

July 15, 2015

By Hand Delivery

Mr. Brian P. Golden, Director
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, Massachusetts 02201-1007

Re: Notice of Project Change, Charlesview Redevelopment Project, Allston-Brighton
Neighborhood

Dear Director Golden:

This letter comprises a Notice of Project Change pursuant to Section 80A-6 of the Boston Zoning Code, as amended (the “Zoning Code”) with respect to a portion of the Charlesview Redevelopment Project in the Allston-Brighton neighborhood of Boston (the “Charlesview Project”). The subject site comprises approximately 31,507 square feet of land located at the northwest corner of Telford Street and Western Avenue (the “Telford Street Parcel”), and has been acquired by DIV Telford, LLC (the “Telford Proponent”), which is an affiliate of The Davis Companies. The Telford Proponent acquired the Telford Street Parcel from an affiliate of The Community Builders, which has developed the new Charlesview Apartments and related community space, commercial space and accessory parking on the former Brighton Mills site across the street from the Telford Street Parcel. The Telford Proponent plans to develop the Telford Street Parcel as a homeownership project, as originally contemplated by the BRA’s approvals for the Charlesview Project. This Notice of Project Change (“NPC”) relates solely to changes in the project to be constructed on the Telford Street Parcel (the “Project”).

I. Background – Charlesview Redevelopment Project

The Boston Redevelopment Authority (“BRA”) approved the Charlesview Project on December 17, 2009 pursuant to Article 80B (Large Project Review) of the Zoning Code, subject to ongoing Article 80 design review. The Charlesview Project comprised the development of two parcels of land totaling approximately 8.65 acres: the Brighton Mills parcel of approximately 7.93 acres, and the Telford Street Parcel. As approved, the Charlesview Project is a new mixed-use community containing residential, community, commercial and open space uses, together with accessory parking. Under the BRA approval, 267 residential units and 20 units of homeownership units, as well as 340 parking spaces (underground and surface) were to be constructed on the Brighton Mills parcel.

Through an affiliate, the Community Builders has completed the rental residential, community space, commercial space and parking component of the Brighton Mills parcel



development, and the development of the homeownership units there is underway. The BRA issued a Certificate of Completion for Phase One of the Charlesview Project on October 18, 2013.

Redevelopment of the Telford Street Parcel was to result in 80 homeownership units, a 150 space underground parking garage, and a privately-developed and maintained public gathering space at the northwest corner of Telford Street and Western Avenue. Construction of this component of the Charlesview Project has not yet commenced.

The BRA issued subsequent approvals for the Charlesview Project on September 21, 2010 and November 13, 2014 related to (i) the construction of a fast-food restaurant on the southeast corner of Western Avenue and newly-constructed Telford Street Extension, a public way, and (ii) clarifying the permitted uses within the Charlesview Project.

II. PDA Plan for Charlesview Project, as amended

On December 17, 2009, and concurrently with issuing its Article 80B Large Project Review approval for the Charlesview Project described in Section I above, the BRA approved a Development Plan for Planned Development Area No. 75, Charlesview Apartments, Allston-Brighton, Boston, MA (the "Original Development Plan"). On January 13, 2010, the Boston Zoning Commission (the "Zoning Commission") approved the Original Development Plan, which became effective on January 14, 2010. On September 21, 2010, the BRA approved a First Amendment to Development Plan for Planned Development Area No. 75 (the "First Amendment"), which First Amendment was approved by the Zoning Commission on October 13, 2010 and became effective on October 13, 2010. On November 13, 2014, the BRA approved a Second Amendment to Development Plan for Planned Development Area No. 75 (the "Second Amendment"), which Second Amendment was approved by the Zoning Commission on December 3, 2014 and became effective on December 5, 2014 (the Original Development Plan, as amended by the First Amendment and the Second Amendment, is hereinafter referred to as the "PDA Plan"). The Telford Proponent is filing with the BRA contemporaneously with this NPC, a proposed Third Amendment to the PDA Plan (the "Third Amendment") to reflect the changes in the Project referenced in this NPC.

III. The Project and the Project Team

The Project will be constructed on the Telford Street Parcel, an approximately 31,507 square foot parcel of land located at the northwest corner of Telford Street and Western Avenue; a survey of the parcel is included in this NPC as Exhibit A. There are three vacant buildings currently existing on the Telford Street Parcel, and they will be demolished. Contemporaneously with filing this NPC, the Telford Proponent will be filing an Article 85 demolition delay application with the Boston Landmarks Commission for such demolition work.

Upon completion, the Telford Street Parcel will contain a single, six story building containing not more than 92,806 square feet of Gross Floor Area, comprising approximately 85 residential condominiums and related space, including a fitness room, a bicycle storage and maintenance room and other resident amenities; an outdoor courtyard for building residents; 72

parking spaces located within two parking levels, one of them underground; an approximately 6,000 square foot open space area to the south of the building; landscape and streetscape improvements along Telford Street; and sidewalk improvements along Soldiers Field Road, adjacent to the Project. The open space area will be located at the northwest corner of Telford Street and Western Avenue, will be open to the public, and will be privately maintained. Renderings and schematic designs for the Project are included in this NPC as Exhibit B. The sidewalk improvements to be undertaken along Soldiers Field Road will be consistent with the pedestrian upgrades referenced in the Pedestrian and Bicycle Connectivity Study jointly undertaken by the Massachusetts Department of Transportation and the Massachusetts Department of Conservation and Recreation (“DCR”), in cooperation with the BRA, the Boston Transportation Department, and other entities.

A comparison of the BRA-approved project and the Project proposed in this NPC is as follows:

<u>Element</u>	<u>2009 BRA Approval</u>	<u>2015 NPC</u>
# Units	80	85
Open Space Plaza at Telford Street/Western Avenue	Yes	Yes
Parking Spaces	150 underground	72; 1 level above-ground, 1 level underground
Maximum Height	85'	85'
Stories	7	6 (1 ground level garage/building lobby, 5 residential)
Maximum Gross Floor Area	92,806 square feet	92,806 square feet
Uses	Multi-family residential, open space and parking	Multi-family residential, open space and parking
Floor Area Ratio	Up to 1.23 (site-wide for Charlesview Project); up to 2.94 for Telford Project Component	Up to 2.94

As required by Article 37 of the Zoning Code, the Project will be LEED Certifiable; with a goal that the Project be LEED Certified at the silver level. The Project will contain the following “green” elements:

- * It will be located on a previously disturbed site, thus limiting the Project's effects on natural habitats.
- * It will be located close to public transportation and encourage the use of bicycles through a bicycle storage facility with a dedicated area for user-performed maintenance.
- * The Project will use Energy Star-rated appliances and equipment where applicable, and will achieve at least 20% better energy use than a base-line building of its type.
- * Many of the materials used in the construction of the Project will include recycled content and will be locally harvested and manufactured.
- * There will be a focus on creating a healthy indoor environment for the Project's future residents, as well as the workers during construction, with a strict no smoking policy, limited use of VOC-producing products, and a quality control program to protect and reduce the amount of contaminants from construction debris.

The architect for the Project is CUBE 3 Studio, LLC, an architectural firm known for its creative design and green building expertise. Recently-completed CUBE 3 Studio residential projects include the Vox on 2 Apartments at Alewife Station in Cambridge, the Everly Apartments in Wakefield, and the Riverbend on the Charles Apartments in Watertown. A complete list of the Project team is attached to this NPC as Exhibit C.

Pursuant to the Affordable Housing Agreement that has been executed by the BRA for the Project, as further described in Section IV below, there will be six (6) affordable units at the Project: three 3-bedroom units, and three 2-bedroom units. The locations of, and income eligibility for, these units will be set forth in an amendment to the Affordable Housing Agreement executed by the BRA and the Telford Proponent.

The environmental effects created by the additional five residential units proposed at the Project will be nominal; they will result in 550 additional gallons per day of sewage flow, for a total of 11,440 gpd at the Project. The reduced number of parking spaces to be created at the Project (72 instead of 150) is supported by the fact that the Project site is a transit-rich location and will be 1/2 mile from the new Boston Landing transit station; there will be two car-sharing spaces on-site and there also exist car-sharing spaces nearby at the Brighton Mills parcel; there will be excellent facilities for bicyclists, including a Hubway bicycle station nearby, an on-site bicycle storage and maintenance room, and nearby access to the Charles River bicycle/pedestrian path as well as bicycle lanes in area streets; and it is not expected that all residents will purchase vehicles, reflecting current demand in the Boston urban area. A technical memorandum discussing the parking and transit aspects of the Project from Howard Stein-Hudson Associates, the transportation consultant for the Project, is attached to this NPC as Exhibit D.

IV. Additional Permits and Approvals

In addition to BRA approval of this NPC and BRA, Zoning Commission and Mayoral approval of the Third Amendment, the Project will require other approvals from, notices to or agreements with other City of Boston and state and federal governmental agencies as outlined below. As the Project's design is refined, additional permits or approvals may be needed and if so, will be obtained by the Telford Proponent.

City of Boston Agencies

*	Boston Civic Design Commission	Design review
*	Public Improvement Commission	Specific repairs and easement for pedestrian travel
*	Parks Commission	Construction within 100 feet of a parkway
*	Boston Landmarks Commission	Article 85 Demolition Delay
*	Committee on Licenses	Fuel Storage License/Garage Permit
*	Transportation Department	Approval of Transportation Access Plan Agreement and Construction Management Plan
*	Boston Water and Sewer Commission	Site Plan Approval
*	Inspectional Services Department	Building Permit; Certificate of Occupancy
*	Boston Public Health Commission	Asbestos Abatement Permit

State Agencies

MEPA. One April 11, 2008, the Massachusetts Secretary of Environmental Affairs issued a Certificate finding that the Environmental Notification Form for the Charlesview Project filed with the MEPA Office adequately and properly complied with the Massachusetts Environmental Policy Act ("MEPA") and its implementing regulations. The Telford Proponent will seek confirmation from the MEPA Office that no further MEPA review is required in connection with the five additional residential units proposed at the Project; if further MEPA review is required, the Telford Proponent will file a Notice of Project Change in accordance with the MEPA regulations.

