BRA APPROVAL: 10/23/03
ZC APPROVAL: 11/19/03
EFFECTIVE: 11/21/03

BOSTON REDEVELOPMENT AUTHORITY

AMENDED AND RESTATED DEVELOPMENT PLAN

for

156 PORTER STREET, EAST BOSTON

within

PLANNED DEVELOPMENT AREA NO. 47

ATRIUM LOFTS, LLC, Developer

October 23, 2003

Development Plan: In accordance with Article 3, Section 3-1A and Article 80, Section 80C of the Boston Zoning Code (the "Code"), this development plan sets forth information on the development of a proposed project at 156 Porter Street, East Boston (the "Project"), including the proposed location and appearance of structures, the proposed uses of the Project, the proposed dimensions of the structure, the proposed density, the proposed parking and loading facilities, access to public transportation and other major elements of the Project (the "Development Plan"). This Development Plan is intended to replace in its entirety the development plan for this property dated July 22, 1999 and approved by the Boston Zoning Commission on or about November 17, 1999.

Developer: The developer of the Project is Atrium Lofts, LLC, its successors and assigns, c/o Holland & Knight LLP (Kenneth B. Hoffman), 10 St. James Avenue, Boston, MA 02116 (the "Developer"). The Developer is acting under the

authority of Atrium Suites, LLC ("Owner") by virtue of a contract for the purchase of the Project by the Developer.

Site: The Project site consists of approximately 3.0 acres located at 156 Porter Street in East Boston (the "Site"). A Site Plan is included in the set of plans referenced in Appendix 1. The Site has approximately 720 feet of frontage on Porter Street. It is improved with a four story building containing approximately 218,200 gross square feet (the "Existing Building"). The Existing Building was constructed in the early 1900's as a factory. It is currently vacant, except for certain telecommunications equipment and a roof top billboard. It had been used as offices, a bra factory, metal shop, warehouse and other manufacturing and industrial uses. Until recently, the parking area was used for rental car storage for one of the vehicle rental companies serving Logan International Airport (the "Airport"). The Site is more particularly bounded and described as shown on the survey plan prepared by Harry R. Feldman, Inc. Land Surveyors, entitled: "ALTA/ACSM Land Title Survey, 156 Porter Street", Boston, Massachusetts, scale 1'=40', dated August 10, 1998 (the "Survey Plan"), a copy of which is included in the set of plans referenced in Appendix 1.

Location and Appearance of Structures: The Project consists of the renovation of the Existing Building, and its enlargement by the extension of an existing fourth floor and penthouse. This scope of work will facilitate the building's reuse for 217-220 loft style residential condominium units. The Project will contain approximately 218,200 gross square feet and comprise 217-220 residential units, a

maximum of 158 interior parking spaces and a maximum of 132 exterior parking spaces. The interior parking spaces will be contained in a garage partially at and partially below grade within the building.

The location of the Project presents a design challenge because it involves the redevelopment and rehabilitation of a large building in proximity to a vibrant, urban neighborhood, and because of other roadway and construction projects which are planned for the areas surrounding the Site. Currently the ramps leading from Route 1A North into the Airport directly abut the rear of the Site. These ramps will be removed and relocated as part of the Central Artery/Tunnel Project ("CA/T Project") and the existing Memorial Stadium Park (the "Park") will be expanded and redesigned. Thus, when the ramps are removed the Project will abut directly the expanded Park. The design of the Existing Building is oriented primarily towards Porter Street. It is proposed that the orientation and main entrance of the Project be shifted towards the Park. The design goals of the rehabilitation of the Existing Building are to give appropriate expression to the Park while still relating to the neighborhood, and improving the ends of the Existing Building so as to present an attractive façade as a gateway to the Park from the Gove Street neighborhood.

The Developer has engaged the Boston architectural firm of Bargmann Hendrie + Archetype, Inc. to design the Project. The Project is being designed to increase pedestrian accessibility in the area and to revive and reinvigorate a

long-neglected structure and parcel. The preliminary architectural drawings referenced in Appendix 1 reflect the following design intentions:

Porter Street Facade. The new design will preserve the historical "punched" character of the Existing Building by keeping the horizontal brick spandrels and vertical brick piers. As originally constructed, the Existing Building had large glass window openings between the spandrels and piers. However, during the 1940s these large opening were reduced by the installation of brick, glass block and small vision glass windows. The Project will restore the original size of the openings, filling the openings with double hung, fixed transom windows.

The dwelling units will be configured to layout within the 20' structural module of the Existing Building. A central corridor will run the length of the building, and the units on either side will be varied in size to contain the area within the span of a single bay, a bay and a half, or a double bay, except at the fourth floor where some larger, wider units will be provided.

The existing roof monitors will be removed and the existing fourth floor structure will be extended the full length of the building. A penthouse will be constructed above the new fourth floor structure in order to provide some units with a second story. Materials of the new construction will differentiate existing construction and will consist primarily of synthetic stucco colored to harmonize the existing coping color.

The combination of these features, coupled with the scale of the masonry, provide an interesting and detailed elevation while still preserving the original character of a turn-of-the-century industrial building.

Open Spaces and Landscaping: The portion of the Site which faces the Park will create an appropriate visual and physical transition from the Project to the Park. The property line will be defined by a fence to separate the Project from the Park.

Project Uses: The uses to which the Project will be put include one or more of the following uses:[1]

Use

Multi-Family Dwelling.

Accessory Services for Apartment and Hotel Residences.

Accessory Home Occupation.

Accessory Professional Office in a dwelling.

Accessory Parking.

Fitness Center or gymnasium.

Accessory swimming pool or tennis court.

Antenna.

Communications dish.

Equipment mounting structure.

Reception and transmission equipment.

[1] Uses described rely on definitions and use categories specified in Article 53 and defined in Article 2A of the Code.

Wireless communications equipment.

Sign.

Size and Dimensions of Structures: The Project consists of the renovation and rehabilitation of the Existing Building and a one story roof-top addition with associated penthouse. The Project will contain approximately 217-220 residential units, a maximum of 132 exterior parking spaces and a maximum of 158 interior spaces contained partially below-grade and partially at grade in the basement area.

Continuation of Certain Existing Structures and Uses: Certain antennae (the "Antennae") now existing on the roof of the Existing Building may be retained in their current locations as part of the Project in accordance with the provisions of this Development Plan. An off-premises advertising billboard sign (the "Billboard") now located on the roof of the Existing Building will be removed in connection with the renovation of the Existing Building for the Project.

Project Data: The following project data and approximated dimensions include these Existing Facilities.

The Project data and approximate dimensions are as follows:

Height:

To roof ridge	68.6 feet

Lot Area and Floor Area Ratio:

Lot Area:	125,409 SF
F.A.R. (excludes parking below-grade and mechanical areas):	1.73

Parking:

Parking Spaces

At surface mean grade, approximately:	132 spaces
Below-mean grade, approximately:	158 spaces
Total Approximate Number of Spaces:	290 spaces

FLOOR AREAS AND F.A.R.

Level	Gross Square Feet	F.A.R.* Square Feet
Ground	52,477	0
1	51,992	51,534
2	52,237	52,022
3	52,237	52,022
4	46,295	46,080
Penthouse	15,430	15,297
TOTAL	*270,668 SF*	*216,955 SF**

*F.A.R. Square Feet excludes garage space, voids in floor areas, such as mechanical shafts and elevator shafts, and space occupied by mechanical and electrical closets, and storage areas.

Dimensional Requirements. The Project will be subject to the following dimensional requirements in lieu of the underlying zoning requirements otherwise required by the Code:

Dimensional Requirements	Project Dimensions
Maximum Floor Area Ratio	1.73
Maximum Building Height (ft) To top of Penthouse	78.5
Minimum Lot Size (sq.ft.)	125,409
Minimum Lot Width (ft.)	720.58

Minimum Lot Frontage (ft.)	720.58
Minimum Front Yard (ft.)	4.49
Minimum Side Yard (ft.)	41.68
Minimum Rear Yard (ft.)	58.69

Parking Requirements. The Project will contain a maximum of 158 interior spaces contained partially below-grade and partially at grade in the basement garage area and a maximum of 132 exterior spaces on a surface parking area. The parking spaces may consist of tandem spaces, compact spaces, standard spaces and/or handicap spaces. These parking provisions are in lieu of the underlying zoning requirements otherwise required by the Code.

Other Zoning Approvals. In addition to addressing the above-referenced zoning provisions, the Project is also subject to approval by BRA in accordance with a Notice of Project Change which has been filed by the Developer. The Site will be subject to the use and dimensional controls set forth herein, which are comprehensive development controls delineating the uses and dimensions for the Project.

Projected Number of Employees: It is anticipated that the Project will generate approximately 200 construction jobs.

Traffic Circulation: Internal traffic circulation for the Project will be accomplished with two (2) existing curb cuts which will allow vehicular access from either the easterly or westerly end of the building leading to either the surface parking or below grade indoor parking.

Loading Requirements: No loading docks or other loading requirements are necessary for the residential use of the Project.

Access to Public Transportation: The Site is in close proximity to an entrance to the MBTA Airport Blue Line Subway Station. As part of the CA/T Project, this station will be moved approximately 480 feet northerly from its current location. The move of the Airport Station is still under design, but it is contemplated that access to the Airport Station from Porter Street will remain with paved, pedestrian walkways. As referenced in the Transportation and Traffic Estimates (Appendix 2), it is expected that many of the residents will utilize the MBTA.

Public Benefit: The direct public benefits of the Project are many. The Project will:

- renovate a deteriorating building and create first-class residential space;
- make significant on-site landscape improvements;
- allow for easier and safer pedestrian access to expanded Memorial Stadium Park;
- allow a use with fewer neighborhood impacts than the previously proposed hotel use of the Existing Building or its prior industrial uses;
- enhance the activity level and street life of the Gove Street neighborhood;
- increase neighborhood safety and security by providing around-the-clock human activity in the area;
- provide new residential housing to help meet Boston's demonstrated need for housing; and
- provide approximately 200 construction jobs.

Additionally, in accordance with the provisions of "An Order Relative to Affordable Housing" by Executive Order of Mayor Thomas M. Menino dated

February 29, 2000, the Developer will provide affordable housing units on-site equal to 15% of the total units.

Development Review Procedures: All design plans for the Project are subject to on-going development review and approval by the BRA. Such review is to be conducted in accordance with Article 80 of the Code and the BRA Development Review Procedure, dated 1985, revised 1986.

LIST OF APPENDICES

to

AMENDED AND RESTATED DEVELOPMENT PLAN

For

156 PORTER STREET

APPENDIX 1 TRAFFIC IMPACT STUDY

APPENDIX 2 PROJECT DRAWINGS AND SITE SURVEY

APPENDIX 1

TRAFFIC IMPACT STUDY

TRAFFIC IMPACT STUDY

for

PROPOSED RESIDENTIAL CONDOMINIUM COMPLEX
East Boston, Massachusetts

Bruce Campbell & Associates

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August 2003

TRAFFIC IMPACT STUDY
PROPOSED RESIDENTIAL CONDOMINIUM COMPLEX
EAST BOSTON, MASSACHUSETTS

SECTION 1 INTRODUCTION

1.1 General/Site Location Bruce Campbell & Associates (BC&A), a BETA Group Company, was retained by Atrium Lofts LLC to evaluate the traffic impacts of a proposed residential condominium complex in East Boston and to compare these impacts to the previously proposed 380-room hotel at the site. The development plan for the previously proposed 380-room hotel was dated July 22, 1999 and was approved by the Boston Redevelopment Authority (BRA) on or about November 17, 1999. The current proposal consists of a 220-unit residential condominium complex. The site is on the north side of Porter Street, between Orleans Street and Cottage Street. Access to the site will be via Porter Street, east of Orleans Street. The site contains an existing four-story, 220,000 square foot building which currently contains manufacturing and warehousing space. Access is provided by 2 entrance/exit drives located off Porter Street, just east of Orleans Street.

1.2 Study Methodology A Project Impact Report (PIR) was filed and approved on November 17, 1999 by the Boston Redevelopment Authority for a 380-unit suite hotel. Due to the economic situation and the current market, the developer is now interested in developing the site as 220 residential condominium units. In order to evaluate the impacts of the change in use, we simply compared the trip generation of the 380-unit suite hotel to the 220 residential condominium units. The trip generation for the condominium development was less than the hotel. Therefore, in order to evaluate the change in traffic impacts, we simply used the Build condition from the PIR and replaced the site trips of the hotel with the latest proposed use of condominiums.

1.3 Definitions The following are brief definitions of terminology used in this report:

AM Peak Hour =	One hour in the morning when traffic is heaviest. This coincides with peak commuter times.
PM Peak Hour =	One hour in the afternoon when traffic is heaviest. This coincides with peak commuter times.
LOS =	Level of Service is a quantitative measurement based on delays to vehicles (not pedestrians). The range is from LOS A which is minimum delay to LOS F which is excessive delay and is unacceptable.

SECTION 2 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

2.1 Trip Generation The Institute of Transportation Engineers (ITE) publishes the *Trip Generation* manual which provides detailed information on trip activity for hundreds of land uses. Trip generation for the original hotel project was based on ITE rates for a hotel and then the close proximity and proposed direct connection to the airport were factored into the equations. Trip generation for the proposed condominium development is also based on ITE rates, and according to ITE data, for a 220-unit condominium complex, a total of 1272 trips (636 in/636 out) would be generated per day, with 96 trips (16 in/80 out) occurring during the AM peak and 118 trips (79 in/39 out) occurring during the PM peak. However, it should be noted that ITE data is an average of developments around the country and does not take into account the availability of public transportation. According to data provided in the Boston Transportation Fact Book and Neighborhood Profiles produced in May 2002 by the Central Transportation Planning Staff (CTPS), of the trips made by residents who live in East Boston, only 52% are by automobile, while 13% of trips are transit and 35% are by walking or bicycle. To mirror this, the raw ITE Trip Generation has been adjusted by 52% to reflect the fact that only 52% of trips are by automobile. Therefore, the actual trip generation is expected to be much lower than ITE rates which would mean a significant reduction in traffic from the formerly approved hotel.

A comparison between the formerly approved hotel and the newly proposed condominium development is summarized in Table 3.2. As can be seen in the table, the daily, AM and PM trip generation for the presently proposed condominium development reflects a reduction in trip generation (46% on a daily basis, 41% during the AM peak hour and 31% during the PM peak hour) from the former proposal.

