the Proponent has submitted proposed amendments to the PDA Development Plan, concurrently with this NPC.

3.7 CHANGES IN SURROUNDING AREA/AMBIENT ENVIRONMENT

There have been relatively few changes to the surrounding area since the City approved the Original Project in 2010. New Street and the Maverick Landing residential area to the east, the City-owned LoPresti Park to the south, and the Boston Towing and Transportation property to the north all remain in approximately the same condition and maintain the same uses. LoPresti Park is currently undergoing improvements that will further complement the proposed public open space, including the extension of the harborwalk, at the Site.

3.8 CONCLUSION

Based on the preceding analysis, the Proponent respectfully request a determination that no further review is required pursuant to Article 80, Section 80A-6.2 of the Code. The Proponent will continue to work with the BRA staff to refine the Revised Project.

Appendix A

Boston Redevelopment Authority

Boston's Planning & Economic Development Office

Thomas M. Menino, *Mayor*
Clarence J. Jones, *Chairman*
John F. Palmieri, *Director*

One City Hall Square
Boston, MA 02201-1007
Tel 617-722-4300
Fax 617-248-1937

June 1, 2010

Mr. Ed Nardi
President
Cresset Development, LLC
120 Water Street, 2nd Floor
Boston, MA 02109

Re: Preliminary Adequacy Determination Waiving Further Review
New Street Development
6-26 New Street, East Boston, Massachusetts

Dear Mr. Nardi:

Please be advised that on May 18, 2010 the Boston Redevelopment Authority ("BRA") Board voted its authorization for the Director to issue a Preliminary Adequacy Determination pursuant to Section 80B-5.4(c)(iv) of the Boston Zoning Code (the "Code") which (i) finds that the Draft Project Impact Report ("DPIR") adequately describes the potential impacts arising from the proposed New Street Development project, located at 6-26 New Street in the East Boston neighborhood (the "Project Site"), and provides sufficient mitigation measures to minimize these impacts; and (ii) waives further review of the project under subsection 5 of Section 80B-5 of the Code, subject to continuing design review by the BRA.

New Street Realty Trust (the "Proponent") is proposing a mixed-use development that includes an addition to an existing nine (9)-story building, the construction of a new six (6)-story building, and the construction of a three (3)-level parking structure. In total, the project will include approximately 278,000 gross square feet. Specifically, the existing nine (9)-story structure will be renovated and will include a seven (7)-story addition, totaling sixteen (16) stories with a maximum height of one hundred ninety-nine (199) feet, which will contain approximately one hundred sixty-five (165) residential units. A six (6)-story building with a maximum height of seventy (70) feet will be constructed, replacing the existing one (1)-story, and five (5)-story buildings. The six (6)-story building will either contain approximately fifty-nine (59) residential units, or approximately one hundred and six (106) hotel/extended stay rooms. Depending on the use of the six (6)-story building, up to two hundred twenty-four (224) residential units will be created. The project includes approximately 8,000 square feet of facilities of public accommodation ("FPA") space. Approximately 5,000 square feet of FPA space will be programmed as a restaurant on the ground-level of the six (6)-story building and the balance of the FPA space will be dedicated to public parking. Either use option for the six (6)-story building will include both at grade and a one (1)-level, subsurface parking garage, which will accommodate up

to eighty (80) vehicles (stackers would be used to achieve this number of parking spaces). The three (3)-level parking garage will be located on the northern portion of the Project Site and will contain approximately one hundred-thirteen (113) parking spaces, and will replace the existing three (3)-story building. The six (6)-story building will contain two (2) levels of parking, one (1) at-grade and one (1) subsurface level of parking with a total of fifty-one to eighty (51-80) parking spaces, depending on whether parking stackers are utilized. A turn around/drop off area will be located on the southern portion of the Project Site and will include public parking for approximately eleven (11) vehicles. Depending on whether parking stackers are utilized, the total number of private parking spaces for the project will range from one hundred sixty-four to one hundred ninety-three (164-193) spaces. The maximum amount of parking including public and private parking is two hundred and four (204) spaces (the "Proposed Project").

Pursuant to the May 18, 2010 vote by the BRA, I hereby issue to you, this Preliminary Adequacy Determination waiving further review pursuant to Section 80B-5.4(c)(iv) of the Code in connection with the Proposed Project which (i) finds that the DPIR adequately describes the potential impacts arising from the Proposed Project and provide sufficient mitigation measures to minimize the impacts and (ii) waives further review of the Proposed Project under subsection 5 of Section 80B-5 of the Code, subject to continuing design review by the BRA.

This Preliminary Adequacy Determination waiving further review shall not become final until nineteen (19) days after the date hereof. I hereby invite the public to comment on the conditions the BRA requires in this Preliminary Adequacy Determination for the mitigation of the Proposed Project's impacts. Such comments must be submitted in writing to the BRA within fourteen (14) days hereof and must be based on significant new information not submitted during the public comment period or scoping session required by subsections (b) and (c) of 80B-5.4 of the Code. The BRA shall consider any comments received and may modify this Preliminary Adequacy Determination to add, delete, or modify the conditions set forth therein, provided that any such changes shall be made no later than the date on which the Preliminary Adequacy Determination becomes final.