MHC. Review of the Project by the Massachusetts Historical Commission ("MHC") was undertaken as part of the MEPA process, and the MHC initially issued a letter determining that the Charlesview Project would have an adverse effect on Soldiers Field Road. In response to that letter and subsequent letters from MHC, The Community Builders, as the proponent of the Charlesview Project, filed with MHC an Additional Information and Alternatives Analysis dated June 28, 2010. That submission reflected changes to the Project, *i.e.*, Project which consisted of a single, 7 story building containing 80 residential units on the Telford Street Parcel, together with an open space area at the northwest corner of Telford Street and Western Avenue. In response to that submission, the MHC issued a letter dated July 23, 2010 in which it determined that the Project proposal set forth in the Alternatives Analysis submission would have "no adverse effect" on the setting of Soldiers Field Road.

The design of the Project is lower than that contained in such submission (*i.e.*, 6 stories instead of 7). Thus, no further MHC review of the Project is required.

DCR. The Project will be reviewed with DCR representatives, and a work permit will be obtained from DCR before the initiation of sidewalk and curb line repairs along Soldiers Field Road adjacent to the Project.

MassDEP. Prior to initiating demolition of the existing buildings and construction of the Project, the Project contractor will file with the Massachusetts Department of Environmental Protection (MassDEP) a notice of construction and demolition, as well as an asbestos removal notification and work plan, each as required by MassDEP regulations.

Federal Agencies

Prior to the commencement of construction, a U.S. Environmental Protection Agency NPDES (National Pollution Discharge Elimination System) Notice of Intent will be filed for the Project since as a component of the Charlesview Project, the Project is a part of a coordinated plan of development involving one or more acres of land. It is not anticipated that any other federal permits or approvals will be required for the Project.

V. Article 80 Agreements

As part of the permitting of the Charlesview Project, The Community Builders, acting through its affiliate owner of the Telford Street Parcel, entered into a Cooperation Agreement with the BRA for the Project, as well as a Boston Residents Construction Employment Plan and an Affordable Housing Agreement. The obligations of the TCB affiliates under each of those agreements was assigned to and assumed by the Telford Proponent upon its acquisition of the Telford Street Parcel. These obligations will thus be fulfilled by the Telford Proponent, which will also enter into a Transportation Access Plan Agreement with the Boston Transportation Department to complete its Article 80 agreement obligations.

VI. Community Outreach and the Public Benefits of the Project

Prior to submitting this NPC, the Telford Proponent has undertaken a community outreach process that has included meetings and conversations with elected officials (including the offices of City Councilor Mark Ciommo, State Representative Michael Moran, State Representative Kevin Honan, and Allston/Brighton Mayor's Office of Neighborhood Services liaison John Laadt), community leaders and other stakeholders. This community dialogue will continue through the BRA-sponsored community meeting that will be scheduled in order to elicit community feedback on the Project design and the proposed Third Amendment to the PDA Plan, as well as additional and on-going conversations with community leaders and elected officials.

The public benefits of the Project will be numerous, including the following:

- * The demolition of long-vacant buildings and conversion of the Project site into an attractive, vibrant residential community.

- * The creation of 85 new workforce homeownership units in a transit-friendly location, close to the Charles River Reservation parklands.
- * The creation of six family-sized affordable housing units, with priority to be given to first-time homebuyers.
- * The extension of the pedestrian path from Telford Street Extension to the Charles River, through new sidewalks, new street trees and new street lighting to be installed along Telford Street adjacent to the Project.
- * The reconstruction of the sidewalk along a portion of Soldiers Field Road adjacent to the Project.
- * The installation of new handicapped accessibility ramps at the Telford Street/Soldiers Field Road and Telford Street/Western Avenue intersections, and related crosswalk striping.
- * Two new car-sharing spaces within the Project garage.
- * A new public gathering space at the corner of Telford Street and Western Avenue that will be privately maintained.
- * The generation of approximately \$413,000 in real estate taxes annually to the City of Boston after occupancy of the condominium units.
- * The creation of approximately 80 construction-period jobs.

VII. The Proponent and The Davis Companies

The Davis Companies is an integrated real estate development investment, development and management company founded in 1976, with a track record of success and an investment portfolio that includes properties in 16 states plus the District of Columbia. The Davis Companies' projects in Boston include three notably complex projects: (i) the initial rehabilitation of the former Exeter Theatre in Boston's Back Bay neighborhood into office, retail and restaurant space; (ii) the redevelopment of the outdated Charles River Plaza complex on Cambridge Street near downtown Boston into a successful medical, office, research and retail complex with an associated parking garage; and (iii) the rehabilitation and repositioning of the 550,000 square foot Boston Design Center in the City's Boston Marine Industrial Park in South Boston. The Davis Companies has also completed numerous new construction projects in suburban Boston, including headquarters buildings in Waltham for Verizon and National Grid, and it is currently engaged in other development projects in Pennsylvania and elsewhere. In addition, The Davis Companies has completed the development of 2 condominium projects in the City of Boston – located at 16 Miner Street and 944 Dorchester Avenue, respectively – within the past 5 years. DIV Telford, LLC, the Telford Proponent, is a single-purpose entity established by The Davis Companies to develop the Telford Street Project.


VIII. Summary

We respectfully request that the BRA determine pursuant to Section 80A-6 of the Zoning Code, that this NPC adequately describes the proposed changes to the Project Component as well as the potential impacts of such changes, and that the mitigation proposed is adequate to address any such potential impacts. We also request that the BRA recommend to the Zoning Commission, approval of the proposed Third Amendment to the PDA Plan to facilitate development of the Project as described in this NPC.

We appreciate all of the assistance and guidance the BRA staff has rendered thus far with the Project, and we look forward to working with you and your staff to finalize the necessary public approvals and bring it to fruition. If you or any of your staff members have any questions about the Project, please feel free to contact me at 617/936-4852 or the project manager, Stephen Davis, at 617/936-4854.

Thank you.

Sincerely,



Enrique Bellido
Senior Vice President – Development

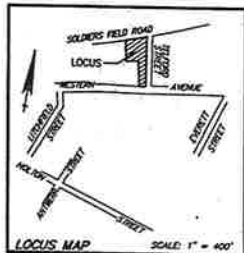
cc: Erico Lopez, BRA
Casey Hines, BRA
Stephen Davis, The Davis Companies
Rebecca A. Lee, Esq., Locke Lord LLP

Attachments:

Exhibit A: Survey – Telford Street Parcel
Exhibit B: Renderings and Schematic Plans
Exhibit C: Project Team List
Exhibit D: Technical Memorandum from Howard Stein/Hudson Associates

Exhibit A

Survey – Telford Street Parcel



TO BY ACQUISITION & LLC AND ITS SUCCESSORS AND ASSONS, BY TELFORD, LLC AND COMMERCIAL LAND TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 AMERICAN STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2.3.4.4.8 THROUGH 2.6 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON NOVEMBER 20, 2014.

I CERTIFY THAT THE SUBJECT PROPERTY IS NOT LOCATED IN A FLOOD HAZARD ZONE AS DELINEATED ON THE MAP NO. 2202502070 AS REVISED TO SEPTEMBER 25, 2009 BY F.L.M.A.

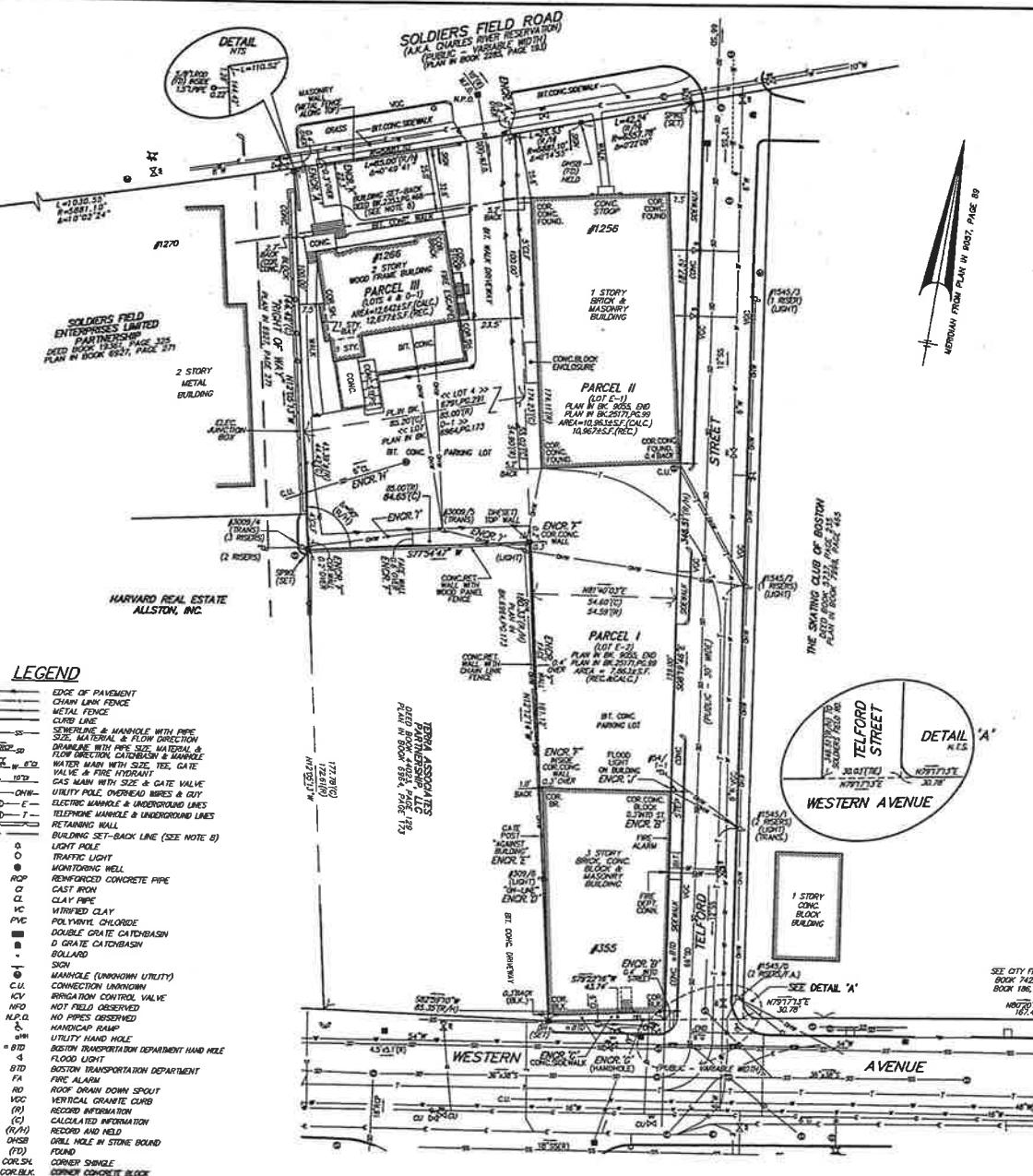
I FURTHER CERTIFY THAT THE PROPERTY LINES SHOWN ARE THE LINES DURING EXISTING OWNERSHIP AND THE LINES OF STREETS AND WAYS SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED, AND THAT NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIP OR FOR NEW WAYS ARE SHOWN. (MASS GEN. LAWS, CHAPTER 41, SEC. 81-83.)