Table 3.1
Comparison of Trip Generation for Previously Proposed and Presently Proposed Land Uses

	Weekday (24-Hour)	Commuter AM Peak Hour			Commuter PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit
Trip Generation for Hotel with close proximity and direct access to the airport	1224	85	50	35	89	47	42
220-unit Condominium Method based on adjusted+ ITE rates (ITE Land Use code #230*)	662	50	9	41	61	41	20

*Source: *Trip Generation*, Institute of Transportation Engineers, 6th edition 1997
+Source: *Boston Transportation Fact Book and Neighborhood Profiles*, Central Transportation Planning Staff (CTPS), May 2002

2.2 Proposed Parking Demand The new facility will provide 283 parking spaces. Of these spaces, 154 will be indoors while the rest will be located outside. According to the Institute of Transportation Engineers *Parking Generation Handbook*, parking demands have been calculated for a Residential Condominium Complex (LUC 230). According to ITE, the generation for a

220-unit Residential Condominium Complex would require 261 spaces for a weekday and 187 spaces on a Saturday. Therefore, the proposed parking is adequate for the facility.

2.3 Trip Distribution and Assignment The trip distribution was based on 1990 census Journey to work information. All of the proposed traffic is assumed to be passing straight through the signalized intersection of Porter Street/Orleans Street. Based on CTPS information, a significant percentage of residents will commute to work via the MBTA and the close proximity of the Airport station means that these residents would walk to the MBTA.

The site generated trips are shown in **Figure 2.1.** Background information is summarized in the Appendix.

SECTION 3 COMPARISON OF BUILD CONDITIONS

3.1 Future Build Condition Traffic Operations A level of service (LOS) analysis was conducted using the procedures outlined in the 2000 Highway Capacity Manual (HCM). The signalized level of service designations are based solely on calculated average delay. At the time of the original hotel submission, the latest edition of the Highway Capacity Manual was not yet available, therefore an older version was used. We have updated the LOS analysis using the newest edition of the manual to present an accurate comparison between the previous proposal and the current proposal.

To be consistent with the original report filed for the Hotel Development, the study area intersection was analyzed under the same 2003 Build conditions. Table 3.1 below shows a Level of Service (LOS) comparison at the study intersection for the two conditions: using traffic volumes associated with the previously approved hotel development, and using traffic volumes associated with the currently proposed 220-unit condominium complex. As can be seen in Tables 3.1, the delays on each approach are the same or lower for the 220-unit condominium complex than the approved 380-room hotel.

Table 3.1
2003 Build Level of Service Results

	380-Room Hotel (Previously Approved)				220-unit Condominium			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Porter Street/Orleans Street (Signalized)	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Eastbound	A	5.5	A	6.0	A	5.4	A	6.0
Westbound	A	4.9	A	5.0	A	4.9	A	4.9
Northbound	B	16.7	B	17.2	B	16.7	B	17.2
Southbound	B	15.6	B	16.4	B	15.6	B	16.4
Overall*	A	7.8	A	8.8	A	8.0	A	8.9

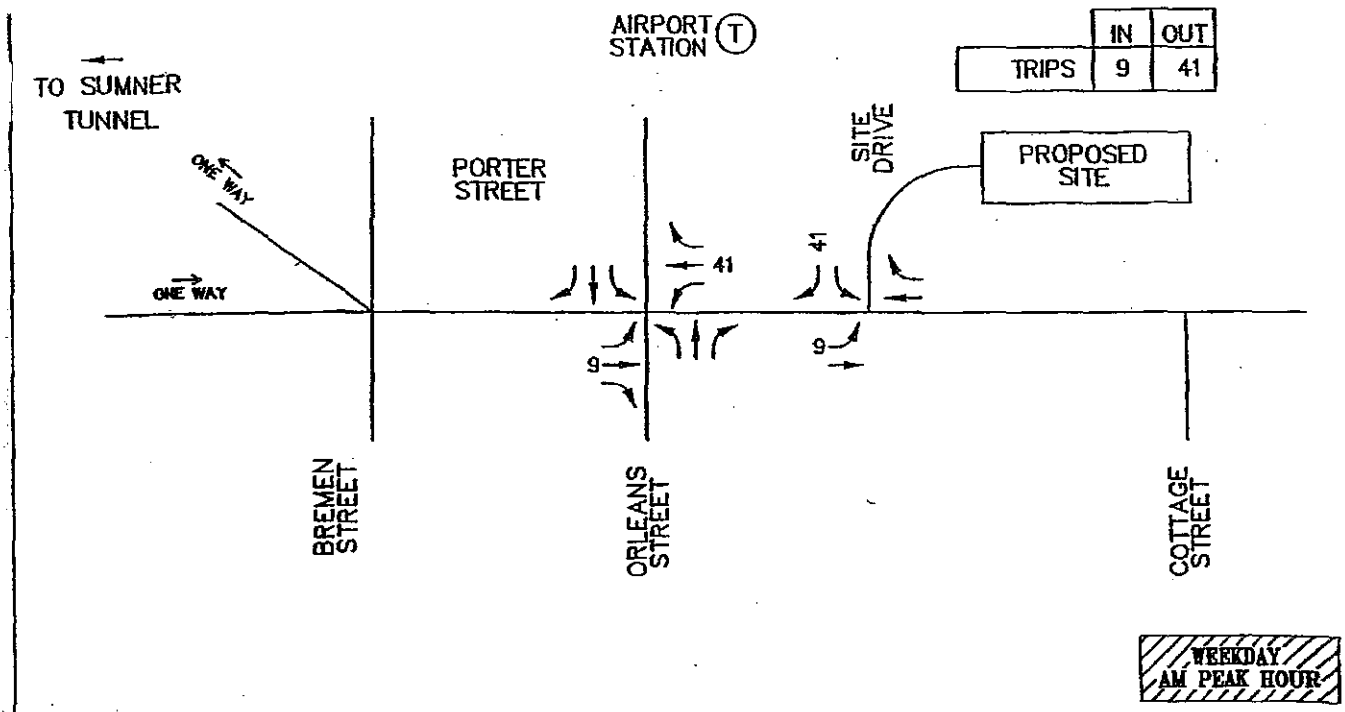
LOS=level of service Delay in seconds per vehicle
*Note: Overall Delay is a weighted average of delay per vehicle on each approach. Since the 220-unit condominium results in fewer vehicles on the east/west approaches than the 380-room hotel, the weighted average is skewed towards the north/south approaches.

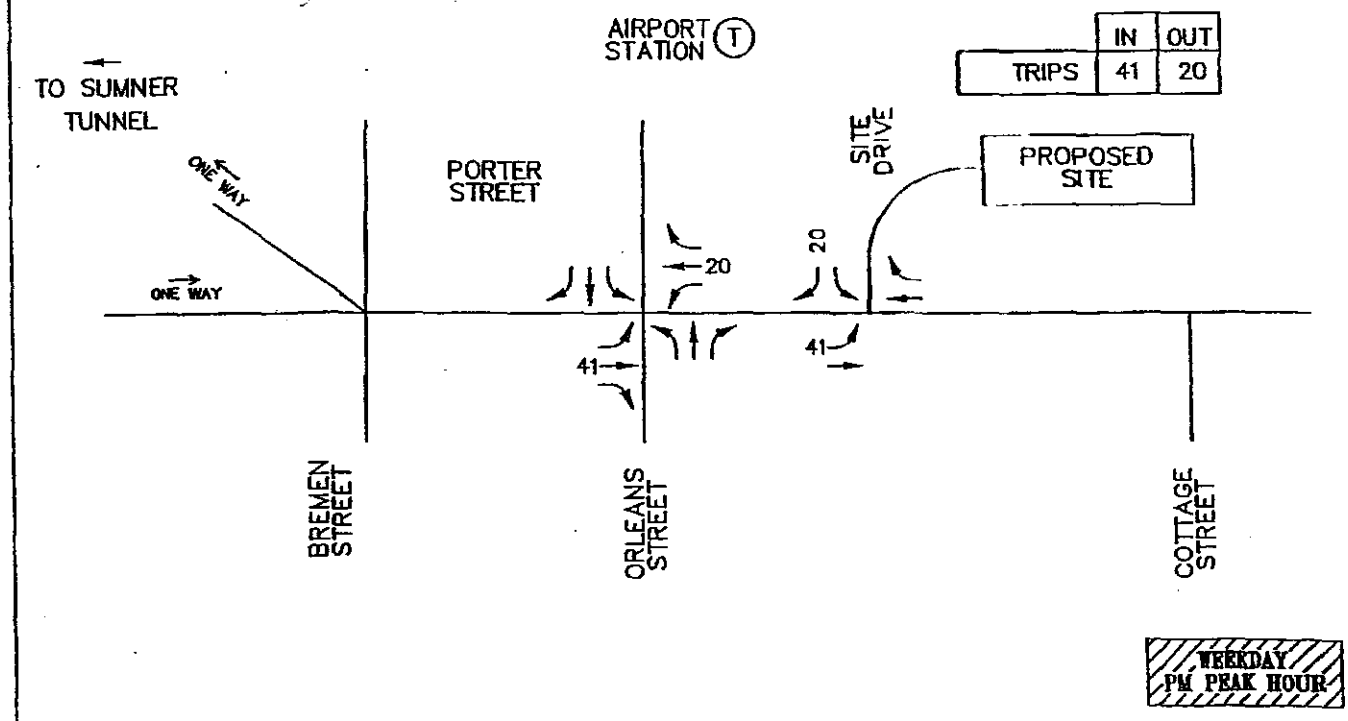
SECTION 4 TRAFFIC DEMAND MANAGEMENT

According to data provided by the Central Transportation Planning Staff for East Boston residents, only 52% of trips are by automobile, while 13% use transit and 35% either walk or bicycle. Therefore, only approximately half of the residents of the proposed development will drive to work. Residents should be encouraged to walk to the MBTA Airport Station. When marketing the condominiums, it should be stated that the MBTA Airport station is a three-minute walk away. Information should also state where the nearest location is to buy monthly passes. The developer should work with the City to provide a "safe route" between the condominium facility and the Airport station. This would include night lighting and arrangements for snow removal. Consideration should also be given to design a condominium side entrance to be located along a sight line between the condominium and the principal MBTA station walkway.

SECTION 5 CONCLUSION

This traffic evaluation compares the traffic impacts of the proposed 220-unit condominium complex and compares it to the formerly approved hotel taking the mode share into account. The daily, AM and PM peak hour trip generation is less than projected for the formerly approved hotel land use when taking into account for the close proximity of the MBTA Airport station. When taking into account the high transit and walking/biking use of residents, based on CTPS figures, the traffic impacts of the proposed condominiums are significantly less than the formerly approved hotel.