Sincerely,

John F. Palmieri
Director

cc: M. Bruce Ohanian, New Street Realty Trust
Varney Hintlian, New Street Realty Trust

Appendix B

Climate Change Preparedness and Resiliency Checklist for New Construction

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

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

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

Climate Change Analysis and Information Sources:

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

Checklist

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

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

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

A.1 - Project Information

Project Name:	New Street Development
Project Address Primary:	6-26 New Street
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	Sarah Kelly / Senior Associate / Fort Point Associates, Inc. / skelly@fpa-inc.com / 617-357-7044 x203

A.2 - Team Description

Owner / Developer:	GEGC 2 New Street, LLC
Architect:	ADD Inc
Engineer (building systems):	WSP
Sustainability / LEED:	ADD Inc
Permitting:	Fort Point Associates, Inc.
Construction Management:	Suffolk Construction
Climate Change Expert:	Fort Point Associates, Inc.

A.3 - Project Permitting and Phase

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

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

A.4 - Building Classification and Description

List the principal Building Uses:	Residential, Garage, Restaurant
List the First Floor Uses:	Garage, Restaurant, Lobby, Residential (3 units)

What is the principalConstruction Type – select most appropriate type?

Wood Frame	Masonry	**Steel Frame**	**Concrete**

Describe the building?

Site Area:	*85,500 SF*	Building Area:	*250,183 SF*
Building Height:	*200Ft.*	Number of Stories:	*16 Flrs.*
First Floor Elevation (reference Boston City Base):	*20.0Elev.*	Are there below grade spaces/levels, if yes how many:	*No*

A.5 - Green Building

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

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

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

Registered:	*Yes*	Certified:	*Yes*

A.6 - Building Energy

Project will have an energy model and meet or exceed the stretch code. Energy model will be provided prior to building permit.

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

Electric:	*(kW)*	Heating:	*(MMBtu/hr)*
What is the planned building Energy Use Intensity:	*(kbut/SF orkWh/SF)*	Cooling:	*(Tons/hr)*

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

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

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

Electrical Generation:	***TBD****(kW)*		Fuel Source:	*Diesel*
System Type and Number of Units:	**Combustion Engine**	Gas Turbine	Combine Heat and Power	*1 (Units)*

B - Extreme Weather and Heat Events

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

B.1 - Analysis

What is the full expected life of the project?

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

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

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

What time span of future Climate Conditions was considered?

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

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

0 / 100 Deg.

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

100 Deg.	*8 hours*	*7 Events / yr.*

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

45Days	*1 Events / yr.*

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

60 Inches / yr.	*4.5 Inches*	*10 Events / yr.*

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

10 mph Peak Wind	*3 secs*	*50 year storm*

B.2 - Mitigation Strategies

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

Building energy use below code:	*Greater than 20% of base energy code %*
How is performance determined:	Final assembly values to be determine through energy modeling of the envelope

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

Select all appropriate:	**High performance building envelop**	**High performance lighting& controls**	**Building day lighting**	**EnergyStar equip. / appliances**
	High performance HVAC equipment	**Energy recovery ventilation**	No active cooling	No active heating
Describe any added measures:				

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

Roof:	*R = >25 NOM*	Walls / Curtain Wall Assembly:	*R =*
Foundation:	*R = 15*	Basement / Slab:	*R = N/A*
Windows:	*R = / U =*	Doors:	*R = / U =*

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

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

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

Select all appropriate:	**Connected to local**	Building will be	Connected to	Distributed

distributed electrical	Smart Grid ready	distributed steam, hot, chilled water	thermal energy ready

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

TBD Yes / No	If yes, for how long:		*Days*
If Yes, is building "Islandable?	No		
If Yes, describe strategies:			

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

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

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

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

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

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

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

Select all appropriate:	Hardened building structure&elements	Buried utilities & hardened infrastructure	Hazard removal & protective landscapes	Soft & permeable surfaces (water infiltration)
Describe other strategies:	Electrical rooms located on the second floor			

C - Sea-Level Rise and Storms

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

C.1 - Location Description and Classification:

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

No

Describe site conditions?

Site Elevation – Low/High Points:	*Boston City Base 18.1 Elev.(Ft.)*
Building Proximity to Water:	*59 Ft.*

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

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

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

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

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

25 Ft.

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

C - Sea-Level Rise and Storms

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

C.2 - Analysis

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

Sea Level Rise:	*1 Ft.*	Frequency of storms:	*1 per 100 years*

C.3 - Building Flood Proofing

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

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

Flood Proof Elevation:	*Boston City Base 20.0+/-Elev.(Ft.)*	First Floor Elevation:	*Boston City Base 20.0 +/-Elev. (Ft.)*

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

	Yes	If Yes, to what elevation	*Boston City Base 20.0 Elev. (Ft.)*
If Yes, describe:	At restaurant elevation +17.0 ft. flood gates will be provided		

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

Systems located above 1st Floor.	Water tight utility conduits	Waste water back flow prevention	Storm water back flow prevention

Were the differing effects of fresh water and salt water flooding considered:

	No

Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

	No	If yes, to what height above 100 Year Floodplain:	*Boston City Base Elev. (Ft.)*

Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

	Yes
If Yes, describe:	Trees will be provided

Will the building remain occupiable without utility power during an extended period of inundation:

	No	If Yes, for how long:	*days*

Describe any additional strategies to addressing sea level rise and or sever storm impacts:

No basement	Rooftop generator		

C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:	***Yes***	**Hardened / Resilient Ground Floor Construction**	Temporary shutters and or barricades	**Resilient site design, materials and construction**

Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:	***No***	Surrounding site elevation can be raised	Building ground floor can be raised	**Construction been engineered**
Describe additional strategies:				

Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:	***Yes***	Solar PV	Solar Thermal	**Clean Energy / CHP System(s)**
		Potable water storage	Wastewater storage	Back up energy systems & fuel
Describe any specific or additional strategies:				

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparednessbest practices, please contact: John.Dalzell.BRA@cityofboston.gov