DATE: _____ PROFESSIONAL LAND SURVEYOR: _____ REGISTRATION NO.: _____

- LIST OF POSSIBLE ENCROACHMENTS:**
- STONE & MASONRY POSTS CROSS INTO SOLDIERS FIELD ROAD RIGHT OF WAY.
 - BUILDING (AND STAIR) CROSS INTO TELFORD ROAD RIGHT OF WAY.
 - CONCRETE SCHEDULE ALONG WESTERN AVENUE CROSSES INTO THE PREMISES.
 - UTILITY POLE FOR BENEFIT OF OWNERS ON THE BOUNDARY OF THE PREMISES.
 - A FENCE POST FOR THE BENEFIT OF OWNERS ON THE PREMISES.
 - CONCRETE RETAINING WALL CROSSES OVER THE PREMISES.
 - UTILITY MANHOLE ON SCHEDULE OF WESTERN AVENUE, PARTIALLY ON THE PREMISES.
 - A DRAINAGE FOR THE BENEFIT OF THE PREMISES APPEARS TO CROSS TO ADJACENT PROPERTY.
 - CONCRETE BARS FOR THE BENEFIT OF THE PREMISES AND OTHERS CROSSES THE PREMISES AND ADJUTING PROPERTY.
 - A FLOOD LIGHT, SEPARATELY FOR THE BENEFIT OF THE SHADING CLUB OF BOSTON IS LOCATED ON THE CORNER OF THE BUILDING AT 355 WESTERN AVENUE AND ENCRUSHING THE RIGHT OF WAY FOR TELFORD STREET.
 - STEPS CROSS OVER ST. SIDE BUILDING SET-BACK.

I CERTIFY THAT THIS PLAN CONFORMS TO THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS.

DATE: _____ PROFESSIONAL LAND SURVEYOR: _____ FOR REGISTRY USE: _____



- LEGEND**
- EDGE OF PAVEMENT
 - CHAIN LINK FENCE
 - METAL FENCE
 - CURB LINE
 - SEWERLINE & MANHOLE WITH PIPE SIZE, MATERIAL & FLOW DIRECTION
 - WATER MAIN WITH PIPE SIZE, MATERIAL & FLOW DIRECTION, CATCHBASIN & MANHOLE
 - GAS MAIN WITH SIZE, TEE, GATE VALVE & FIRE HYDRANT
 - UTILITY POLE OVERHEAD WIRES & CITY
 - ELECTRIC MANHOLE & UNDERGROUND LINES
 - TELEPHONE MANHOLE & UNDERGROUND LINES
 - RETAINING WALL
 - BUILDING SET-BACK LINE (SEE NOTE 8)
 - LIGHT POLE
 - TRAFFIC LIGHT
 - MONITORING WELL
 - REINFORCED CONCRETE PIPE
 - CAST IRON
 - CLAY PIPE
 - WETTED CLAY
 - POLYVINYL CHLORIDE
 - DOUBLE GRATE CATCHBASIN
 - GRATE CATCHBASIN
 - BOLLARD
 - SIGN
 - MANHOLE (UNKNOWN UTILITY)
 - CONNECTION UNKNOWN
 - IRRIGATION CONTROL VALVE
 - NO PRESS OBSERVED
 - HANDICAP RAMP
 - UTILITY HAND HOLE
 - BOSTON TRANSPORTATION DEPARTMENT HAND HOLE
 - FLOOD LIGHT
 - BOSTON TRANSPORTATION DEPARTMENT
 - FIRE ALARM
 - ROOF DRAIN DOWN SPOUT
 - VERTICAL GRANITE CURB
 - RECORD INFORMATION
 - CALCULATED INFORMATION
 - RECORD AND FIELD
 - DRILL HOLE IN STONE BOUND
 - FOUND
 - CORNER SINGLE
 - CORNER CONCRETE BLOCK

ASSESSORS: 355 WESTERN AVENUE, PARCEL #220063010, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000

OWNERS OF RECORD: TELFORD STREET HOMEOWNERSHIP, LLC

TITLE COMMITMENT: FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO. 10-44380 EFFECTIVE DATE: SEPTEMBER 1, 2010

REFERENCES: DEED BOOK 48076, PAGE 307; PLAN IN BOOK 2235, PAGE 353; PLAN IN BOOK 2205, PAGE 193; PLAN IN BOOK 2426, PAGE 559; PLAN IN BOOK 6791, PAGE 291; PLAN IN BOOK 6984, PAGE 173; PLAN IN BOOK 9055, END; PLAN IN BOOK 23774, PAGE 99

CITY OF BOSTON ENGINEERING DEPARTMENT: TELFORD STREET, PLAN L-2969, PLAN L-10134b, WESTERN AVENUE, PLAN S-335, NOTE BOOK 742, PAGES 82 & 89, NOTE BOOK 186, PAGE 334

NOTES:

- THIS PLAN HAS BEEN PREPARED AS AN ALTA/ACSM LAND TITLE SURVEY FOR 355 WESTERN AVE. & 1266 & 1266 SOLDIERS FIELD ROAD.
- NO POSSIBLE ENCROACHMENT ISSUES BETWEEN THE THREE LOTS LISTED HEREIN, ACROSS COMMON INTERING PROPERTY LINES, HAVE BEEN NOTED OR ADDRESSED FOR THE PURPOSE OF THIS PLAN.
- UNDERGROUND UTILITIES SHOWN HEREIN ARE COMPULSED FROM FIELD LOCATIONS OF STRUCTURES AND FROM AVAILABLE RECORDED INFORMATION ON FILE AT THE CITY ENGINEERING OFFICES, CITY OF BOSTON. CITY INSPECTORAL SERVICES DEPARTMENT, MASS HIGHWAY DEPT. AND UTILITY COMPANIES. OTHER UNDERGROUND UTILITIES MAY EXIST. THIS PLAN IS NOT INTENDED TO BE USED FOR DESIGN OR DEMOLITION PURPOSES.
- NO PARKING STRIPING WAS OBSERVED ON THE SITE.
- NO SURFACE EVIDENCE WAS OBSERVED ON THE SITE OF ANY CURRENT EARTH MOVING WORK BUILDING CONSTRUCTION (FIELD SURVEY MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008).
- NO SURFACE EVIDENCE WAS OBSERVED OF THE SITE BEING USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
- LOT CORNER MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008.
- EASTERLY LIMITS OF BUILDING SET-BACK LINE ALONG THE FRONTAGE OF 1266 SOLDIERS FIELD ROAD AS REFERENCED IN DEED BOOK 2353, PAGE 468 IS APPROXIMATE ONLY. LIMIT OF SET-BACK LINE IS BASED ON THE PRESUMPTION THAT THE PROPERTY LINE BETWEEN 1266 & 1266 SOLDIERS FIELD ROAD DESCRIBED IN DEED BOOK 2353, PAGE 468 (1899) IS UNCHANGED. REFER ALSO TO PLANS RECORDED IN DEED BOOK 2235, PAGE 353 AND DEED BOOK 2205, PAGE 193.
- PROPERTY SHOWN HEREIN IS THE SAME PROPERTY DESCRIBED IN COMMERCIAL LAND TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, CASE NO. 10-44380, EFFECTIVE DATE: DECEMBER 4, 2014.
- THE THREE PARCELS SHOWN HEREIN ARE CONTIGUOUS TO ONE ANOTHER AND THERE ARE NO GAPS OR GORES BETWEEN THE PARCELS OR BETWEEN THE PARCELS AND THE ADJACENT ROADS (WESTERN AVE, TELFORD STREET AND SOLDIERS FIELD ROAD).

ASSASSINATORS: 355 WESTERN AVENUE, PARCEL #220063010, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000

OWNERS OF RECORD: TELFORD STREET HOMEOWNERSHIP, LLC

TITLE COMMITMENT: FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO. 10-44380 EFFECTIVE DATE: SEPTEMBER 1, 2010

REFERENCES: DEED BOOK 48076, PAGE 307; PLAN IN BOOK 2235, PAGE 353; PLAN IN BOOK 2205, PAGE 193; PLAN IN BOOK 2426, PAGE 559; PLAN IN BOOK 6791, PAGE 291; PLAN IN BOOK 6984, PAGE 173; PLAN IN BOOK 9055, END; PLAN IN BOOK 23774, PAGE 99

CITY OF BOSTON ENGINEERING DEPARTMENT: TELFORD STREET, PLAN L-2969, PLAN L-10134b, WESTERN AVENUE, PLAN S-335, NOTE BOOK 742, PAGES 82 & 89, NOTE BOOK 186, PAGE 334

NOTES:

- THIS PLAN HAS BEEN PREPARED AS AN ALTA/ACSM LAND TITLE SURVEY FOR 355 WESTERN AVE. & 1266 & 1266 SOLDIERS FIELD ROAD.
- NO POSSIBLE ENCROACHMENT ISSUES BETWEEN THE THREE LOTS LISTED HEREIN, ACROSS COMMON INTERING PROPERTY LINES, HAVE BEEN NOTED OR ADDRESSED FOR THE PURPOSE OF THIS PLAN.
- UNDERGROUND UTILITIES SHOWN HEREIN ARE COMPULSED FROM FIELD LOCATIONS OF STRUCTURES AND FROM AVAILABLE RECORDED INFORMATION ON FILE AT THE CITY ENGINEERING OFFICES, CITY OF BOSTON. CITY INSPECTORAL SERVICES DEPARTMENT, MASS HIGHWAY DEPT. AND UTILITY COMPANIES. OTHER UNDERGROUND UTILITIES MAY EXIST. THIS PLAN IS NOT INTENDED TO BE USED FOR DESIGN OR DEMOLITION PURPOSES.
- NO PARKING STRIPING WAS OBSERVED ON THE SITE.
- NO SURFACE EVIDENCE WAS OBSERVED ON THE SITE OF ANY CURRENT EARTH MOVING WORK BUILDING CONSTRUCTION (FIELD SURVEY MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008).
- NO SURFACE EVIDENCE WAS OBSERVED OF THE SITE BEING USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
- LOT CORNER MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008.
- EASTERLY LIMITS OF BUILDING SET-BACK LINE ALONG THE FRONTAGE OF 1266 SOLDIERS FIELD ROAD AS REFERENCED IN DEED BOOK 2353, PAGE 468 IS APPROXIMATE ONLY. LIMIT OF SET-BACK LINE IS BASED ON THE PRESUMPTION THAT THE PROPERTY LINE BETWEEN 1266 & 1266 SOLDIERS FIELD ROAD DESCRIBED IN DEED BOOK 2353, PAGE 468 (1899) IS UNCHANGED. REFER ALSO TO PLANS RECORDED IN DEED BOOK 2235, PAGE 353 AND DEED BOOK 2205, PAGE 193.
- PROPERTY SHOWN HEREIN IS THE SAME PROPERTY DESCRIBED IN COMMERCIAL LAND TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, CASE NO. 10-44380, EFFECTIVE DATE: DECEMBER 4, 2014.
- THE THREE PARCELS SHOWN HEREIN ARE CONTIGUOUS TO ONE ANOTHER AND THERE ARE NO GAPS OR GORES BETWEEN THE PARCELS OR BETWEEN THE PARCELS AND THE ADJACENT ROADS (WESTERN AVE, TELFORD STREET AND SOLDIERS FIELD ROAD).