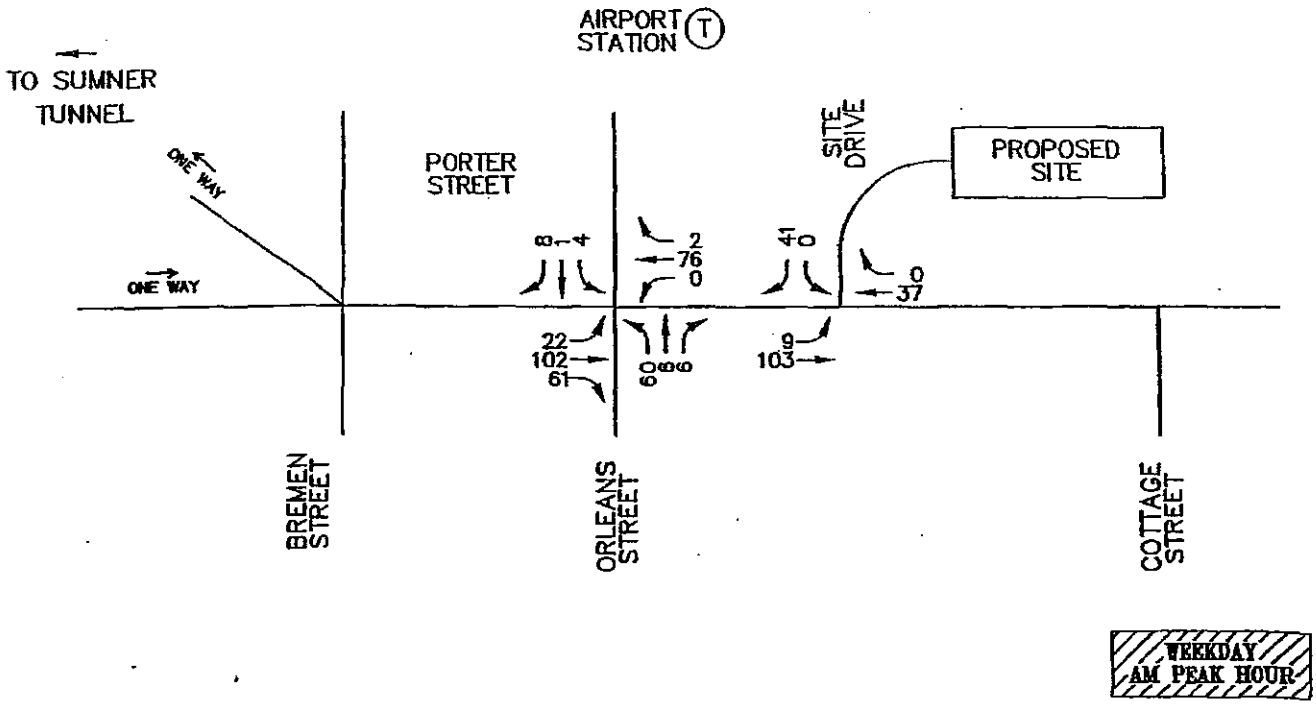
B C & A

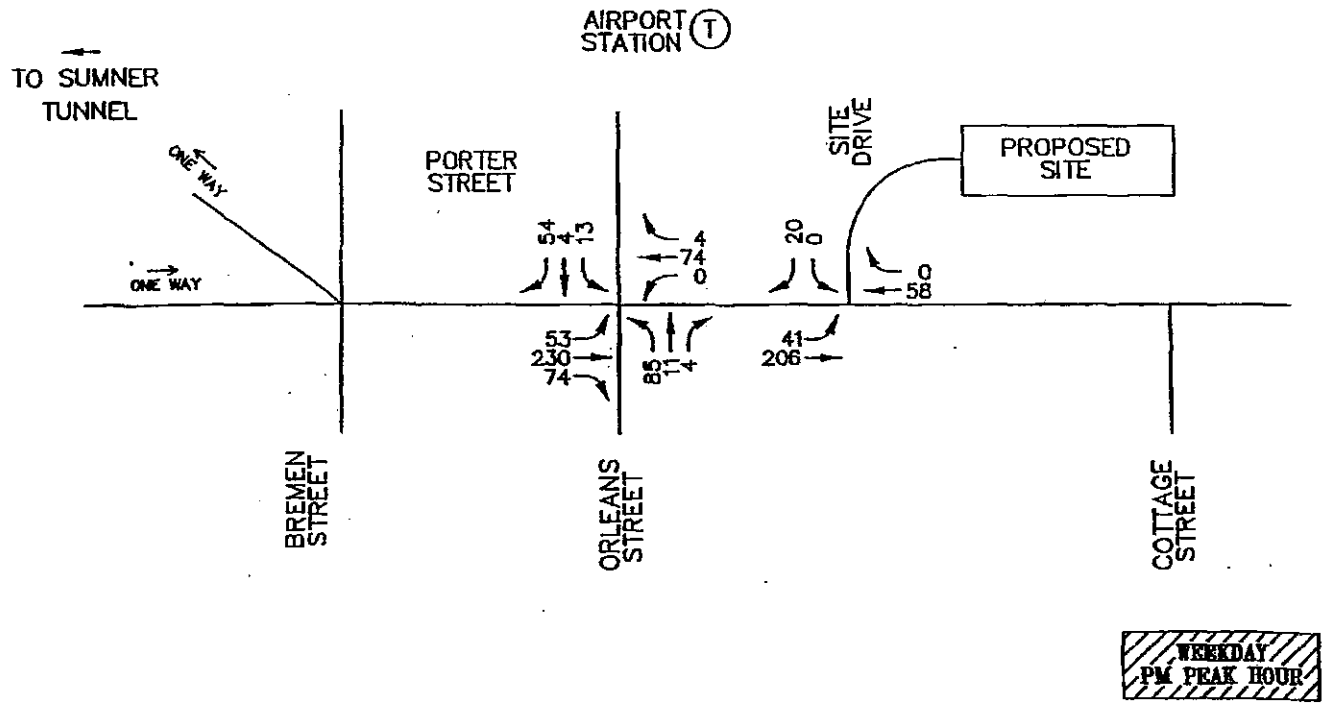
Not to Scale

Proposed Residential Development
East Boston, MA

Figure 2.1

WEEKDAY AM AND PM PEAK HOUR TRIP GENERATION





B C & A

Not to Scale

Proposed Residential Development
East Boston, MA

Figure 3.1

2003 BUILD WEEKDAY AM AND PM PEAK HOUR VOLUMES

TRAFFIC IMPACT STUDY

for

PROPOSED RESIDENTIAL CONDOMINIUM COMPLEX
East Boston, Massachusetts

APPENDIX

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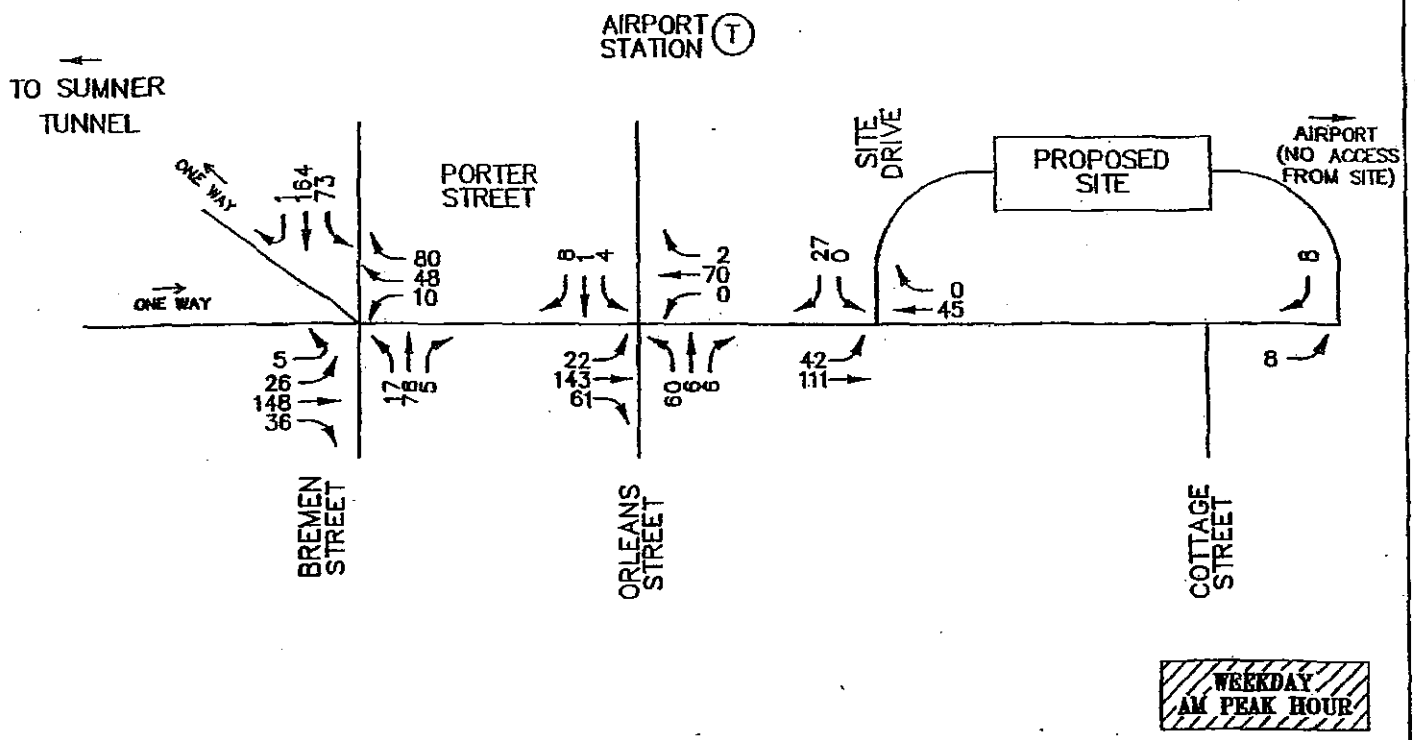
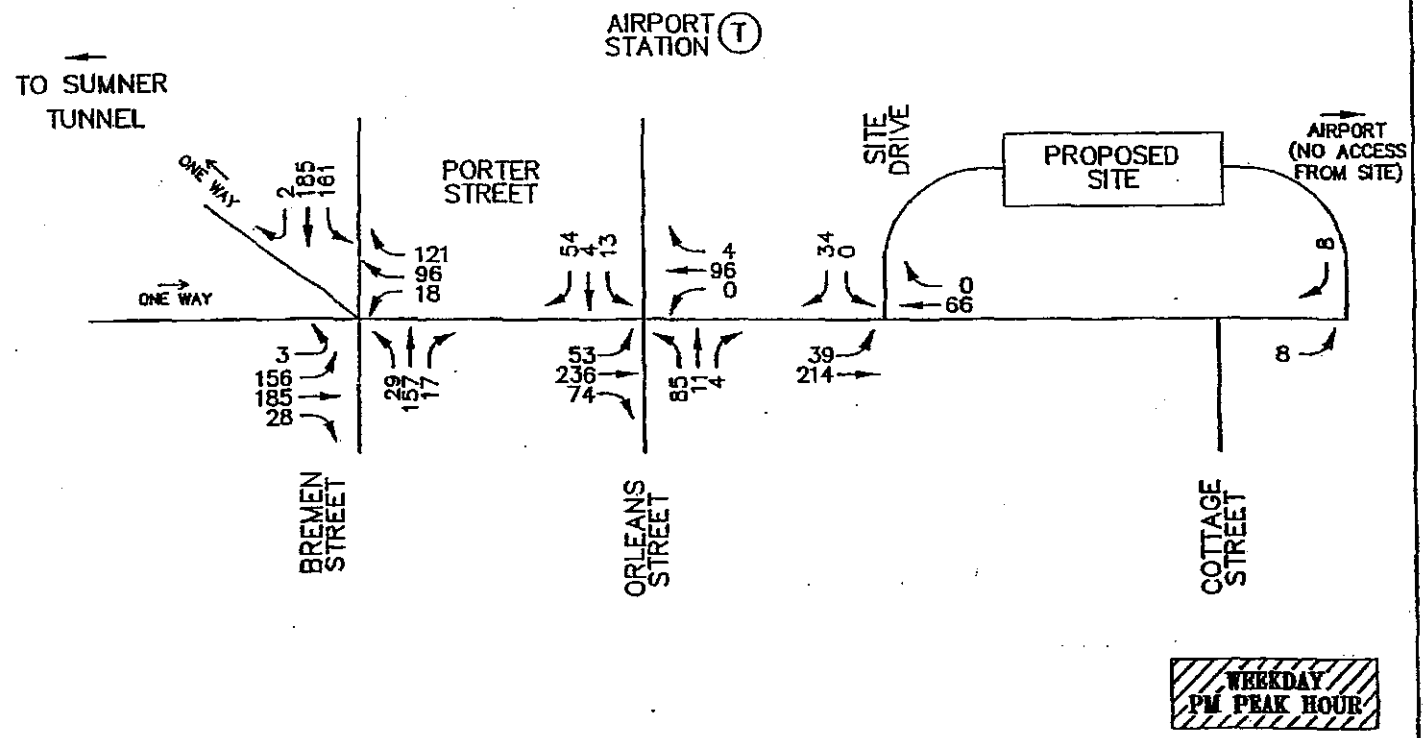
August 2003





B C & A

Not to Scale

ATRIUM SUITES HOTEL
East Boston, MA

Figure 3

2003 BUILD WEEKDAY AM AND PM PEAK HOUR VOLUMES EAST BOSTON AIRPORT ACCESS ONLY

Table 10 (Continued)– Parking Goals by Section of the City outside Boston Proper

Parking Requirements in Existing Zoning	Proposed Parking Ratio Goals	Public Transportation Access
DORCHESTER		
• Restricted Parking District in the Savin Hill area • Ongoing rezoning • Office/Retail: 1.0-2.0 spaces/1,000 square feet • Residential: 0.5-1.0 spaces/unit based on housing type and Floor Area Ratio • Restaurant: 4.0 spaces/1,000 square feet	Distant from MBTA Station • Non-residential: 1.0-1.5 spaces/ 1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type Near MBTA Station • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/ 1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type	• Red Line • Commuter Rail at JFK/UMass • Local MBTA bus routes • Proposed Urban Ring • Proposed improved Fairmount Line
EAST BOSTON		
• East Boston Parking Freeze • Municipal Harbor Planning initiative • Office/Retail: 2.0 spaces/1,000 square feet • Residential: 0.5-2.0 spaces/unit based on housing type • Restaurant: 4.0 spaces/1,000 square feet	Distant from MBTA Station • Non-residential: 1.0-1.5 spaces/ 1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type Near MBTA Station • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/ 1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type	• Blue Line • Local MBTA bus routes • Proposed Urban Ring
FAST FENWAY		
• Restricted Parking District • Ongoing East Fenway Neighborhood Strategic Plan rezoning process • Residential: 0.7 spaces/unit	• Non residential including institutional research and development: 0.75 spaces/1,000 square feet • Residential: 0.75 spaces/unit	• Orange and Green Lines • Commuter Rail at Ruggles Station • Local and CT MBTA bus routes • Proposed Urban Ring
HYDE PARK		
• Office/Retail: Based on Floor Area Ratio • Residential: 0.4-1.0 spaces/unit based on Floor Area Ratio	• Non-residential: 1.0-1.5 spaces/ 1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type • Near MBTA stations, cost of parking for employees should be equal to or greater than transit cost	• Commuter Rail • Local MBTA Bus routes • Proposed improved Fairmount Line
JAMAICA PLAIN		
• Ongoing Jackson Square planning initiative • Office/Retail: 2.0 spaces/1,000 square feet • Residential: 0.2-1.5 space/unit based on housing type • Hotel: 0.7 spaces/hotel room	Distant from MBTA Station • Non-residential: 1.0-1.5 spaces/1,000 square feet • Residential: 1.0-1.5 spaces/unit based on housing type Near MBTA Station • Cost of parking for employees should be equal to or greater than transit cost • Non-residential: 0.75-1.25 spaces/ 1,000 square feet • Residential: 0.75-1.25 spaces/unit based on housing type	• Orange Line and Green Line (E Branch) • Local MBTA bus routes • Proposed Urban Ring

Trip Generation
LUC #230 Residential Condominium/Townhouse

	# units	units	Weekday	AM Peak Hour (7-9) Total	AM IN	AM OUT	PM Peak Hour (4-6) Total	PM IN	PM OUT
Total#	220	units	1272.3	95.5	16.2	79.3	117.9	79.0	38.9
Auto* (52%)			661.6	49.7	8.4	41.2	61.3	41.1	20.2
Transit (13%)			165.4	12.4	2.1	10.3	15.3	10.3	5.1
Walk (35%)			445.3	33.4	5.7	27.7	41.3	27.6	13.6

source: Trip Generation Manual, ITE, 6th edition, 1997
* source: Boston Transportation Fact Book and Neighborhood Profiles - East Boston