ASSESSORS: 355 WESTERN AVENUE, PARCEL #220063010, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000

OWNERS OF RECORD: TELFORD STREET HOMEOWNERSHIP, LLC

TITLE COMMITMENT: FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO. 10-44380 EFFECTIVE DATE: SEPTEMBER 1, 2010

REFERENCES: DEED BOOK 48076, PAGE 307; PLAN IN BOOK 2235, PAGE 353; PLAN IN BOOK 2205, PAGE 193; PLAN IN BOOK 2426, PAGE 559; PLAN IN BOOK 6791, PAGE 291; PLAN IN BOOK 6984, PAGE 173; PLAN IN BOOK 9055, END; PLAN IN BOOK 23774, PAGE 99

CITY OF BOSTON ENGINEERING DEPARTMENT: TELFORD STREET, PLAN L-2969, PLAN L-10134b, WESTERN AVENUE, PLAN S-335, NOTE BOOK 742, PAGES 82 & 89, NOTE BOOK 186, PAGE 334

NOTES:

- THIS PLAN HAS BEEN PREPARED AS AN ALTA/ACSM LAND TITLE SURVEY FOR 355 WESTERN AVE. & 1266 & 1266 SOLDIERS FIELD ROAD.
- NO POSSIBLE ENCROACHMENT ISSUES BETWEEN THE THREE LOTS LISTED HEREIN, ACROSS COMMON INTERING PROPERTY LINES, HAVE BEEN NOTED OR ADDRESSED FOR THE PURPOSE OF THIS PLAN.
- UNDERGROUND UTILITIES SHOWN HEREIN ARE COMPULSED FROM FIELD LOCATIONS OF STRUCTURES AND FROM AVAILABLE RECORDED INFORMATION ON FILE AT THE CITY ENGINEERING OFFICES, CITY OF BOSTON. CITY INSPECTORAL SERVICES DEPARTMENT, MASS HIGHWAY DEPT. AND UTILITY COMPANIES. OTHER UNDERGROUND UTILITIES MAY EXIST. THIS PLAN IS NOT INTENDED TO BE USED FOR DESIGN OR DEMOLITION PURPOSES.
- NO PARKING STRIPING WAS OBSERVED ON THE SITE.
- NO SURFACE EVIDENCE WAS OBSERVED ON THE SITE OF ANY CURRENT EARTH MOVING WORK BUILDING CONSTRUCTION (FIELD SURVEY MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008).
- NO SURFACE EVIDENCE WAS OBSERVED OF THE SITE BEING USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
- LOT CORNER MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008.
- EASTERLY LIMITS OF BUILDING SET-BACK LINE ALONG THE FRONTAGE OF 1266 SOLDIERS FIELD ROAD AS REFERENCED IN DEED BOOK 2353, PAGE 468 IS APPROXIMATE ONLY. LIMIT OF SET-BACK LINE IS BASED ON THE PRESUMPTION THAT THE PROPERTY LINE BETWEEN 1266 & 1266 SOLDIERS FIELD ROAD DESCRIBED IN DEED BOOK 2353, PAGE 468 (1899) IS UNCHANGED. REFER ALSO TO PLANS RECORDED IN DEED BOOK 2235, PAGE 353 AND DEED BOOK 2205, PAGE 193.
- PROPERTY SHOWN HEREIN IS THE SAME PROPERTY DESCRIBED IN COMMERCIAL LAND TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, CASE NO. 10-44380, EFFECTIVE DATE: DECEMBER 4, 2014.
- THE THREE PARCELS SHOWN HEREIN ARE CONTIGUOUS TO ONE ANOTHER AND THERE ARE NO GAPS OR GORES BETWEEN THE PARCELS OR BETWEEN THE PARCELS AND THE ADJACENT ROADS (WESTERN AVE, TELFORD STREET AND SOLDIERS FIELD ROAD).

ASSESSORS: 355 WESTERN AVENUE, PARCEL #220063010, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000

OWNERS OF RECORD: TELFORD STREET HOMEOWNERSHIP, LLC

TITLE COMMITMENT: FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO. 10-44380 EFFECTIVE DATE: SEPTEMBER 1, 2010

REFERENCES: DEED BOOK 48076, PAGE 307; PLAN IN BOOK 2235, PAGE 353; PLAN IN BOOK 2205, PAGE 193; PLAN IN BOOK 2426, PAGE 559; PLAN IN BOOK 6791, PAGE 291; PLAN IN BOOK 6984, PAGE 173; PLAN IN BOOK 9055, END; PLAN IN BOOK 23774, PAGE 99

CITY OF BOSTON ENGINEERING DEPARTMENT: TELFORD STREET, PLAN L-2969, PLAN L-10134b, WESTERN AVENUE, PLAN S-335, NOTE BOOK 742, PAGES 82 & 89, NOTE BOOK 186, PAGE 334

NOTES:

- THIS PLAN HAS BEEN PREPARED AS AN ALTA/ACSM LAND TITLE SURVEY FOR 355 WESTERN AVE. & 1266 & 1266 SOLDIERS FIELD ROAD.
- NO POSSIBLE ENCROACHMENT ISSUES BETWEEN THE THREE LOTS LISTED HEREIN, ACROSS COMMON INTERING PROPERTY LINES, HAVE BEEN NOTED OR ADDRESSED FOR THE PURPOSE OF THIS PLAN.
- UNDERGROUND UTILITIES SHOWN HEREIN ARE COMPULSED FROM FIELD LOCATIONS OF STRUCTURES AND FROM AVAILABLE RECORDED INFORMATION ON FILE AT THE CITY ENGINEERING OFFICES, CITY OF BOSTON. CITY INSPECTORAL SERVICES DEPARTMENT, MASS HIGHWAY DEPT. AND UTILITY COMPANIES. OTHER UNDERGROUND UTILITIES MAY EXIST. THIS PLAN IS NOT INTENDED TO BE USED FOR DESIGN OR DEMOLITION PURPOSES.
- NO PARKING STRIPING WAS OBSERVED ON THE SITE.
- NO SURFACE EVIDENCE WAS OBSERVED ON THE SITE OF ANY CURRENT EARTH MOVING WORK BUILDING CONSTRUCTION (FIELD SURVEY MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008).
- NO SURFACE EVIDENCE WAS OBSERVED OF THE SITE BEING USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
- LOT CORNER MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008.
- EASTERLY LIMITS OF BUILDING SET-BACK LINE ALONG THE FRONTAGE OF 1266 SOLDIERS FIELD ROAD AS REFERENCED IN DEED BOOK 2353, PAGE 468 IS APPROXIMATE ONLY. LIMIT OF SET-BACK LINE IS BASED ON THE PRESUMPTION THAT THE PROPERTY LINE BETWEEN 1266 & 1266 SOLDIERS FIELD ROAD DESCRIBED IN DEED BOOK 2353, PAGE 468 (1899) IS UNCHANGED. REFER ALSO TO PLANS RECORDED IN DEED BOOK 2235, PAGE 353 AND DEED BOOK 2205, PAGE 193.
- PROPERTY SHOWN HEREIN IS THE SAME PROPERTY DESCRIBED IN COMMERCIAL LAND TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, CASE NO. 10-44380, EFFECTIVE DATE: DECEMBER 4, 2014.
- THE THREE PARCELS SHOWN HEREIN ARE CONTIGUOUS TO ONE ANOTHER AND THERE ARE NO GAPS OR GORES BETWEEN THE PARCELS OR BETWEEN THE PARCELS AND THE ADJACENT ROADS (WESTERN AVE, TELFORD STREET AND SOLDIERS FIELD ROAD).

ASSESSORS: 355 WESTERN AVENUE, PARCEL #220063010, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000, 1266 SOLDIERS FIELD ROAD, PARCEL #220063000

OWNERS OF RECORD: TELFORD STREET HOMEOWNERSHIP, LLC

TITLE COMMITMENT: FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO. 10-44380 EFFECTIVE DATE: SEPTEMBER 1, 2010

REFERENCES: DEED BOOK 48076, PAGE 307; PLAN IN BOOK 2235, PAGE 353; PLAN IN BOOK 2205, PAGE 193; PLAN IN BOOK 2426, PAGE 559; PLAN IN BOOK 6791, PAGE 291; PLAN IN BOOK 6984, PAGE 173; PLAN IN BOOK 9055, END; PLAN IN BOOK 23774, PAGE 99

CITY OF BOSTON ENGINEERING DEPARTMENT: TELFORD STREET, PLAN L-2969, PLAN L-10134b, WESTERN AVENUE, PLAN S-335, NOTE BOOK 742, PAGES 82 & 89, NOTE BOOK 186, PAGE 334

NOTES:

- THIS PLAN HAS BEEN PREPARED AS AN ALTA/ACSM LAND TITLE SURVEY FOR 355 WESTERN AVE. & 1266 & 1266 SOLDIERS FIELD ROAD.
- NO POSSIBLE ENCROACHMENT ISSUES BETWEEN THE THREE LOTS LISTED HEREIN, ACROSS COMMON INTERING PROPERTY LINES, HAVE BEEN NOTED OR ADDRESSED FOR THE PURPOSE OF THIS PLAN.
- UNDERGROUND UTILITIES SHOWN HEREIN ARE COMPULSED FROM FIELD LOCATIONS OF STRUCTURES AND FROM AVAILABLE RECORDED INFORMATION ON FILE AT THE CITY ENGINEERING OFFICES, CITY OF BOSTON. CITY INSPECTORAL SERVICES DEPARTMENT, MASS HIGHWAY DEPT. AND UTILITY COMPANIES. OTHER UNDERGROUND UTILITIES MAY EXIST. THIS PLAN IS NOT INTENDED TO BE USED FOR DESIGN OR DEMOLITION PURPOSES.
- NO PARKING STRIPING WAS OBSERVED ON THE SITE.
- NO SURFACE EVIDENCE WAS OBSERVED ON THE SITE OF ANY CURRENT EARTH MOVING WORK BUILDING CONSTRUCTION (FIELD SURVEY MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008).
- NO SURFACE EVIDENCE WAS OBSERVED OF THE SITE BEING USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.
- LOT CORNER MONUMENTS FOUND AND SET AS SHOWN HEREIN FROM FIELD SURVEY PERFORMED BY HANCOCK ASSOCIATES IN 2008.
- EASTERLY LIMITS OF BUILDING SET-BACK LINE ALONG THE FRONTAGE OF 1266 SOLDIERS FIELD ROAD AS REFERENCED IN DEED BOOK 2353, PAGE 468 IS APPROXIMATE ONLY. LIMIT OF SET-BACK LINE IS BASED ON THE PRESUMPTION THAT THE PROPERTY LINE BETWEEN 1266 & 1266 SOLDIERS FIELD ROAD DESCRIBED IN DEED BOOK 2353, PAGE 468 (1899) IS UNCHANGED. REFER ALSO TO PLANS RECORDED IN DEED BOOK 2235, PAGE 353 AND DEED BOOK 2205, PAGE 193.
- PROPERTY SHOWN HEREIN IS THE SAME PROPERTY DESCRIBED IN COMMERCIAL LAND TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, CASE NO. 10-44380, EFFECTIVE DATE: DECEMBER 4, 2014.
- THE THREE PARCELS SHOWN HEREIN ARE CONTIGUOUS TO ONE ANOTHER AND THERE ARE NO GAPS OR GORES BETWEEN THE PARCELS OR BETWEEN THE PARCELS AND THE ADJACENT ROADS (WESTERN AVE, TELFORD STREET AND SOLDIERS FIELD ROAD).

SCALE: 1" = 20'

TELFD STREET LOTS

Boston (Brighton), Massachusetts

PREPARED FOR: **DIV ACQUISITION II, LLC**
125 High Street
21st floor
Boston, Massachusetts

HANCOCK ASSOCIATES

Civil Engineers
Land Surveyors
Wetland Scientists

185 CENTRE STREET, DARTMOUTH, MA 01823
VOICE (978) 777-3000, FAX (978) 774-7816
WWW.HANCOCKASSOCIATES.COM



NO.	APP.	DATE	REVISION/DESCRIPTION

DATE: 1/27/2015 DRAWN BY: JMS
SCALE: 1"=20' CHECK BY: WCL

ALTA / ACSM LAND TITLE SURVEY IN BOSTON, MA (BRIGHTON)

DWG: 189241.dwg
LAYOUT: EC
SHEET: 1 OF 1
PROJECT NO.: 18924

Exhibit B

Renderings and Schematic Plans



Telford Street
Condominiums

Telford Street,
North Allston, MA

The Davis
Companies

125 High Street
21st Floor
Boston, MA 02110

Progress Drawing

NO.	DATE	DESCRIPTION
1	02/14/12	ISSUED FOR PERMIT
2	03/01/12	ISSUED FOR CONSTRUCTION
3	03/15/12	ISSUED FOR CONSTRUCTION
4	03/22/12	ISSUED FOR CONSTRUCTION
5	04/05/12	ISSUED FOR CONSTRUCTION
6	04/12/12	ISSUED FOR CONSTRUCTION
7	04/19/12	ISSUED FOR CONSTRUCTION
8	04/26/12	ISSUED FOR CONSTRUCTION
9	05/03/12	ISSUED FOR CONSTRUCTION
10	05/10/12	ISSUED FOR CONSTRUCTION
11	05/17/12	ISSUED FOR CONSTRUCTION
12	05/24/12	ISSUED FOR CONSTRUCTION
13	06/01/12	ISSUED FOR CONSTRUCTION
14	06/08/12	ISSUED FOR CONSTRUCTION
15	06/15/12	ISSUED FOR CONSTRUCTION
16	06/22/12	ISSUED FOR CONSTRUCTION
17	06/29/12	ISSUED FOR CONSTRUCTION
18	07/06/12	ISSUED FOR CONSTRUCTION
19	07/13/12	ISSUED FOR CONSTRUCTION
20	07/20/12	ISSUED FOR CONSTRUCTION
21	07/27/12	ISSUED FOR CONSTRUCTION
22	08/03/12	ISSUED FOR CONSTRUCTION
23	08/10/12	ISSUED FOR CONSTRUCTION
24	08/17/12	ISSUED FOR CONSTRUCTION
25	08/24/12	ISSUED FOR CONSTRUCTION
26	08/31/12	ISSUED FOR CONSTRUCTION
27	09/07/12	ISSUED FOR CONSTRUCTION
28	09/14/12	ISSUED FOR CONSTRUCTION
29	09/21/12	ISSUED FOR CONSTRUCTION
30	09/28/12	ISSUED FOR CONSTRUCTION
31	10/05/12	ISSUED FOR CONSTRUCTION
32	10/12/12	ISSUED FOR CONSTRUCTION
33	10/19/12	ISSUED FOR CONSTRUCTION
34	10/26/12	ISSUED FOR CONSTRUCTION
35	11/02/12	ISSUED FOR CONSTRUCTION
36	11/09/12	ISSUED FOR CONSTRUCTION
37	11/16/12	ISSUED FOR CONSTRUCTION
38	11/23/12	ISSUED FOR CONSTRUCTION
39	11/30/12	ISSUED FOR CONSTRUCTION
40	12/07/12	ISSUED FOR CONSTRUCTION
41	12/14/12	ISSUED FOR CONSTRUCTION
42	12/21/12	ISSUED FOR CONSTRUCTION
43	12/28/12	ISSUED FOR CONSTRUCTION
44	01/04/13	ISSUED FOR CONSTRUCTION
45	01/11/13	ISSUED FOR CONSTRUCTION
46	01/18/13	ISSUED FOR CONSTRUCTION
47	01/25/13	ISSUED FOR CONSTRUCTION
48	02/01/13	ISSUED FOR CONSTRUCTION
49	02/08/13	ISSUED FOR CONSTRUCTION
50	02/15/13	ISSUED FOR CONSTRUCTION
51	02/22/13	ISSUED FOR CONSTRUCTION
52	02/29/13	ISSUED FOR CONSTRUCTION
53	03/06/13	ISSUED FOR CONSTRUCTION
54	03/13/13	ISSUED FOR CONSTRUCTION
55	03/20/13	ISSUED FOR CONSTRUCTION
56	03/27/13	ISSUED FOR CONSTRUCTION
57	04/03/13	ISSUED FOR CONSTRUCTION
58	04/10/13	ISSUED FOR CONSTRUCTION
59	04/17/13	ISSUED FOR CONSTRUCTION
60	04/24/13	ISSUED FOR CONSTRUCTION
61	05/01/13	ISSUED FOR CONSTRUCTION
62	05/08/13	ISSUED FOR CONSTRUCTION
63	05/15/13	ISSUED FOR CONSTRUCTION
64	05/22/13	ISSUED FOR CONSTRUCTION
65	05/29/13	ISSUED FOR CONSTRUCTION
66	06/05/13	ISSUED FOR CONSTRUCTION
67	06/12/13	ISSUED FOR CONSTRUCTION
68	06/19/13	ISSUED FOR CONSTRUCTION
69	06/26/13	ISSUED FOR CONSTRUCTION
70	07/03/13	ISSUED FOR CONSTRUCTION
71	07/10/13	ISSUED FOR CONSTRUCTION
72	07/17/13	ISSUED FOR CONSTRUCTION
73	07/24/13	ISSUED FOR CONSTRUCTION
74	07/31/13	ISSUED FOR CONSTRUCTION
75	08/07/13	ISSUED FOR CONSTRUCTION
76	08/14/13	ISSUED FOR CONSTRUCTION
77	08/21/13	ISSUED FOR CONSTRUCTION
78	08/28/13	ISSUED FOR CONSTRUCTION
79	09/04/13	ISSUED FOR CONSTRUCTION
80	09/11/13	ISSUED FOR CONSTRUCTION
81	09/18/13	ISSUED FOR CONSTRUCTION
82	09/25/13	ISSUED FOR CONSTRUCTION
83	10/02/13	ISSUED FOR CONSTRUCTION
84	10/09/13	ISSUED FOR CONSTRUCTION
85	10/16/13	ISSUED FOR CONSTRUCTION
86	10/23/13	ISSUED FOR CONSTRUCTION
87	10/30/13	ISSUED FOR CONSTRUCTION
88	11/06/13	ISSUED FOR CONSTRUCTION
89	11/13/13	ISSUED FOR CONSTRUCTION
90	11/20/13	ISSUED FOR CONSTRUCTION
91	11/27/13	ISSUED FOR CONSTRUCTION
92	12/04/13	ISSUED FOR CONSTRUCTION
93	12/11/13	ISSUED FOR CONSTRUCTION
94	12/18/13	ISSUED FOR CONSTRUCTION
95	12/25/13	ISSUED FOR CONSTRUCTION
96	01/01/14	ISSUED FOR CONSTRUCTION
97	01/08/14	ISSUED FOR CONSTRUCTION
98	01/15/14	ISSUED FOR CONSTRUCTION
99	01/22/14	ISSUED FOR CONSTRUCTION
100	01/29/14	ISSUED FOR CONSTRUCTION

Schematic
Rendering

Telford Street - Northbound
SCALE: Not to Scale



A-090



WESTERN AVENUE

TELFORD PLAZA

COURTYARD

PROPOSED BUILDING

TELFORD STREET

SOLDIERS FIELD ROAD



THE SPAINING CLUB IS BUILDING...
...
...
...
...
...