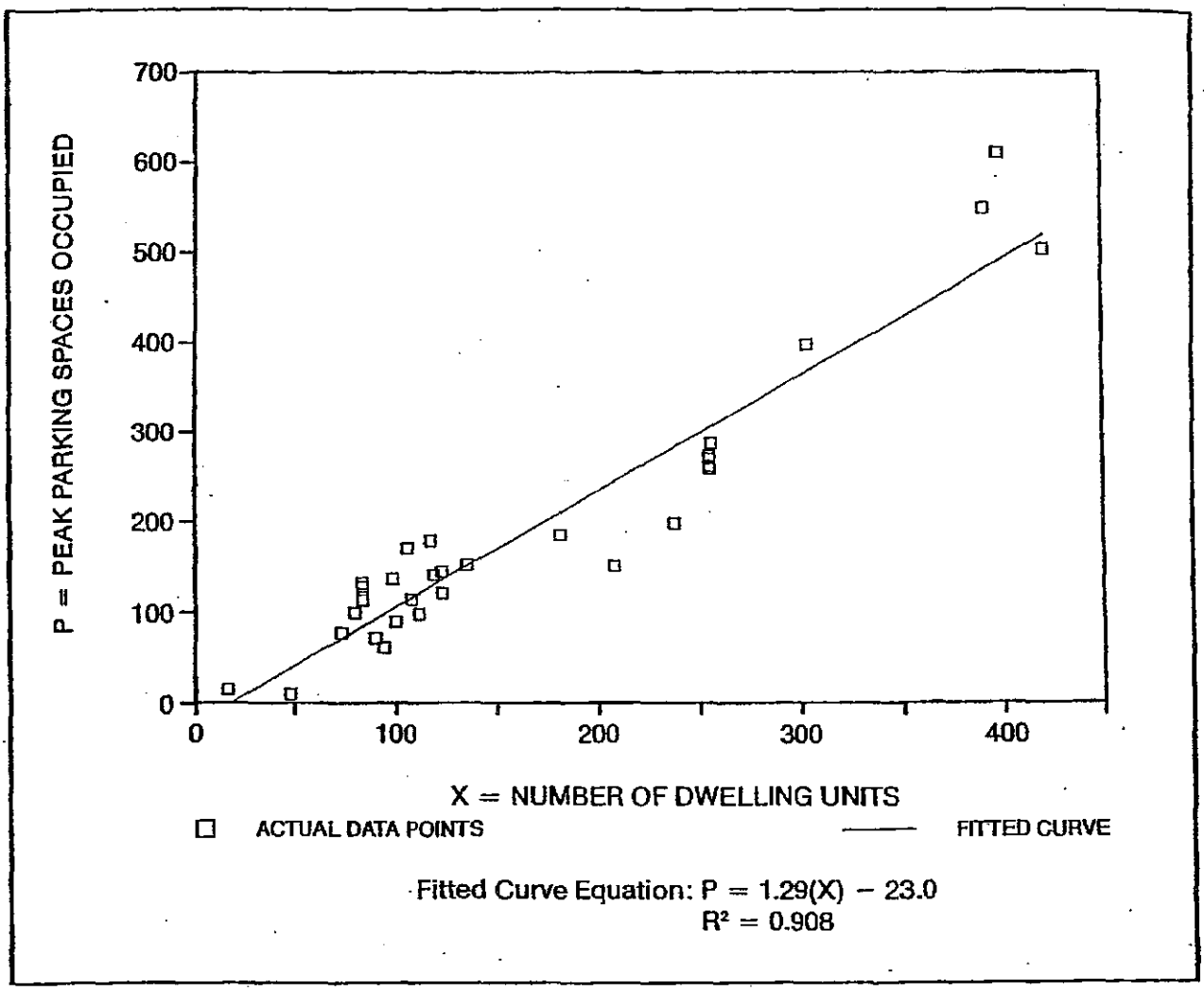
RESIDENTIAL CONDOMINIUM (230)

Peak Parking Spaces Occupied vs: **DWELLING UNITS**
On a: **WEEKDAY**

PARKING GENERATION RATES

Average Rate	*Range of Rates*	*Standard Deviation*	*Number of Studies*	*Average Number of Dwelling Units*
1.11	0.20–1.61	0.30	32	166

DATA PLOT AND EQUATION



Fitted Curve Equation: $P = 1.29(X) - 23.0$
$R^2 = 0.908$

$X = 220$
$P = 261$

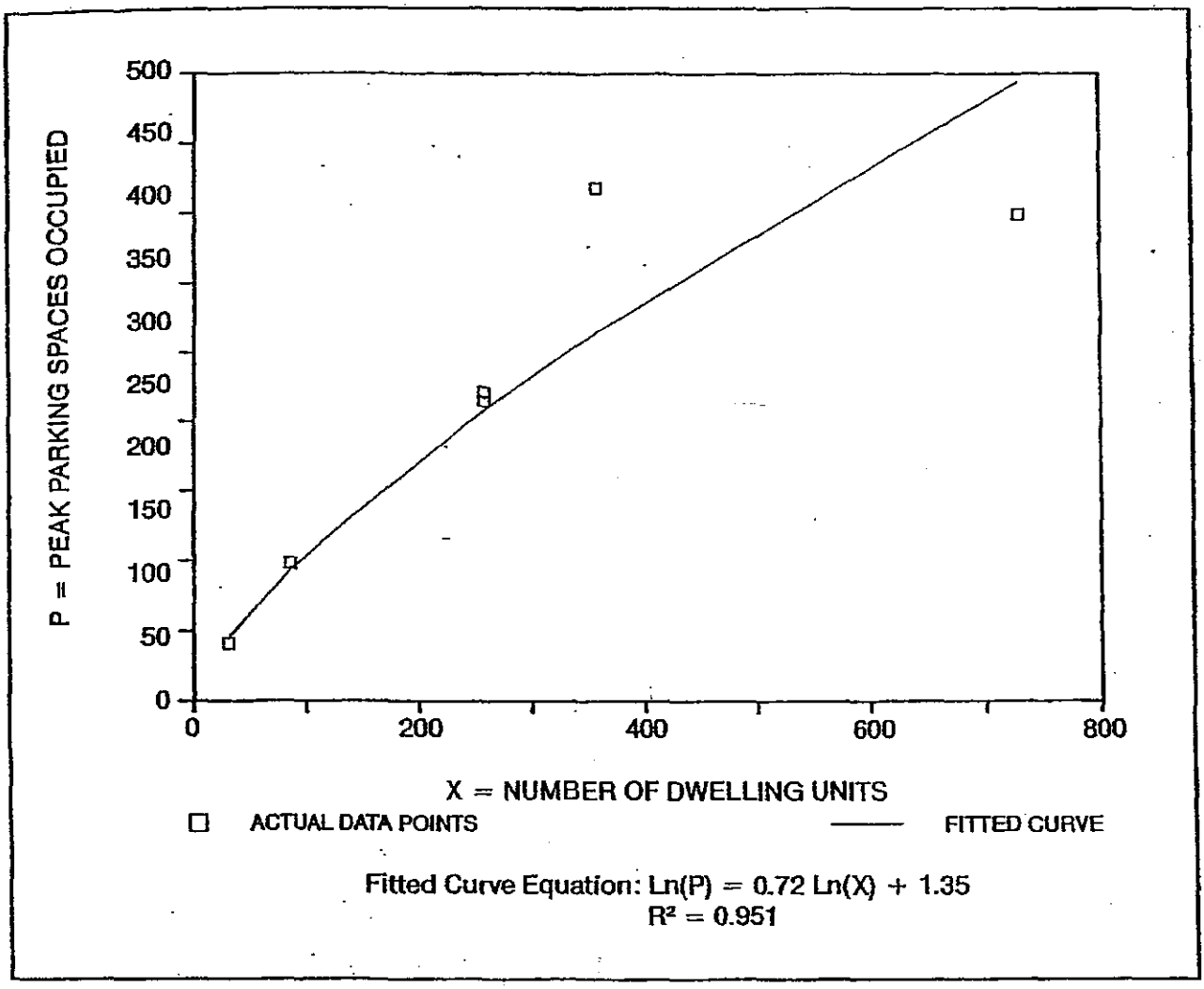
RESIDENTIAL CONDOMINIUM (230)

Peak Parking Spaces Occupied vs: **DWELLING UNITS**
On a: **SATURDAY**

PARKING GENERATION RATES

Average Rate	*Range of Rates*	*Standard Deviation*	*Number of Studies*	*Average Number of Dwelling Units*
0.95	0.47–1.36	0.28	6	285

DATA PLOT AND EQUATION



Fitted Curve Equation: Ln(P) = 0.72 Ln(X) + 1.35
R^2 = 0.951

X = 220

P = 187

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	AC	Intersection	Porter/Orleans
Agency or Co.	E Boston	Area Type	All other areas
Date Performed	10/10/00	Jurisdiction	
Time Period	2003 Build AM PEAK	Analysis Year	1099
		Project ID	Hotel Development

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume, V (vph)	22	143	61	0	70	2	60	6	6	4	1	8
% Heavy vehicles, %HV	11	2	2	30	0	0	4	0	0	0	20	25
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l_1		2.0			2.0			2.0			2.0	
Extension of effective green, e		2.0			2.0			2.0			2.0	
Arrival type, AT		3			3			3			3	
Unit extension, UE		3.0			3.0			3.0			3.0	
Filtering/metering, I		1.000			1.000			1.000			1.000	
Initial unmet demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width		16.0			16.0			16.0			15.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B		0			0			0			0	
Min. time for pedestrians, G_p												

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 52.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		279			88			88			16	
Lane group capacity, c		1134			1239			356			348	
v/c ratio, X		0.25			0.07			0.25			0.05	
Total green ratio, g/C		0.58			0.58			0.23			0.23	

Uniform delay, d_1		5.4			4.9			16.3			15.5	
Progression factor, PF		1.000			1.000			1.000			1.000	
Delay calibration, k		0.11			0.11			0.11			0.11	
Incremental delay, d_2		0.1			0.0			0.4			0.1	
Initial queue delay, d_3												
Control delay		5.5			4.9			16.7			15.6	
Lane group LOS		A			A			B			B	
Approach delay	5.5			4.9			16.7			15.6		
Approach LOS	A			A			B			B		
Intersection delay	7.8						Intersection LOS			A		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	AC	Intersection	Porter/Orleans
Agency or Co.	E Boston	Area Type	All other areas
Date Performed	10/10/00	Jurisdiction	
Time Period	2003 BUILD PM PEAK	Analysis Year	1099
		Project ID	Hotel Development

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume, V (vph)	53	236	74	0	96	4	85	11	4	13	4	54
% Heavy vehicles, %HV	0	3	1	0	5	0	6	0	14	0	0	6
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l_1		2.0			2.0			2.0			2.0	
Extension of effective green, e		2.0			2.0			2.0			2.0	
Arrival type, AT		3			3			3			3	
Unit extension, UE		3.0			3.0			3.0			3.0	
Filtering/metering, I		1.000			1.000			1.000			1.000	
Initial unmet demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width		16.0			16.0			16.0			15.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B		0			0			0			0	
Min. time for pedestrians, G_p												

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 52.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		398			109			109			77	
Lane group capacity, c		1122			1179			330			388	
v/c ratio, X		0.35			0.09			0.33			0.20	
Total green ratio, g/C		0.58			0.58			0.23			0.23	

Uniform delay, d_1		5.9			4.9			16.7			16.1	
Progression factor, PF		1.000			1.000			1.000			1.000	
Delay calibration, k		0.11			0.11			0.11			0.11	
Incremental delay, d_2		0.2			0.0			0.6			0.3	
Initial queue delay, d_3												
Control delay		6.0			5.0			17.2			16.4	
Lane group LOS		A			A			B			B	
Approach delay	6.0			5.0			17.2			16.4		
Approach LOS	A			A			B			B		
Intersection delay	8.8						Intersection LOS			A		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	AC	Intersection	Porter/Orleans
Agency or Co.	E Boston	Area Type	All other areas
Date Performed	10/10/00	Jurisdiction	
Time Period	2003 Build AM PEAK	Analysis Year	1099
		Project ID	220 Unit Condo

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume, V (vph)	22	102	61	0	76	2	60	6	6	4	1	8
% Heavy vehicles, %HV	11	2	2	30	0	0	4	0	0	0	20	25
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l_1		2.0			2.0			2.0			2.0	
Extension of effective green, e		2.0			2.0			2.0			2.0	
Arrival type, AT		3			3			3			3	
Unit extension, UE		3.0			3.0			3.0			3.0	
Filtering/metering, I		1.000			1.000			1.000			1.000	
Initial unmet demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width		16.0			16.0			16.0			15.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B		0			0			0			0	
Min. time for pedestrians, G_p												

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 52.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		228			96			88			16	
Lane group capacity, c		1115			1239			356			348	
v/c ratio, X		0.20			0.08			0.25			0.05	
Total green ratio, g/C		0.58			0.58			0.23			0.23	

Uniform delay, d_1		5.3			4.9			16.3			15.5	
Progression factor, PF		1.000			1.000			1.000			1.000	
Delay calibration, k		0.11			0.11			0.11			0.11	
Incremental delay, d_2		0.1			0.0			0.4			0.1	
Initial queue delay, d_3												
Control delay		5.4			4.9			16.7			15.6	
Lane group LOS		A			A			B			B	
Approach delay	5.4			4.9			16.7			15.6		
Approach LOS	A			A			B			B		
Intersection delay	8.0						Intersection LOS			A		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	AC	Intersection	Porter/Orleans
Agency or Co.	E Boston	Area Type	All other areas
Date Performed	10/10/00	Jurisdiction	
Time Period	2003 BUILD PM PEAK	Analysis Year	1099
		Project ID	220 Unit Condo

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_l	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume, V (vph)	53	230	74	0	74	4	85	11	4	13	4	54
% Heavy vehicles, %HV	0	3	1	0	5	0	6	0	14	0	0	6
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l_1		2.0			2.0			2.0			2.0	
Extension of effective green, e		2.0			2.0			2.0			2.0	
Arrival type, AT		3			3			3			3	
Unit extension, UE		3.0			3.0			3.0			3.0	
Filtering/metering, I		1.000			1.000			1.000			1.000	
Initial unmet demand, Q_b		0.0			0.0			0.0			0.0	
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width		16.0			16.0			16.0			15.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B		0			0			0			0	
Min. time for pedestrians, G_p												

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 52.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v		392			85			109			77	
Lane group capacity, c		1124			1178			330			388	
v/c ratio, X		0.35			0.07			0.33			0.20	
Total green ratio, g/C		0.58			0.58			0.23			0.23	

Uniform delay, d_1		5.8			4.9			16.7			16.1	
Progression factor, PF		1.000			1.000			1.000			1.000	
Delay calibration, k		0.11			0.11			0.11			0.11	
Incremental delay, d_2		0.2			0.0			0.6			0.3	
Initial queue delay, d_3												
Control delay		6.0			4.9			17.2			16.4	
Lane group LOS		A			A			B			B	
Approach delay	6.0			4.9			17.2			16.4		
Approach LOS	A			A			B			B		
Intersection delay	8.9						Intersection LOS			A		

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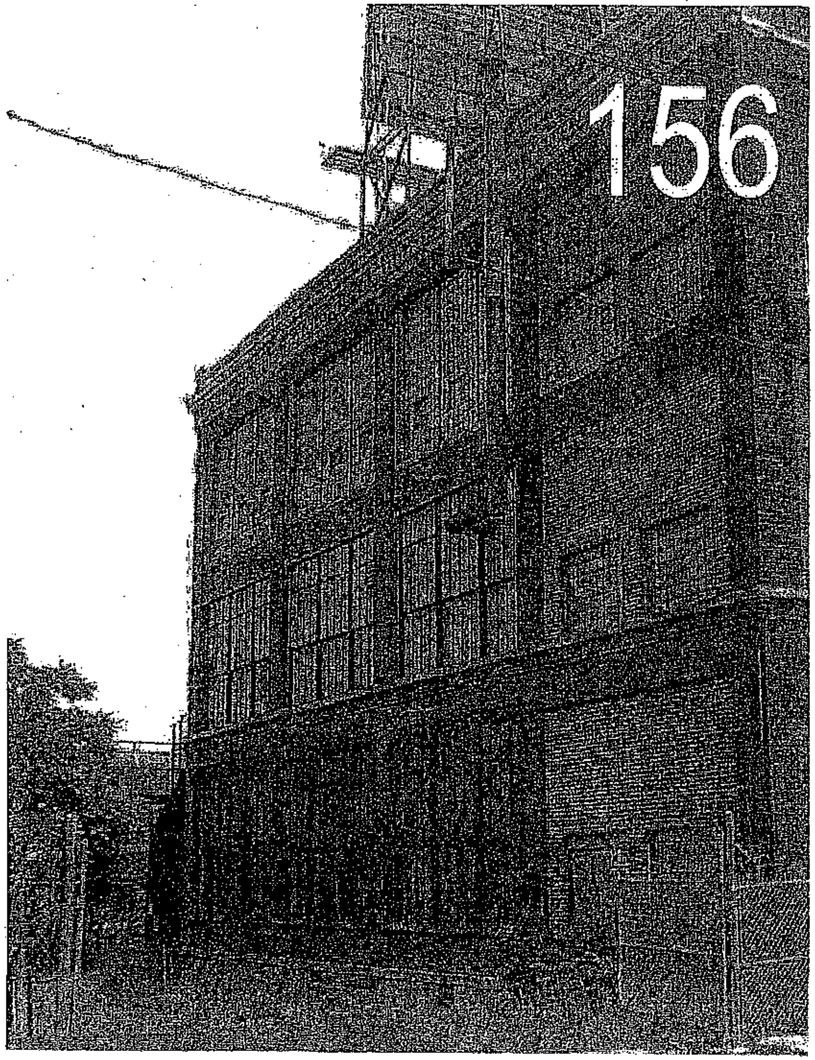
APPENDIX 2

PROJECT DRAWINGS AND SITE SURVEY



156 Porter Street

East Boston, Massachusetts

Plans and Elevations

Unit Type	SF per	quantity	SF total
Unit A	804	64	51,456
Unit A1	810	6	4,860
Unit A2*	1,204	1	1,204
Unit A3*	1,285	7	8,995
Unit A4*	1,257	1	1,257
Unit B	1,098	3	3,294
Unit B1	1,125	1	1,125
Unit B2	1,084	4	4,336
Unit C	701	57	39,957
Unit C1*	1,183	8	9,464
Unit C2*	1,102	1	1,102
Unit D	942	25	23,550
Unit D1	1,001	5	5,005
Unit D2	898	4	3,592
Unit D3*	1,585	1	1,585
Unit D4	1,045	3	3,135
Unit E	918	6	5,508
Unit E1*	1,384	1	1,384
Unit E2	843	1	843
Unit F	868	3	2,604
Unit G	818	1	818
Unit F1	1,099	1	1,099
Unit H	960	4	3,840
Unit H1	960	2	1,920
Unit H2	1,149	1	1,149
Unit J	807	1	807
Unit K	1,118	1	1,118
Unit L	1,401	1	1,401
Unit L1	1,076	2	2152
Unit M	1,205	1	1,205
Unit M1	1,205	1	1,205
Total		218	190,970

* indicates duplex/two-story unit

DRAWING LIST:

A-000 : COVER SHEET
SURVEY
A-001 : SITE PLAN
A-101 : BASEMENT AND FIRST FLOOR PLANS
A-102 : SECOND AND THIRD FLOOR PLANS
A-103 : FOURTH FLOOR AND ROOF PLANS
A-201 : EXTERIOR ELEVATIONS
A-202 : TYPICAL BAY ELEVATION

ARCHITECT

bh+a

Bergmeyer Hendrix + Archetype, Inc.
318 Summer Street
Boston, MA 02210
617 350-0450 Tel
617 350-0215 Fax
www.bhplus.com

PROJECT NAME

Atrium Lofts

156 Porter Street
East Boston, MA

CLIENT

Atrium Lofts, LLC

30 Elm Street
Marblehead, MA
01945

PROJECT TEAM

MEP ENGINEERS:
AHA Consulting Engineers
10 Maguire Road, Suite 310
Lexington, MA 02421
781-372-3000 Tel
781-372-3100 Fax

STRUCTURAL
McNamara / Salvia, Inc.
160 Federal Street
Boston MA 02110
617-737-0040 Tel
617-737-0042 Fax

REVISIONS

1
2
3
4
5

DRAWING TITLE

Cover Sheet

DRAWING INFORMATION

August 21, 2003
DATE OF ISSUE

Schematic design

SCALE

2455.00
PROJECT #

a-000_2456.dwg
FILE NAME

DRAWING NUMBER

A000

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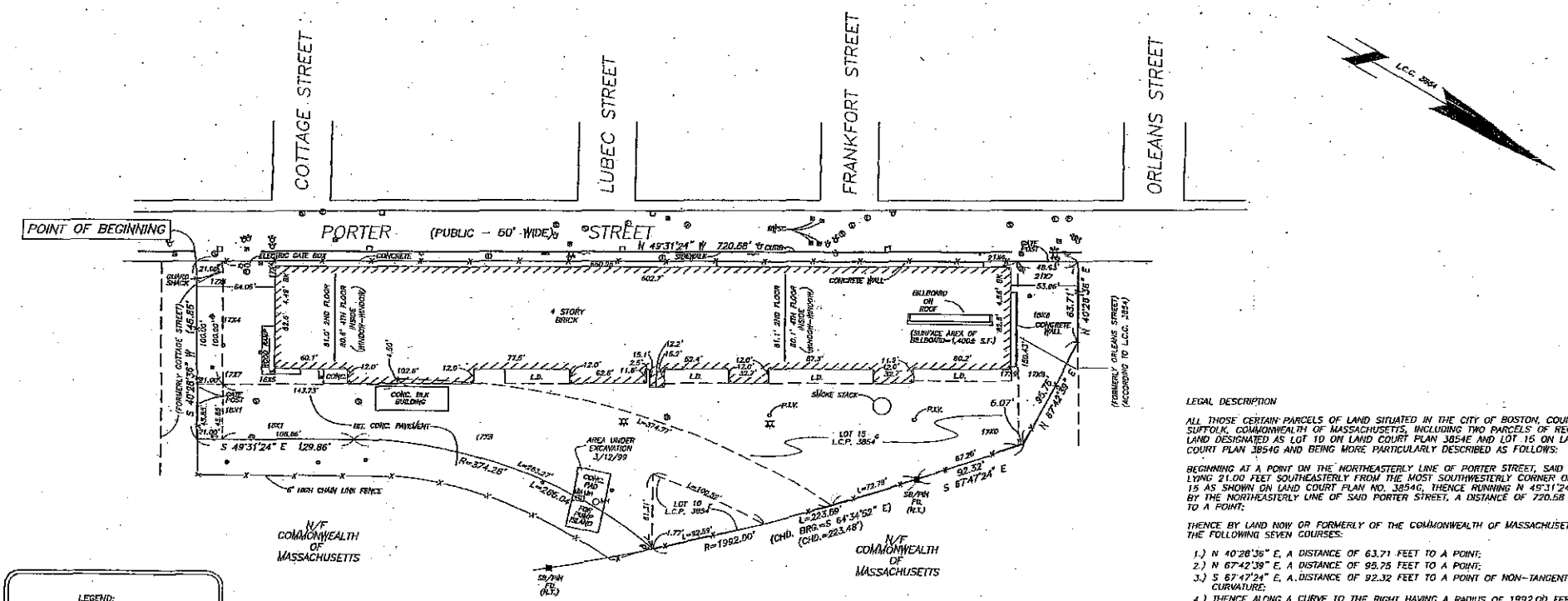


LEGEND:

- MH - MANHOLE
- DM - DRAIN MANHOLE
- EM - ELECTRIC MANHOLE
- SM - SEWER MANHOLE
- WM - WATER MANHOLE
- CB - CATCH BASIN
- GS - GAS SHUT OFF
- WS - WATER SHUT OFF
- HY - HYDRANT
- OW - OBSERVATION WELL
- UP - UTILITY POLE
- LP - LIGHT POLE
- BWH - BOSTON WATER WORKS
- EH - ELECTRIC HANDHOLE
- SIGN
- BOLLARD
- INVERT ELEVATION
- RIM ELEVATION
- TC - TOP OF CURB
- BC - BOTTOM OF CURB
- BIT. - BITUMINOUS
- CONC. - CONCRETE
- BCB - BIT. CONC. BERM
- CC - CONCRETE CURB
- SGC - SLOPED GRANITE CURB
- VGC - VERTICAL GRANITE CURB
- PIV - POST INDICATOR VALVE
- FND. - FOUND
- L.D. - LOADING DOCK
- 17.73 - SPOT ELEVATION
- FENCE LINE
- SEWER
- DRAIN
- WATER
- GAS
- ELECTRIC

LOT AREA

REGISTERED PORTIONS = 2.063±ACRES
UNREGISTERED PORTIONS = 0.816±ACRES
TOTAL AREA 2.879±ACRES

ELEVATIONS

LOWER CORNICE	32.9±
MAIN ROOF PARAPET	72.1±
MAIN ROOF	67.6±
UPPER ROOF (S/S LOCUS)	80.8±
TOP OF BILLBOARD (LETTERING)	108'±

DEED REFERENCES:
LAND COURT CERTIFICATION 73613 (LOCUS)
BOOK 6436 PAGE 117
BOOK 7128 PAGE 85
BOOK 3149 PAGE 387

PLAN REFERENCES:
LAND COURT PLANS 3854 A-G
L.C. PETITIONERS PLAN 3854
CITY LAYOUT PLAN L-4693
BOOK 4379 PAGE 605
BOOK 548 AT END
DOC. 44170
BOOK 6436 PAGE 117
BOOK 4379 PAGE 615

NOTES:
1) ELEVATIONS ARE REFERENCED TO BOSTON CITY BASE.
2) DEED 5076, PAGE 473 STATES THAT ORLEANS STREET WAS NEVER LOCATED AS SHOWN IN LAND COURT CASE 3854.

LEGAL DESCRIPTION

ALL THOSE CERTAIN PARCELS OF LAND SITUATED IN THE CITY OF BOSTON, COUNTY OF SUFFOLK, COMMONWEALTH OF MASSACHUSETTS, INCLUDING TWO PARCELS OF REGISTERED LAND DESIGNATED AS LOT 10 ON LAND COURT PLAN 3854E AND LOT 15 ON LAND COURT PLAN 3854G AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHEASTERLY LINE OF PORTER STREET, SAID POINT LYING 21.00 FEET SOUTHEASTERLY FROM THE MOST SOUTHWESTERLY CORNER OF LOT 15 AS SHOWN ON LAND COURT PLAN NO. 3854G, THENCE RUNNING N 49°31'24" W, BY THE NORTHEASTERLY LINE OF SAID PORTER STREET, A DISTANCE OF 720.58 FEET TO A POINT;

THENCE BY LAND NOW OR FORMERLY OF THE COMMONWEALTH OF MASSACHUSETTS THE FOLLOWING SEVEN COURSES:

1.) N 40°28'36" E, A DISTANCE OF 63.71 FEET TO A POINT;
2.) N 67°42'39" E, A DISTANCE OF 95.75 FEET TO A POINT;
3.) S 67°47'24" E, A DISTANCE OF 92.32 FEET TO A POINT OF NON-TANGENT CURVATURE;
4.) THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1992.00 FEET, AN ARC LENGTH OF 223.59 FEET, A CHORD BEARING OF S 64°34'52" E AND A CHORD DISTANCE OF 223.48 FEET TO A POINT BEING THE MOST EASTERLY CORNER OF LOT 10 AS SHOWN ON LAND COURT PLAN NO. 3854E;
5.) THENCE SOUTHERLY ALONG A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 374.26 FEET AND AN ARC LENGTH OF 265.04 FEET TO A POINT OF TANGENCY;
6.) S 49°31'24" E, A DISTANCE OF 129.86 FEET TO A POINT;
7.) S 40°28'36" W, A DISTANCE OF 145.85 FEET TO THE POINT OF BEGINNING.

CONTAINING 2.879± ACRES OF LAND, SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

TO: CENTURY BANK AND TRUST COMPANY;
CHICAGO TITLE INSURANCE COMPANY

I CERTIFY THAT THIS PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE (I) IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND ACSM IN 1997 AND INCLUDES ITEMS 3, 4, & 7(a) OF TABLE "A" THEREOF, AND (II) PURSUANT TO THE ACCURACY STANDARDS (AS ADOPTED BY ALTA AND ACSM IN EFFECT ON THE DATE OF THIS CERTIFICATION) OF AN "URBAN" SURVEY.