Telford Street
 Condominiums

Telford Street,
 North Andover, MA

The Davis
 Companies

125 High Street
 21st Floor
 Boston, MA 02110

Progress Drawing

drawing no.	102
drawing title	1st Fl
drawing date	07.14.10
drawing scale	1/8" = 1'-0"
drawing author	ML
date	07.14.10

First Floor
 Level

A-102

First Floor Level
 SCALE: 1/8" = 1'-0"





Telford Street
Condominiums

Telford Street
North Aiston, MA

The Davis
Companies

125 High Street
21st Floor
Boston, MA 02110

Progress Drawing

Project Name	100
Client	200
Architect	300
Interior Designer	400
Contractor	500
Construction	600
Occupancy	700

Lower Level
Parking Plan

A-100

Lower Level Parking Plan
SCALE: 1/8" = 1'-0"





**Telford Street
 Condominiums**

Telford Street,
 North Andover, MA

**The Davis
 Companies**

125 High Street
 21st Floor
 Boston, MA 02110

Progress Drawing

Drawing No.	102
Drawing Title	2nd Fl
Drawing Date	Feb 2008
Revision No.	07.14.10
Revision Description	100% CD
Rev.	1
2	
3	
4	
5	
6	
7	
8	
9	
10	

**Second Floor
 Level**

Second Floor Level
 SCALE: 1/8" = 1'-0"



A-103



Telford Street
 Condominiums

Telford Street,
 North Attleboro, MA

The Davis
 Companies

125 High Street
 21st Floor
 Boston, MA 02110

Progress Drawing

Project No.	102
Design No.	204
Design Date	07.14.10
Design By	1002.00
Scale	AS SHOWN

Third Floor
 Level

A-104

Third Floor Level
 SCALE: 1/8" = 1'-0"



Exhibit C

Project Team List

Telford Street Project

Project Team

- * Architect:
Cube 3 Studio
360 Merrimack Street
Building 5, Floor 3
Lawrence, MA 01843
Brian O'Connor, AIA
(978) 989-9900
boconnor@cube3studio.com

- * Civil Engineer/Landscape Architect:
Stantec
226 Causeway Street, 6th Floor
Boston, MA 02114-2171
Frank Holmes, P.E.
(617) 654-6059
frank.holmes@stantec.com
Steven Tierney, RLA
(617) 654-6065
steven.tierney@stantec.com

- * Code Consultant:
Cosentini Associates
101 Federal Street, Suite 700
Boston, MA 02110
Rockwood Edwards, P.E.
(617) 748-7800
Redwards@cosentini-ma.com

- * Structural Engineer:
Veitas and Veitas Engineering
639 Granite Street
Braintree, MA 02184
Rimas Veitas, P.E.
(781) 843-2863
rimas@veitas.com

- * MEP Engineer:
R.W. Sullivan Engineering
The Schrafft Center
529 Main Street, Suite 203
Boston, MA 02129-1107
Patrick Curran, P.E., LEED AP
(617) 523-8227
pic@rwsullivan.com

- * Geotechnical/Environmental Engineer: GEI Consultants Inc.
400 Unicorn Park Drive, #8
Woburn, MA 01801
Douglas Aghjayan, P.E.
(781) 721-4000
daghjayan@geiconsultants.com

- * Legal Counsel: Locke Lord LLP
111 Huntington Avenue
Boston, MA 02199
Rebecca A. Lee, Esq.
(617) 239-0225
Rebecca.Lee@Lockelord.com
Emily K. Yu, Esq.
(617) 239-0835
Emily.Yu@Lockelord.com

- * Permitting Consultants: The Strategy Group
40 Court Street
Boston, MA 02109
Susan M. Tracy
Stracy@strategygroup.com
(617) 263-3311
David Newman
Dnewman@strategygroup.com
(617) 263-3333

Exhibit D

Technical Memorandum from Howard Stein/Hudson Associates

TECHNICAL MEMORANDUM - TRANSPORTATION



TO: Stephen Davis, The Davis Companies DATE: July 10, 2015
FROM: Michael A. Santos, P.E., PTOE HSH PROJECT NO.: 2007071.09
Guy Busa
SUBJECT: Notice of Project Change
Charlesview Project – Telford Street Residential

Howard Stein Hudson (HSH), the Project's transportation consultant, has reviewed the transportation impacts of the proposed building program changes reflected in the current Notice of Project Change for the Telford Street project component of the Charlesview Apartments project (Charlesview Project) being filed by an affiliate of The Davis Companies (the 2015 NPC). The Telford Street project (Project) is to comprise Phase 3 of the Charlesview Project, and the NPC addresses changes only to the Project, and not to other aspects of the Charlesview Project. The Project site is located in Boston's Allston/Brighton neighborhood and is bounded by Telford Street to the east, Soldiers Field Road to the north, Western Avenue to the south, and land of others to the west.

The Project was reviewed during the Article 80 B Large Project Review process of the Charlesview Project. Therefore the transportation impacts of the Project were addressed as part of the Draft Project Impact Report (DPIR) for the Charlesview Project filed with the Boston Redevelopment Authority (BRA) on July 24, 2009 by The Community Builders, a non-profit organization that was the proponent of the Charlesview Project. The Telford Street building program reviewed and approved as part of the DPIR (the "Approved Project") consisted of 80 residential condominium units with 150 parking spaces. The building program set forth in the 2015 NPC is comprised of a maximum of 85 residential condominium units and 72 parking spaces. A comparison of the building programs for the Approved Project and the 2015 NPC Project is set forth in **Table 1**. The purpose of this technical memorandum is to assess and compare the transportation related impacts associated with the 2015 NPC Project with that of the Approved Project.



Table 1. | *Building Program Comparison*

	Approved Project	2015 NPC Project	Net
Residential Condominiums (units)	80	85	+5
Parking Spaces	150	72	-78

Transportation Impact Assessment

This section assesses the transportation-related impacts associated with the 2015 NPC Project and its comparison with the Approved Project with regards to trip generation, site access, and parking demand.

Trip Generation Comparison

Trip generation estimates for the Approved Project and the 2015 NPC Project were developed based on rates derived from the Institute of Transportation Engineer's (ITE) manual, Trip Generation (9th Edition, 2012). The rate for land use code (LUC) 230 – Residential Condominium/Townhouse was used to determine the trip generation estimates for the 2015 NPC Project. These are standard rates utilized for transportation studies to be reviewed by the BRA and the Boston Transportation Department (BTD).

The ITE trip generation rates produce vehicle trip estimates, which are then converted to person trips using vehicle occupancy rates (VOR) based on the 2009 National Household Travel Survey data and other local data. Using travel mode split information for this area of Boston, the total person trips are then allocated to the various travel modes of vehicle, transit, and walk/bicycle trips. We have undertaken this allocation in accordance with customary BTD methods.

VEHICLE TRIPS

The vehicle mode share for this area of Boston is 47% of the total trips during the course of the day with peak hour vehicle mode shares between 37% (inbound trips) and 43% (outbound trips). The resulting estimated vehicle trip generation for the Approved Project and the currently proposed NPC Project are compared in **Table 2**.



Table 2. | Vehicle Trip Generation Comparison

Time Period	Direction	Approved Project	2015 NPC Project	Net Impact
Daily	In	109	116	+7
	Out	<u>109</u>	<u>116</u>	<u>+7</u>
	Total	218	232	+14
a.m. Peak Hour	In	2	3	+1
	Out	<u>12</u>	<u>13</u>	<u>+1</u>
	Total	14	16	+2
p.m. Peak Hour	In	12	12	0
	Out	<u>5</u>	<u>5</u>	<u>0</u>
	Total	17	17	0

As shown in **Table 2**, the 2015 NPC Project would result in 14 more vehicle trips (7 entering and 7 exiting) over the course of an average weekday when compared with the Approved Project. During the peak hours, the 2015 NPC Project would result in one additional trip during the weekday a.m. peak hour and one additional trip during the weekday p.m. peak hour when compared to the Approved Project. Thus, the changed building program of the 2015 NPC Project would result in negligible changes in vehicle trip generation.

TRANSIT TRIPS

The transit mode share for this area is estimated to be 22% of the total trips during the course of the day with peak hour mode shares between 30% (in) and 21% (out). **Table 3** shows a comparison of transit trip generation for the Approved Project and the 2015 NPC Project.

Table 3. | Transit Trip Generation Comparison

Time Period	Direction	Approved Project	2015 NPC Project	Net Impact
Daily	In	58	61	+3
	Out	<u>58</u>	<u>61</u>	<u>+3</u>
	Total	116	122	+6
a.m. Peak Hour	In	2	2	0
	Out	<u>7</u>	<u>7</u>	<u>0</u>
	Total	9	9	0
p.m. Peak Hour	In	7	7	0
	Out	<u>5</u>	<u>5</u>	<u>0</u>
	Total	12	12	0



As shown in **Table 3**, the 2015 NPC Project will generate 6 additional transit trips (3 entering and 3 exiting) during the entire day with no additional trips occurring during either the weekday a.m. or p.m. peak hours when compared to the Approved Project. Thus, the changed building program of the 2015 NPC Project would result in negligible changes in transit trip generation.

WALK/BICYCLE TRIPS

The walk/bike mode share for this area is estimated to be 31% of the total trips during the course of the day with peak hour mode shares between 33% (in) and 36% (out). **Table 4** shows a comparison of walk/bicycle trip generation for the Approved Project and the 2015 NPC Project.

Table 4. | Walk/Bicycle Trip Generation Comparison

Time Period	Direction	Approved Project	2015 NPC Project	Net Impact
Daily	In	81	87	+6
	Out	81	87	+6
	Total	162	174	+12
a.m. Peak Hour	In	2	2	0
	Out	12	13	+1
	Total	14	15	+1
p.m. Peak Hour	In	11	12	+1
	Out	5	5	0
	Total	16	18	+1

As shown in **Table 4**, walk/bicycle trips are expected to increase by 12 trips (6 entering and 6 exiting) over the course of an average weekday with 1 additional trip occurring during the weekday a.m. peak hour and 2 additional trips occurring during the p.m. peak hour. Thus, the changed building program of the 2015 NPC Project would result in negligible changes in walk/bicycle trip generation.