I CERTIFY THAT THE PARCEL SHOWN HEREON LIES WITHIN A ZONE "C", AREA OF MINIMAL FLOODING, AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF BOSTON, MASSACHUSETTS, COMMUNITY PANEL NO. 250286 0005D EFFECTIVE DATE : NOVEMBER 2, 1990

ALTA/ ACSM LAND TITLE SURVEY
#156 PORTER STREET
BOSTON, MASSACHUSETTS

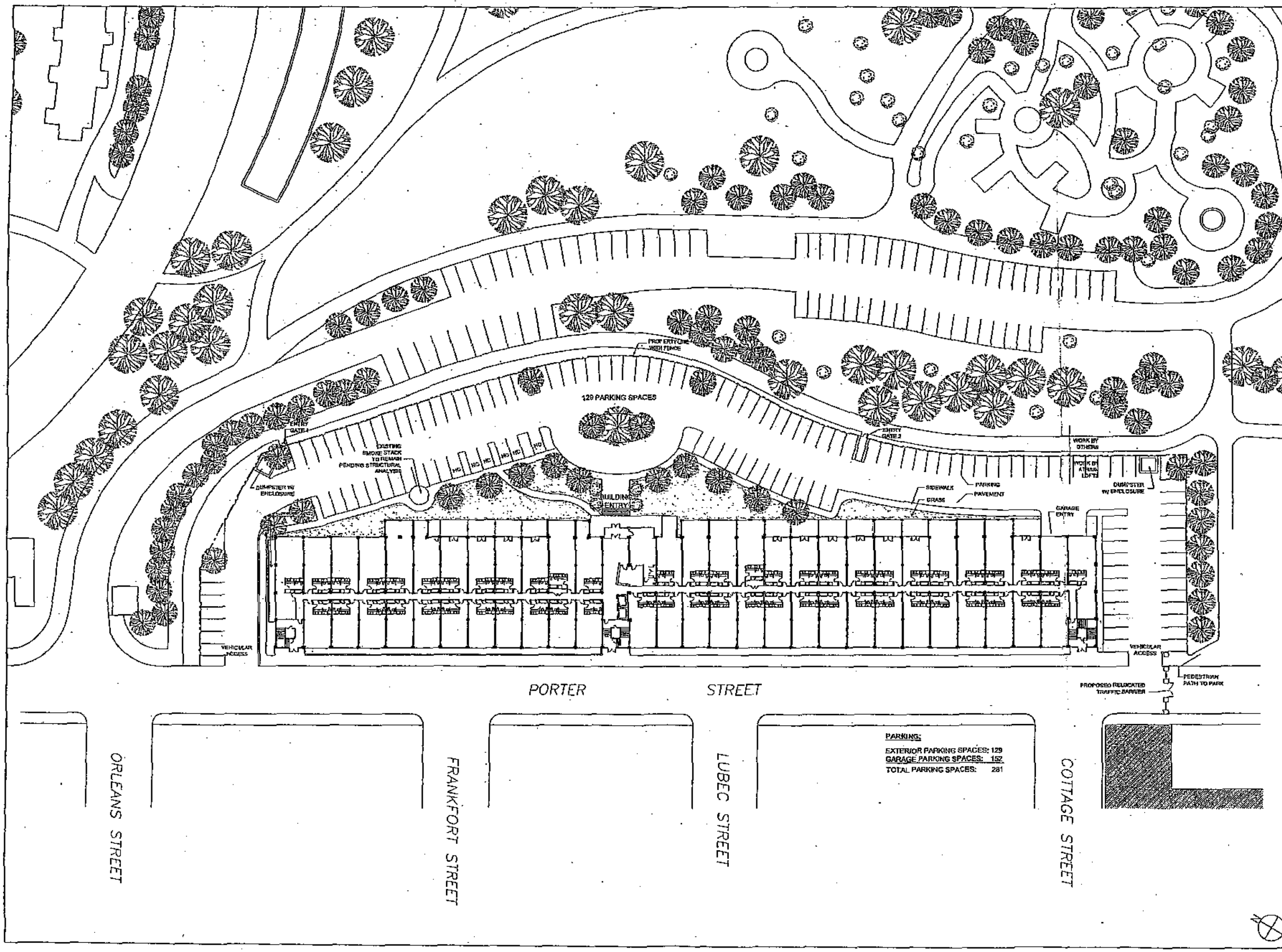
SCALE: 1"=40'
AUGUST 10, 1998

HARRY R. FELDMAN, INC.
LAND SURVEYORS
112 SHAWMUT AVENUE
BOSTON, MASS 02118
PHONE: (617)357-9740

GRAPHIC SCALE
40 0 20 40 80 160

UPDATED: 3/12/99

RESEARCH | FIELD CHIEF | CALCULATED | DRAWN BY | CHECKED BY



ARCHITECT

bh+a

Bergmann Hendrie + Archetype, Inc.
316 Summer Street
Boston, MA 02210
617 350-0450 Tel
617 350-0215 Fax
www.bhplus.com

PROJECT NAME

Atrium Lofts

158 Porter Street
East Boston, MA

CLIENT

Atrium Lofts, LLC

38 Elm Street
Marblehead, MA
019545

PROJECT TEAM

MEP ENGINEERS:
AHA Consulting Engineers
10 Maguire Road, Suite 310
Lexington, MA 02421
781-372-3000 Tel
781-372-3100 Fax

STRUCTURAL
McNamara / Salvia, Inc.
160 Federal Street
Boston MA 02110
617-737-0040 Tel
617-737-0042 Fax

REVISIONS

1
2
3
4
5

DRAWING TITLE

Site Plan

DRAWING INFORMATION

August 21, 2003
Date of Issue

Schematic design

N.T.S.
Scale

2166.00
Project #

a001_2166.dwg
File name

DRAWING NUMBER

A001

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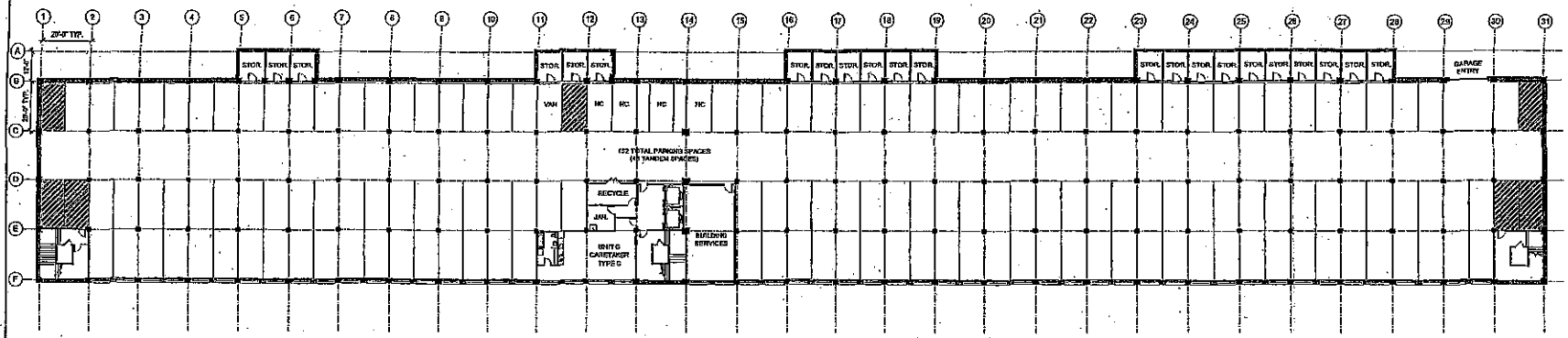
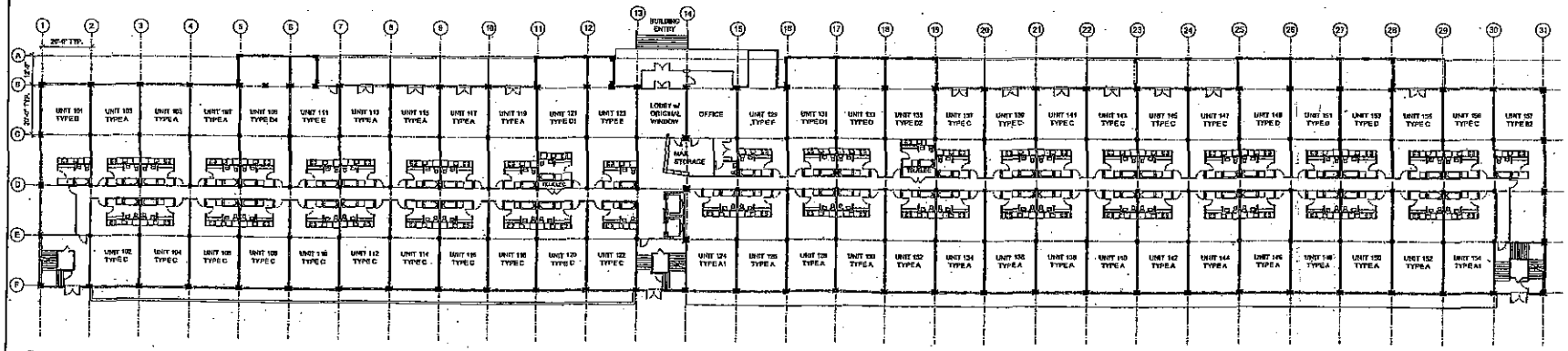


1 BASEMENT PLAN



2 FIRST FLOOR PLAN

ARCHITECT

bh+a

Bargmann Hendrie + Archetype, Inc.
316 Summer Street
Boston, MA 02210
617.350.0450 Tel
617.350.0215 Fax
www.bhplus.com

PROJECT NAME

Atrium Lofts

159 Porter Street
East Boston, MA

CLIENT

Atrium Lofts, LLC

30 Elm Street
Marblehead, MA
01945

PROJECT TEAM

MEP ENGINEERS:
AKA Consulting Engineers
10 Maguire Road, Suite 310
Lexington, MA 02421
781-372-3000 Tel
781-372-3100 Fax

STRUCTURAL
McNamara / Salvia, Inc.
185 Federal Street
Boston, MA 02110
617-737-0040 Tel
617-737-0043 Fax

REVISIONS

1
2
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4
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DATE

DRAWING TITLE

Basement and First Floor Plan

DRAWING INFORMATION

August 31, 2010
DATE OF ISSUE

DRAWING NUMBER

A101

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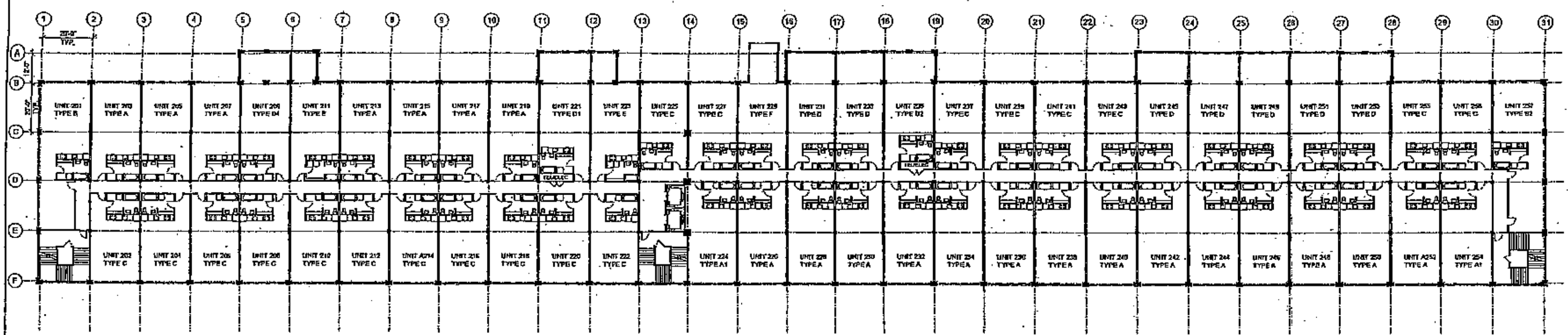
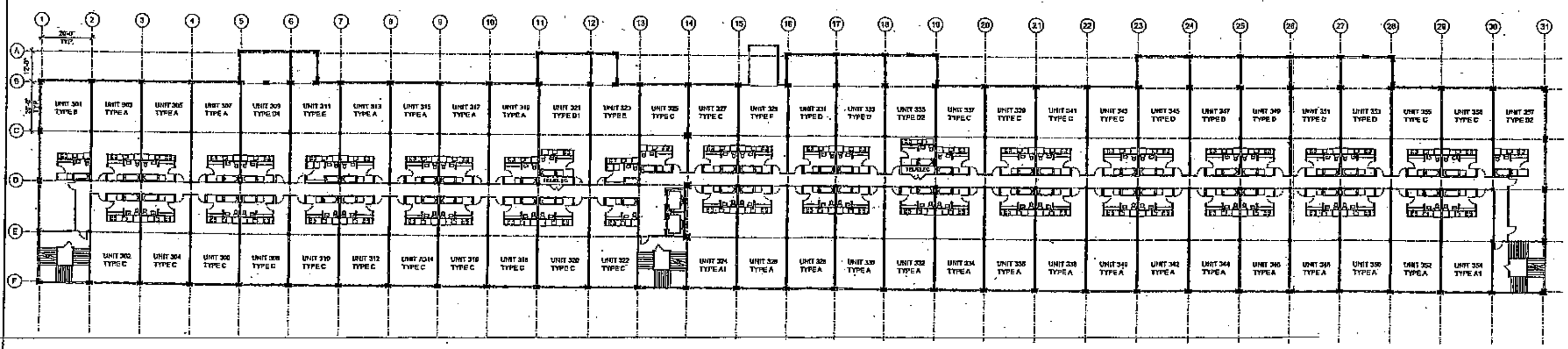


1 SECOND FLOOR PLAN



2 THIRD FLOOR PLAN

ARCHITECT

bh+a

Bargmann Hendrie + Archetype, Inc.
300 Summer Street
Boston, MA 02210
617 350-0450 Tel
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www.bhplus.com

PROJECT NAME

Atrium Lofts

156 Porter Street
East Boston, MA

CLIENT

Atrium Lofts, LLC

38 Elm Street
Marblehead, MA
019545

PROJECT TEAM

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REVISIONS

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DRAWING TITLE

Second and Third Floor Plan

DRAWING INFORMATION

August 21, 2009
Date of issue

Schematic design

N.T.S.
Scale

245520

DRAWING NUMBER

A102

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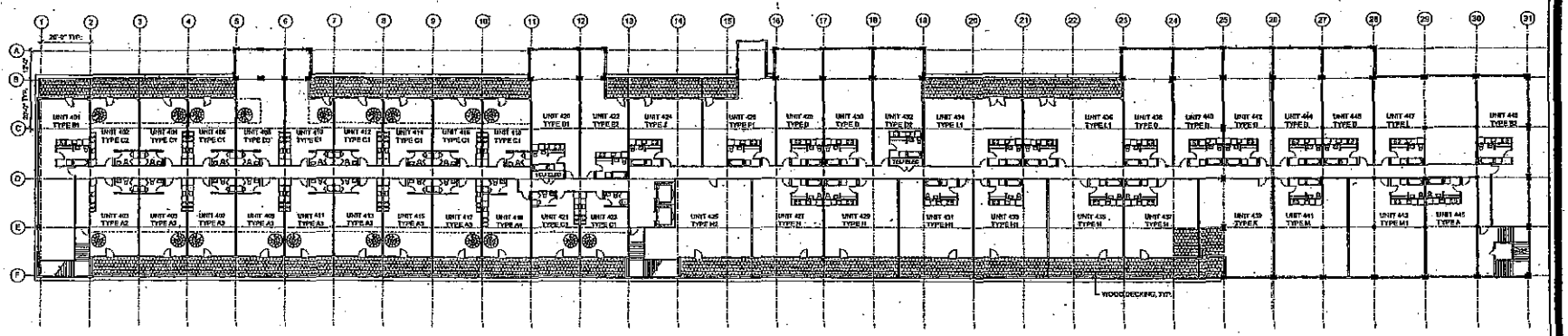

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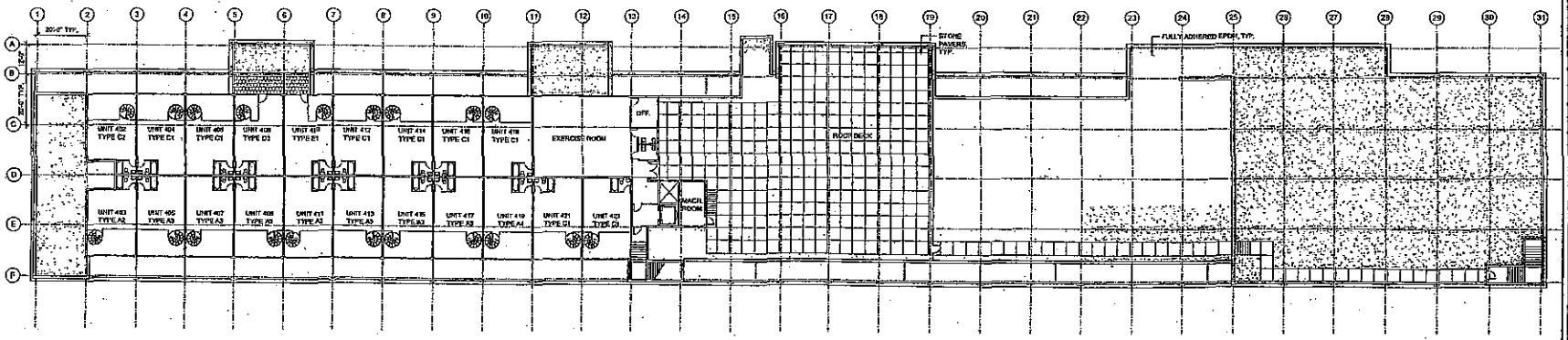

2 PENTHOUSE FLOOR PLAN

ARCHITECT
bhta
Bargmann Hendrie + Archetype, Inc.

PROJECT NAME
Atrium Lofts

CLIENT
Atrium Lofts, LLC

PROJECT TEAM

REVISIONS

DRAWING TITLE
Fourth Floor and Penthouse Floor Plan

DRAWING INFORMATION

DRAWING NUMBER
A103

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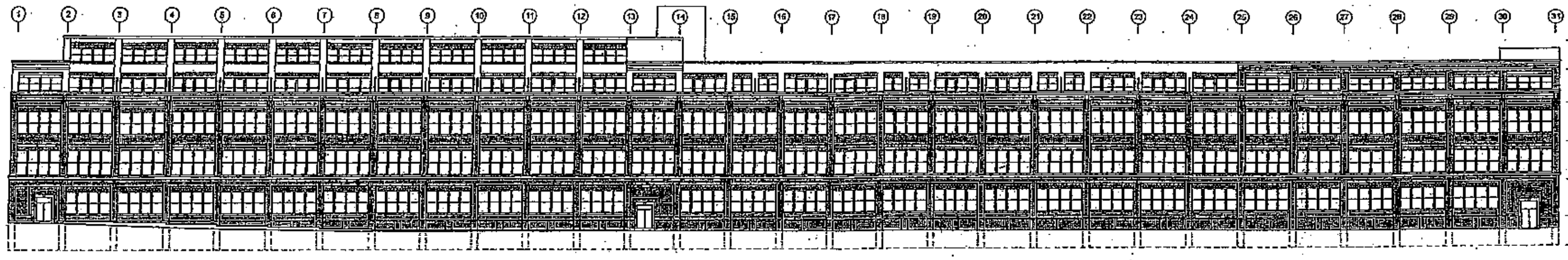

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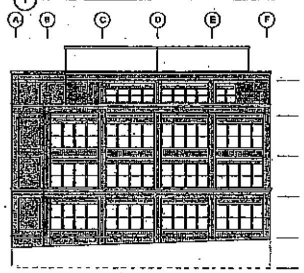
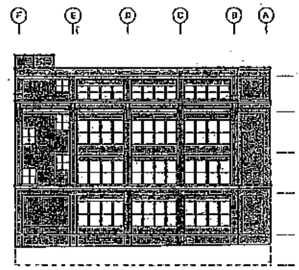


2 NORTH ELEVATION



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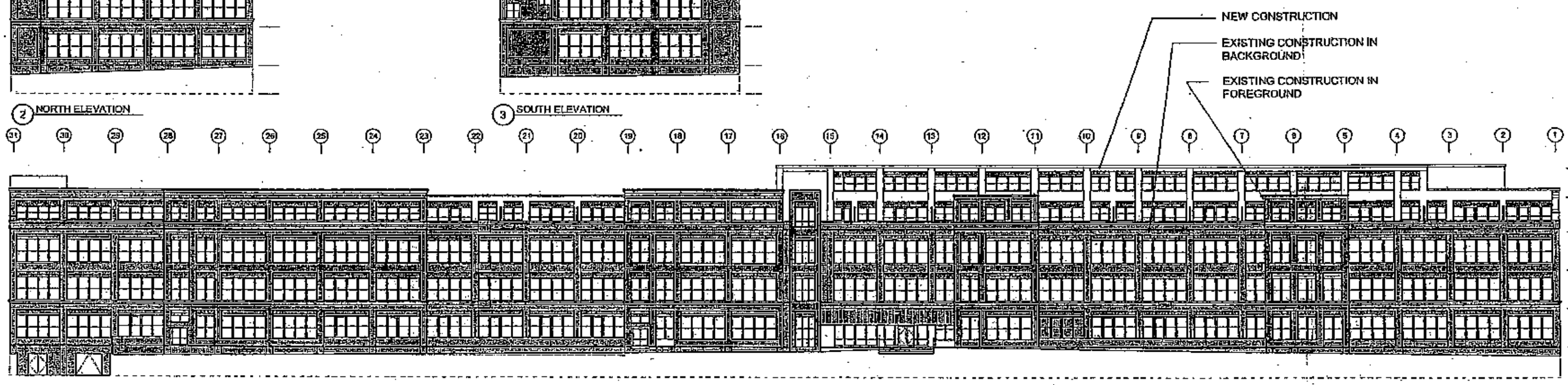

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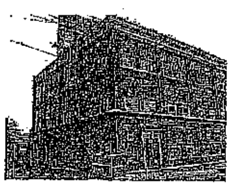

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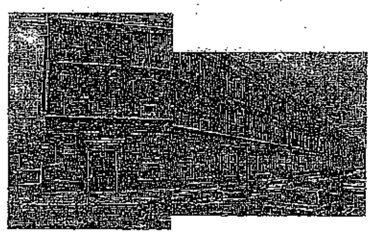

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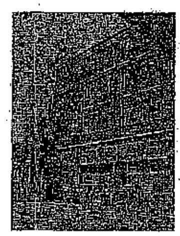

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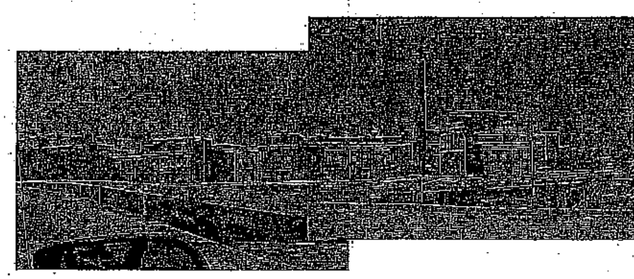

7 EAST ELEVATION (FROM PARK)

ARCHITECT

bh+a

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617 350-0450 Tel
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PROJECT NAME

Atrium Lofts

158 Porter Street
East Boston, MA

CLIENT

Atrium Lofts, LLC

38 Elm Street
Marblehead, MA
018545

PROJECT TEAM

MEP ENGINEERS:
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STRUCTURAL
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REVISIONS

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DATE

DRAWING TITLE

Exterior Elevations

DRAWING INFORMATION

August 21, 2003
DATE OF ISSUE

Schematic design
DESCRIPTION

N.T.S.
SCALE

2455.00
PROJECT #

DRAWING NUMBER

A201

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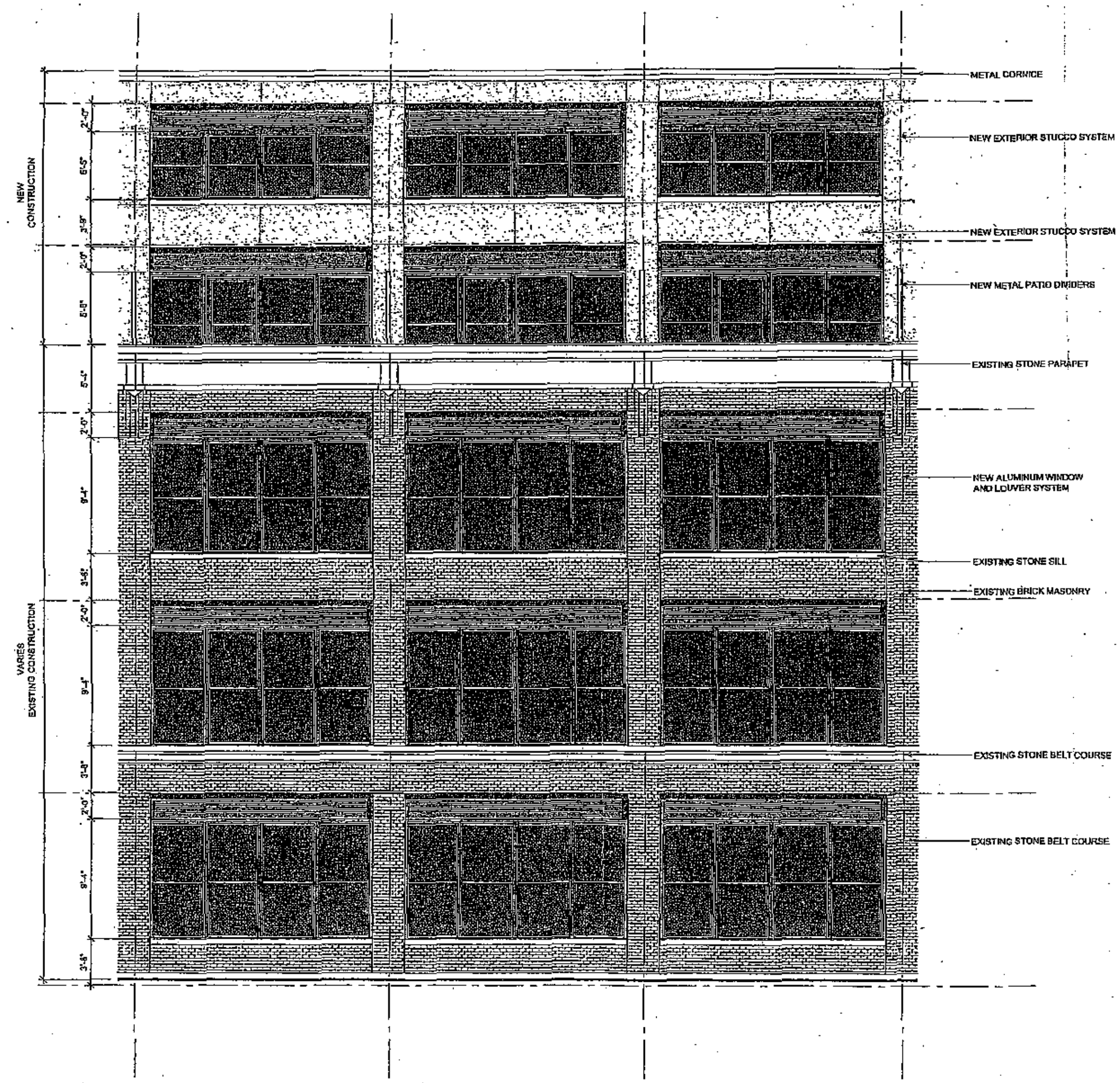

ARCHITECT

bh+a

Bergmeyer Hendrie + Archetype, Inc.
310 Summer Street
Boston, MA 02210
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617 350-0215 Fax
www.bhplus.com

PROJECT NAME

Atrium Lofts

156 Porter Street
East Boston, MA

CLIENT

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36 Elm Street
Marblehead, MA
010545

PROJECT TEAM

MEP ENGINEERS:
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160 Federal Street
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REVISIONS

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DATE

DRAWING TITLE

Typical Bay Elevation

DRAWING INFORMATION

August 21, 2003
DATE (for issue)

Schematic Design
ISSUED FOR

N.T.S.
SCALE

24333.00
PROJECT

A-202_24333.dwg
FILE NAME

DRAWING NUMBER

A202

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Amendment and Restated Development Plan for Planned Development Area No. 47, 156 Porter Street, East Boston (Atrium Lofts)

Boston Redevelopment Authority on behalf of Atrium Lofts, LLC

AMENDED AND RESTATED DEVELOPMENT PLAN FOR PLANNED DEVELOPMENT AREA NO. 47 156 PORTER STREET, EAST BOSTON

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing, does hereby approve the Amended and Restated Development Plan for Planned Development Area No. 47, 156 Porter Street, East Boston, dated October 23, 2003.

Said Amended and Restated Development Plan amends "Development Plan for Planned Development Area No. 47, 156 Porter Street, East Boston," approved by the Authority on July 22, 1999, and approved by the Zoning Commission on November 17, 1999, effective, November 22, 1999. Planned Development Area No. 47 was designated on "Map 3A,East Boston Neighborhood District" of the series of maps entitled "Zoning Districts City of Boston" dated August 15, 1962, as amended, by Map Amendment No. 364, adopted by the Zoning Commission on November 17, 1999, effective November 22, 1999.