Public Transportation

MBTA BUS ROUTES

The Project site is served by several MBTA bus lines, as shown in **Figure 1**. MBTA bus routes #70, #70A, and #86 operate along Western Avenue and have stops in proximity to Telford Street. Bus route #66 runs on North Harvard Street within a 10 to 15 minute walk of the Project site. The #70 and #70A buses operate between Waltham and Central Square and run with peak hour headways ranging from 15 to 30 minutes. The #86 bus operates between Sullivan Square and Cleveland Circle and runs with peak hour headways ranging from 12 to 17 minutes. The #66 bus operates between



Harvard Square and Dudley Station and runs with peak hour headways ranging from 9 to 10 minutes.

MBTA TRANSIT STATIONS

Currently, the Project site is located more than 1 mile (approximately 20 minutes walking distance) from the nearest subway or commuter rail transit station. The two closest transit stations are located at Harvard Square in Cambridge (Red Line), and at Packard's Corner in Allston (Green Line B Branch).

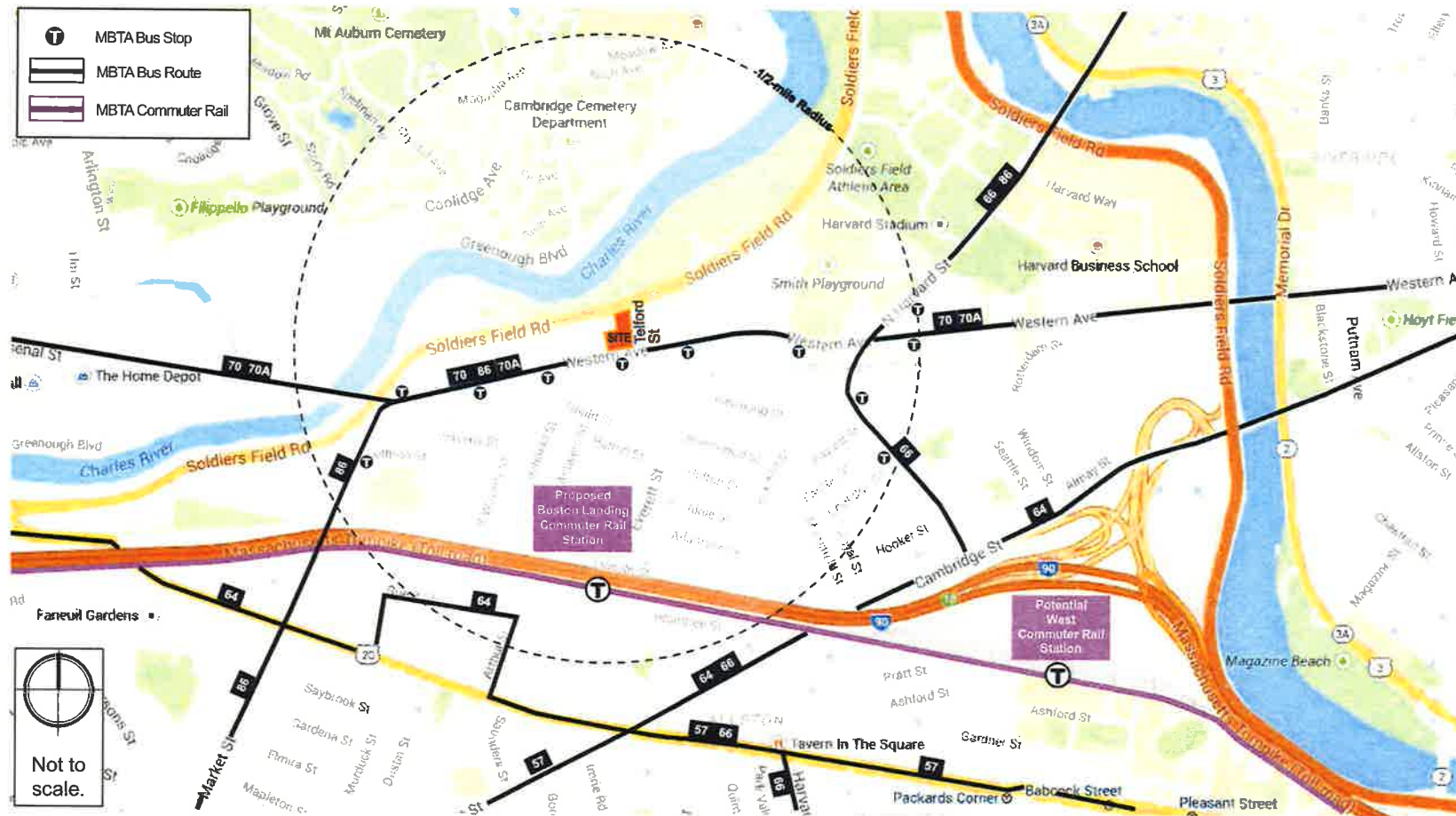
The new Boston Landing MBTA Station will be located approximately one-half mile south of the project site and is currently under construction, with an expected opening in Fall 2016. Thus, this new MBTA station is planned to be fully operational before occupancy of the Project's condominiums is expected to occur in 2017.

The Boston Landing MBTA Station will serve the Framingham/Worcester commuter rail line, which also stops at Yawkey Station (Green Line/Longwood Medical Area/Kenmore Square), Back Bay Station (Orange Line/Copley Square), and South Station (Red Line and Silver Line as well as transit hub for Boston). Additionally, these connector stations serve numerous bus lines and have Hubway stations to provide access to the entire Boston Metro region.

Based on yet unpublished assessments for the Boston Landing project, the transit mode share for residential uses within the area is expected to increase by 7% with the addition of the new Boston Landing MBTA commuter rail station.



Figure 1. *Public Transportation Facilities*





Parking

The building program outlined in the 2015 NPC consists of 85 condominium units and 72 parking spaces (2 of which are expected to be utilized by car sharing services), or 0.85 parking spaces per unit. This represents a reduction in 78 parking spaces when compared with the Approved Project for which 150 parking spaces were contemplated. The demand for parking has been on the decline nationally and across all land uses and all neighborhoods in Boston for about a decade due changing demographics and increasing transportation alternatives.

BTD PARKING GUIDELINES

According to BTD's parking guidelines, the Allston/Brighton neighborhood has a maximum parking ratio goal of 0.75-1.25 parking spaces per residential unit for developments in proximity to MBTA stations and 1.0 – 1.5 parking spaces per residential unit for residential developments distant from MBTA stations (more than a 10 minute walk).

TRENDS IN PARKING DEMAND

Current trends indicate that parking demand in downtown Boston is decreasing across all land uses. This is due to a variety of reasons but primarily involve shifting demographics, cost of parking and auto ownership, access to improved transit service, aggressive implementation by the City of on-street bicycle facilities (bike lanes, cycle tracks), the advent of both car sharing (Zipcar) and bicycle sharing services (Hubway), rise in ride sharing services (Uber, Lyft), and the general social and environmental concerns of car ownership and use.

HSH conducted an unpublished survey (summer 2010) of the new, large residential developments in several downtown neighborhoods. The results show that the actual parking demand ratio for apartments is about 0.50 spaces/unit (ranging from 0.39 to 0.75) vs. the BTD maximum guideline of 1.0 per unit. Based on discussions with downtown condominium developers, the residential condominium parking demand also exhibits a lower ratio, at about 0.70 spaces/unit, than the 1.0 ratio from BTD maximum guidelines in these neighborhoods.

Similarly, in the nearby Allston/Brighton neighborhood, evidence is that auto ownership, and thereby parking demand, is lessening. According to the U.S. Census Bureau from data collected in 2009-2013, the Brighton neighborhood has 20,397 households and 20,191 total vehicles available, or an average rate of 0.99 vehicles per household and the Allston neighborhood has 6,609 households and 5,100 total vehicles available, or an average rate of 0.77 vehicles per household. This data also indicates that 33 percent of households in Brighton and 48 percent of households in Allston do not own a vehicle.



At the recently constructed Charlesview project across Western Avenue from the Telford Street project site, the fully occupied 240 unit residential development has about 180 spaces of its 243 space parking garage used. Since there is no additional fee for parking above monthly leases at Charlesview, these numbers represent a true parking demand of about 0.74 spaces per unit. Further east on Western Avenue at Barry's Corner, approximately 325 residential units are currently under construction, with 180 parking spaces provided in a below-grade garage that will serve the residential uses of that project¹.

CAR SHARING SERVICES

Car sharing services provide easy access to short-term vehicular transportation. Vehicles are rented on an hourly or daily basis, and all vehicle costs (gas, maintenance, insurance, and parking) are included in the rental fee. Vehicles are checked out for a specific time period and returned to their designated location. It is important to note that car sharing services are primarily used for non-work trips. When paired with good alternative modes of transportation (e.g., transit, walking, and bicycling), car sharing can eliminate the need for individual private vehicle ownership. Car sharing is predominantly served by Zipcar in the Boston area. Zipcar provides cars and serves locations as demand warrants. The car sharing services that are currently proximate to the Telford Street development are presented in **Figure 2**.

Data indicate that car sharing services can greatly reduce the overall demand for parking both within developments and throughout neighborhoods where they are located. A study conducted by researchers at the University of California at Berkeley² states that as many as four to six vehicles are taken off the road for every available car sharing vehicle. Additionally, when including vehicles potentially not purchased due to access to car sharing alternatives, data indicate that each car sharing vehicle eliminates between nine and thirteen vehicles from the road.

The UC Berkeley study surveyed 6,281 households that used neighborhood car sharing vehicles, or car sharing vehicles positioned in residential and mixed-use areas. Across the sample, the households owned 2,968 vehicles before joining a car sharing service and owned 1,507 vehicles after joining a car sharing service. This resulted in a reduction of 1,461 vehicles, or an overall decrease in auto ownership of 49 percent. A summary of findings from the 2011 study are shown in **Table 5**.

¹ *Expanded Project Notification Form – Barry's Corner Residential and Retail Commons Project*; Submitted by Samuels & Associates; December 14, 2012.