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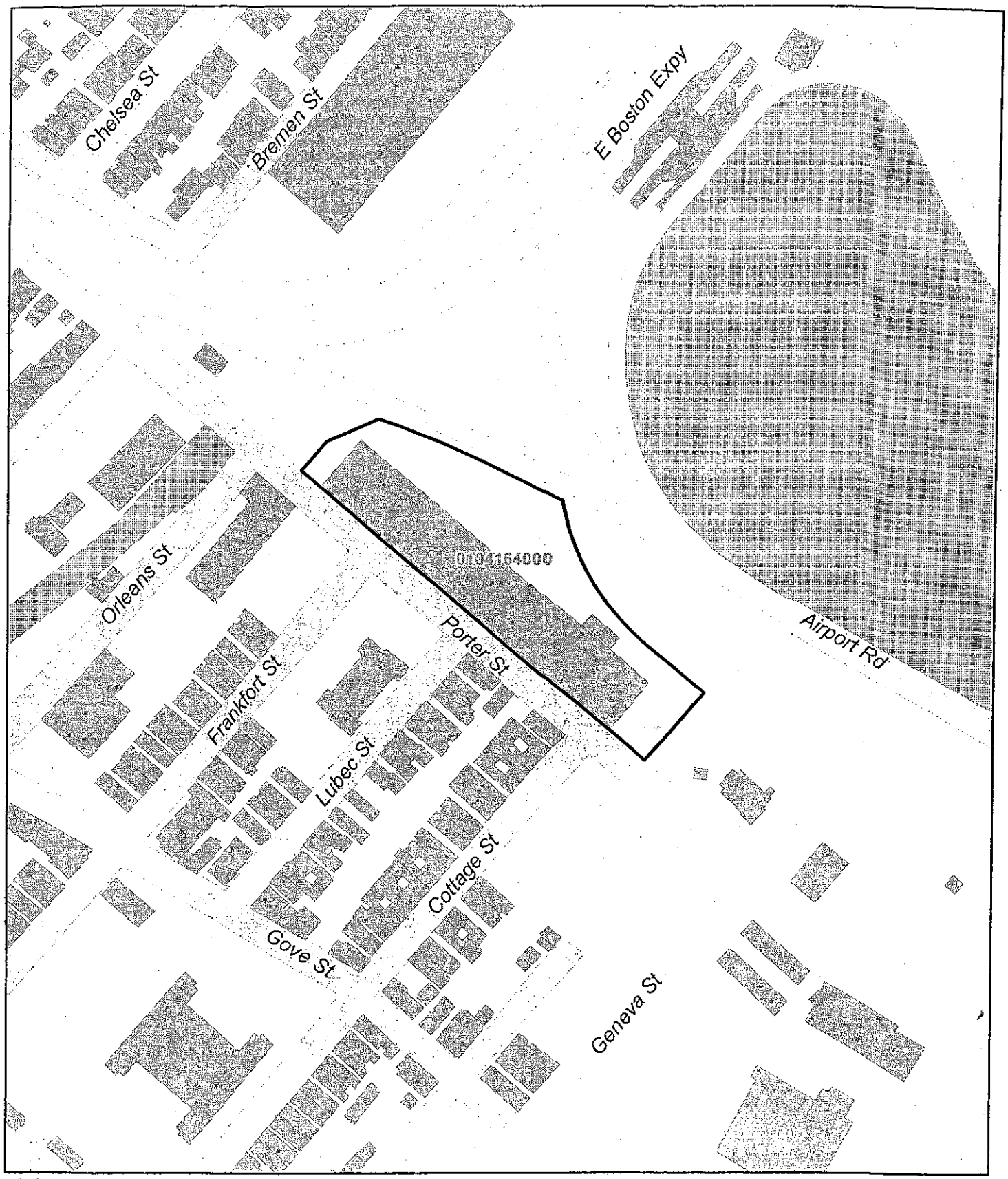
*Date of public notice: October 29, 2003 (see St. 1956, c. 665, s. 5)



Atrium Lofts

Amended and Restated Development Plan for Planned Development Area No. 47, Atrium Lofts

Chairman

Vice Chairman

In Zoning Commission Adopted: November 19, 2003

Attest: Secretary

Amended and Restated Development Plan for Planned Development Area No. 47, 156 Porter Street, East Boston (Atrium Lofts)

Mayor, City of Boston

Date: 11/21/07

The foregoing Amended and Restated Development Plan was presented to the Mayor on NOVEMBER 20, 2003, and was signed by him on NOVEMBER 21, 2003, whereupon it became effective on NOVEMBER 21, 2003, in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:

Secretary to the Zoning Commission

MEMORANDUM **OCTOBER 23, 2003**

TO: **BOSTON REDEVELOPMENT AUTHORITY AND MARK MALONEY, DIRECTOR**

FROM: **SUSAN HARTNETT, DIRECTOR OF ECONOMIC DEVELOPMENT**
JOSEPH RUSSO, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW
MEG KIELY, DEPUTY DIRECTOR FOR COMMUNITY DEVELOPMENT AND HOUSING
DAVID HANIFIN, SENIOR PROJECT MANAGER

SUBJECT: **ATRIUM LOFTS PROJECT**
156 PORTER STREET, EAST BOSTON

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA"): (1) authorize the Director to issue a determination pursuant to Article 80A-6(2) of the Boston Zoning Code (the "Code"), that the Notice of Project Change adequately addresses the impacts of the proposed Atrium Lofts project in East Boston; (2) authorize the Director to issue a Certification of Compliance; (3) authorize the Director to enter into an Affordable Housing Agreement, Cooperation Agreement, a Boston Residents Construction Employment Plan and related documents for the Atrium Lofts project; (4) pursuant to Section 80C of the Code, approve the Amended and Restated Planned Development Area Development Plan for the Atrium Lofts project; (5) authorize the Director to petition the Boston Zoning Commission to approve the Amended and Restated Planned Development Area Development Plan; and (6) authorize the Director to issue a Certification of Consistency for the Atrium Lofts project.

PROJECT BACKGROUND

On August 21, 2003, Atrium Lofts, LLC (the "Developer") filed a Notice of Project Change ("NPC") and an Amended and Restated Planned Development Area ("PDA") Development Plan in relation to an existing vacant structure located at 156 Porter Street in East Boston ("Property"). The Property owner, Atrium Suites, LLC ("Owner"), previously proposed to redevelop the Property as a hotel with 380 guest suites. The previously proposed project consisted of renovating the existing structure along with a one and one-half story rooftop addition and the construction of new atrium and pavilion areas necessary for accessory restaurant and hotel uses. On July 22, 1999, the BRA authorized a Preliminary Adequacy Determination waiving

further review in relation to the proposed hotel project. A PDA development plan dated July 22, 1999 for the proposed hotel project was approved by the Boston Zoning Commission on or about November 17, 1999.

Construction of the previously proposed hotel project did not take place due to the Owner's inability to obtain financing for the project. The Developer is the contract purchaser of the Property. The current proposal involves the rehabilitation of the existing vacant building and enlargement by extension of an existing fourth floor and penthouse to contain a total of approximately 218,200 gross square feet including 217 to 220 loft-style residential condominium units with approximately 156 interior parking spaces located partially at- and partially below-grade and approximately 132 exterior parking spaces ("Proposed Project"). The Proposed Project will include rooftop amenities and a possible exercise area for use by the building residents.

In comparison to the previously proposed hotel project, impacts of the Proposed Project will be reduced. The extension of the fourth floor in the Proposed Project is smaller than the rooftop addition proposed in connection with the hotel use. In addition, the previously proposed hotel atrium and pavilion addition will not be necessary for the residential project currently being proposed. Consequently, environmental impacts associated with the Proposed Project are anticipated to be less than those projected for the hotel project. A traffic study submitted by the Developer indicates that the change of use from a hotel to a residential project will reduce overall person trips and peak hour vehicle trips in both the morning and evening hours. The Property is in close proximity to the MBTA Blue Line Airport subway station and it is projected that many of the residents will rely on the MBTA service.

In addition to the creation of over 200 new residential condominium units, the Proposed Project will provide significant on-site landscape improvements along with easier and safer pedestrian access to the adjacent Memorial Stadium Park. The park will be improved and expanded as part of the Central Artery/Tunnel project. The Proposed Project will also increase neighborhood safety while providing a use with fewer impacts than the previously proposed hotel project. In addition, the Proposed Project is expected to provide approximately 200 construction jobs. Finally, the Developer has committed to the permanent removal of an advertising billboard located on the roof of the existing structure.

ARTICLE 80 PROCESS

The filing of the Amended and Restated PDA Development Plan triggered a forty-five (45) day comment period. Two BRA-hosted public meetings were held near the project site. On September 22, 2003, the Developer met with members of the East Boston community at the Mt. Carmel Church Hall on Gove Street in East Boston. A second publicly advertised meeting was held on October 20, 2003 at the Mt. Carmel Church Hall. In addition, the Developer met with the East Boston Land Use Council, which voted to support the Proposed Project. The Proposed Project was also subject

to review by the Boston Parks and Recreation Commission ("Parks Commission"). On September 29, 2003, the Parks Commission voted to approve the Proposed Project subject to the condition that a detailed landscape plan be submitted to the Boston Parks and Recreation Department staff.

On October 7, 2003, the BRA authorized the Secretary to advertise a public hearing before the BRA on Thursday, October 23, 2003 at 2:30 p.m., to consider the Amended and Restated PDA Development Plan for the Proposed Project pursuant to Section 80C of the Code. The Amended and Restated Development Plan is intended to replace in its entirety the previously approved PDA Development Plan for the Property.

AFFORDABLE HOUSING

The Developer has agreed to designate 15% of the total number of residential condominium units in the Proposed Project (currently 32 units out of a total of 217 units) as affordable condominium units ("Affordable Units"). The loft-style Affordable Units will range in size from 701 square feet to 942 square feet and will be priced using one-bedroom affordable sales prices ($148,500, $189,600 or $230,500 depending on the household income level). The Affordable Units will be sold to households earning between 80% and 120% of Area Median Income ("AMI") for the Boston Standard Metropolitan Statistical Area ("SMSA") as promulgated by the United States Department of Housing and Urban Development (11 units for households earning up to 80% of AMI, 11 units for households earning up to 100% of AMI and 10 units for households earning up to 120% of AMI). The current 2003 income limits for households of various sizes are provided in an attachment labeled Exhibit A. A chart designating particular units within the Proposed Project as the Affordable Units with corresponding household income/pricing levels is attached as Exhibit B[1].

The Developer will submit an Affirmative Fair Housing Marketing Plan (the "Plan") to the BRA and the Boston Fair Housing Commission for the Affordable Units. The Plan is subject to review and approval by both agencies. A preference will be given to Boston residents and first-time homebuyers, in that order. In addition, the Developer will be required to execute an Affordable Housing Agreement, which will include a deed restriction to maintain the Affordable Units for a total of fifty years (thirty years plus an allowable extension of twenty years).

RECOMMENDATION

Based on the foregoing, BRA staff recommends that: (1) the Director be authorized to issue a determination pursuant to Article 80A-6(2) of the Code that the NPC adequately addresses the impacts of the Proposed Project; (2) the Director be authorized to issue a Certification of Compliance; (3) the Director be authorized to

[1] The designation of particular units with corresponding household income levels is subject to change as deemed appropriate by BRA staff prior to execution of an Affordable Housing Agreement.

enter into an Affordable Housing Agreement, Cooperation Agreement, a Boston Residents Construction Employment Plan and related documents; (4) pursuant to Section 80C, the BRA approve the Amended and Restated PDA Development Plan for the Proposed Project; (5) the Director be authorized to petition the Boston Zoning Commission for approval of the Amended and Restated PDA Development Plan; and (6) the Director be authorized to issue a Certification of Consistency in relation to the Atrium Lofts project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a determination under Section 80A-6(2) of the Boston Zoning Code (the "Code") which (i) finds that the Notice of Project Change filed on August 22, 2003 adequately describes the potential impacts arising from the proposed project by Atrium Lofts, LLC to rehabilitate the existing three and one-half story building located at 156 Porter Street in East Boston to contain 217 to 220 residential condominium units with approximately 288 above- and below-grade parking spaces and an on-site affordable housing component equal to 15% of the total units ("Proposed Project"), and provides sufficient mitigation measures to minimize these impacts and (ii) waives further review of the proposed project under Section 80 of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA").

FURTHER VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance for the Proposed Project by Atrium Lofts LLC located at 156 Porter Street in East Boston upon the successful completion of all Article 80 processes for the proposed project; and

FURTHER VOTED: That the Director be, and hereby is, authorized to execute a Cooperation Agreement, a Boston Residents Construction Employment Plan, and any and all other agreements and documents which the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BRA; and

FURTHER VOTED: That the Director be, and hereby is, authorized to enter into (1) an Affordable Housing Agreement for the Proposed Project, which shall designate 15% of the total number of condominium units as affordable units of which eleven (11) units will be sold to households earning up to 80% of area median income, eleven (11) units will sold to households earning up to 100% of area median income, and ten (10) units will be sold to households earning up to 120% of area median income and (2)

any and all agreements and documents which the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BRA; and

FURTHER VOTED: That the BRA hereby finds and determines that the Proposed Project located at 156 Porter Street, East Boston to be undertaken by Atrium Lofts LLC, conforms to the general plan for the City of Boston as a whole, and that nothing proposed in the Proposed Project will be injurious to the neighborhood or otherwise detrimental to the public welfare, and further finds and determines that the Proposed Project complies with Section 80C-4, Standards for Planned Development Area Review Approval of the Boston Zoning Code; and

FURTHER VOTED: That the BRA approves the Amended and Restated Development Plan for 156 Porter Street, East Boston within Planned Development Area No. 47, Atrium Lofts, LLC, Developer dated October 23, 2003; and

FURTHER VOTED: That the Director is authorized to petition the Zoning Commission for approval of the Amended and Restated Development Plan for 156 Porter Street, East Boston within Planned Development Area No. 47, Atrium Lofts, LLC, Developer dated October 23, 2003; and

FURTHER VOTED: That upon approval of the Amended and Restated Development Plan for 156 Porter Street, East Boston, within Planned Development Area No. 47, Atrium Lofts, LLC, Developer dated October 23, 2003 by the Zoning Commission, the Director be, and hereby is authorized to issue one or more Certifications of Consistency for the Atrium Lofts project under Article 80C of the Code.