² <http://www.accessmagazine.org/articles/spring-2011/impact-carsharing-household-vehicle-ownership/>



Figure 2. *Car and Bicycle Sharing Locations*

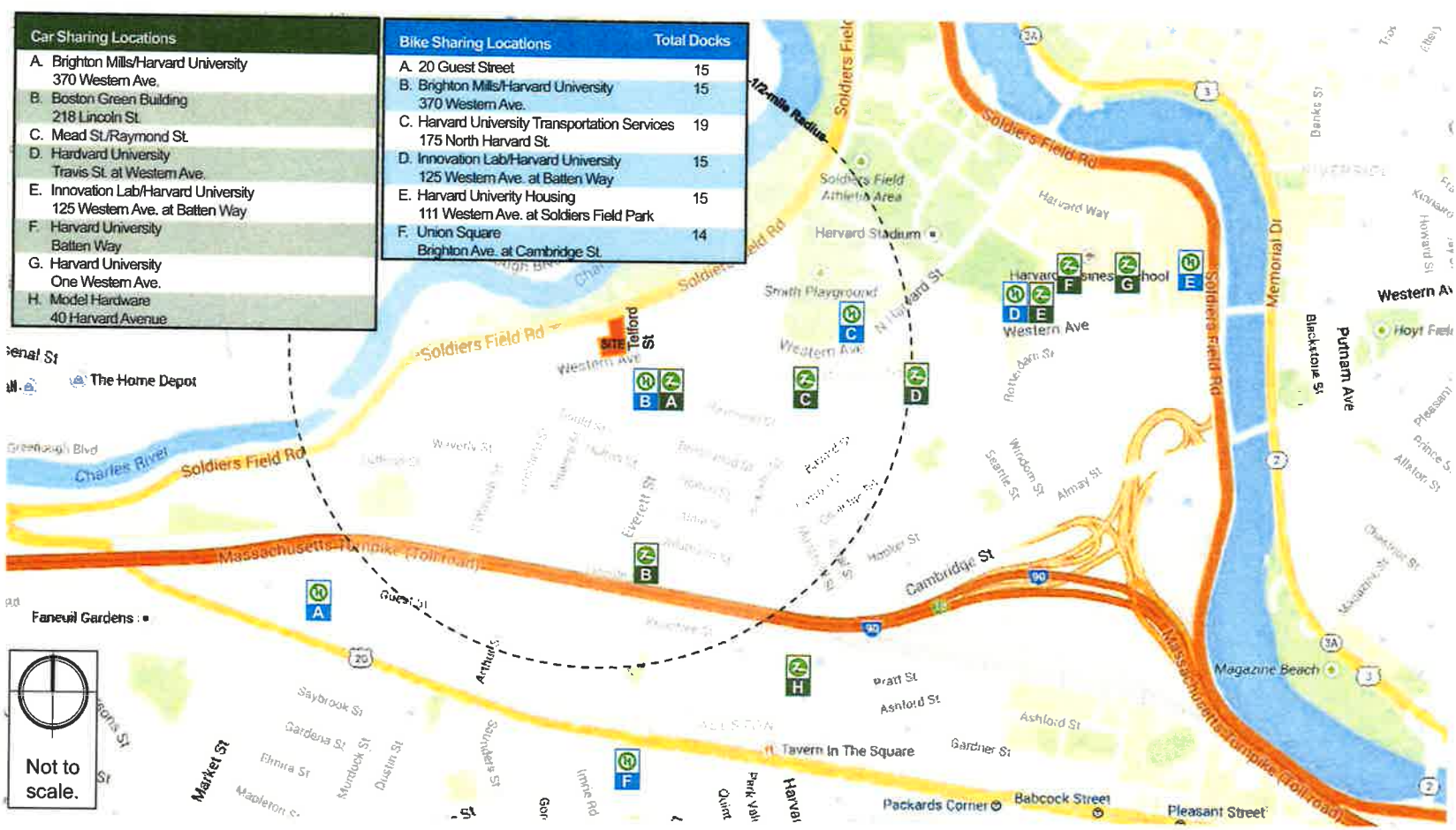




Table 5. | Car Sharing Service Survey Summary

Households Surveyed	Vehicles per household	
	Before Joining Car Sharing Service	After Joining Car Sharing Service
3,894	0	0
1,131	1	0
816	1	1
224	2	1
75	2	2
106	3	2
35	3	3
Total		
6,281	2,968	1,507

Based on the data presented in Table 5, 62 percent of the surveyed households that joined the car sharing service were already carless, 31 percent of the surveyed households owned one vehicle, with 5 percent of households owning two vehicles and 2 percent owning three vehicles. After joining a car sharing service, 80 percent of the surveyed households were carless. In addition, the data also shows that approximately 75 percent of two and three vehicle households dropped one vehicle after joining a car sharing service.

The Proponent is committed to providing two car sharing spaces on the Project site and will provide all initial condominium buyers with a complimentary one-year membership to the car sharing vendor (i.e., Zipcar). The inclusion of the car sharing spaces will reduce the need for parking by approximately 8 to 12 vehicles and will allow for an adequate parking supply for all residents that want parking.

BICYCLE FACILITIES

The Charles River Path is a mixed-use path located adjacent to the Telford Street site along Soldiers Field Road and the Charles River. This approximately 17-mile multi-use path runs along both sides of the Charles River between Watertown Square and downtown Boston, providing convenient access to points in Cambridge (Harvard, Central, and Kendall Squares) and Boston (Financial District,



Back Bay, and Beacon Hill). Cyclists can access the Charles River Path from the site via the Telford Street pedestrian bridge over Soldiers Field Road.

Western Avenue, North Harvard Street, and Everett Street are also designated as on-street bicycle routes in the most recent Boston Bikes Map. Western Avenue has bicycle pavement markings including a painted cycle track in the eastbound direction between North Harvard Street and Soldiers Field Road.

Hubway is a bicycle sharing system in the Boston area, which was launched in 2011 and consists of over 140 stations and 1,300 bicycles. There is a Hubway station located across Western Avenue at the Brighton Mills portion of the Charlesview project. The nearby Hubway locations are also shown in **Figure 2**.

The Proponent is committed to providing storage for 85 bicycles (one per unit) in a secure bicycle room on the Project site. A bicycle maintenance facility will also be provided for the residents to further encourage bicycling. Also, the Proponent is committed to providing new tenants with a one-year membership to Hubway, Boston's bicycle sharing program. The parking demand on the site will be further reduced by promoting bicycling and by being located in proximity to a Hubway station and bicycle facilities.

PARKING SUMMARY

The 2015 NPC Project will have a total of 72 parking spaces, inclusive of two car sharing service parking spaces, for the 85 condominium units planned, which will yield a parking ratio of 0.85 parking spaces per unit. Based on the information presented in this evaluation, the 2015 NPC Project will have an adequate parking supply to meet the demands of the development. The following summarizes all aspects of the Project that were used to develop the Project's parking supply.

- Based on the U.S. Census data, a total of 67 percent of households in Brighton own a vehicle and 52 percent of households in Allston own a vehicle. This data indicates that not all of the condominium buyers at the Project will own vehicles..
- The Project site located in proximity to the Boston Landing commuter rail station now under construction. According to BTD's guidelines, the maximum parking ratios for developments near an MBTA station range from 0.75 to 1.25 parking spaces per residential unit. The 2015 NPC Project's parking ratio falls within this range.
- Similar to downtown Boston's parking trends, residential parking demand in Allston/Brighton is also decreasing due to similar demographic changes and ever increasing options for alternative transportation choices. Representative of what the Telford Street



project may expect is the nearby Charlesview project which exhibits a parking demand of approximately 0.74 per residential unit.

- The 2015 NPC Project will include two parking spaces for car sharing services. There is also a car sharing location nearby (Zipcar), at the Brighton Mills property. Car sharing spaces reduce the need for automobile ownership and have been shown to eliminate between 9 and 13 vehicles from the road for each car sharing vehicle available. It is expected that residents of the Project will take advantage of the numerous car sharing locations, and the Telford Proponent will offer a one-year Zipcar membership to each initial condominium buyer to encourage use of the car sharing spaces provided in the Project garage.
- The 2015 NPC Project will provide bicycle storage and maintenance facilities on-site and is in close proximity to a Hubway station located on the Brighton Mills property. The bicycle storage ratio at the Project will be 1 space per unit. Bicycling also provides a good transportation alternative for residents of the Project, as there is easy bicycle access to Harvard Square, Central Square, and the Charles River Path. By providing good bicycle accommodations, the need for future residents to own a private vehicle will be further reduced. The Proponent will offer a one year Hubway membership to each initial condominium buyer to encourage use of nearby bicycle sharing facilities.

In summary, the Project site is in close proximity to a future MBTA transit station that will provide access into Boston; it will provide and will have excellent access to bicycle facilities (including on-site bicycle storage and maintenance facilities, a nearby Hubway station, the Charles River Path, and on-street bicycle lanes); and will include two car sharing parking spaces to meet the Project's demand for short term vehicle usage. The parking supply will comply with BTM's acceptable maximum parking ratio range for the neighborhood and will adequately support the parking needs of the 2015 NPC Project. The Proponent will reinforce alternative travel modes with the provision of a one year membership to both a car sharing service (Zipcar) and a bicycle sharing service (Hubway) to initial condominium buyers.

Loading and Service Accommodations

Loading, recycling/trash collection, and move-in/move-out activity will occur mostly during off-peak hours in an on-site designated loading area located to the south of the building off Telford Street. The loading area will accommodate service/loading vehicles of up to 36 feet in length. When the loading area is not occupied, the space will serve as a hardscape extension of the adjacent open space area directly to the south.



Residential units primarily generate delivery trips related to small packages and prepared food. Delivery trip estimates were based on data provided in the Truck Trip Generation Rates by Land Use in the Central Artery/Tunnel Project Study Area report, which is accepted by BTD for delivery estimates³. Deliveries to the Project site will be limited to SU-36 trucks and smaller delivery vehicles. Based on the CTPS report, residential uses generate approximately 0.01 deliveries per 1,000 square feet of gross floor area. The Project is expected to generate approximately one delivery trip per day, not including trash truck trips. The low number of anticipated deliveries will have minimal impact on the vehicular operations along Telford Street, which will continue to operate as a two-way street that connects Soldiers Field Road and Western Avenue. All move-in/move-out activity can occur at the loading area on the Project site without impacting the Telford Street public sidewalk or the operation of Telford Street or Soldiers Field Road.

Mitigation

TRAFFIC MITIGATION

While the traffic impacts associated with the 2015 NPC Project-generated trips are minimal, the Proponent will continue to work with the City of Boston to develop a project that efficiently serves vehicle trips, improves the pedestrian environment, and encourages transit and bicycle usage. As part of the 2015 NPC Project, the Proponent will be reconstruction the sidewalks along west side of Telford Street in accordance with the Boston Complete Streets design guidelines and will also be reconstructing the sidewalks along Soldiers Field Road adjacent to the Project site, which is within the jurisdiction of the Department of Conservation and Recreation (DCR). The Proponent will seek an appropriate work permit from the DCR for this effort. The streetscape improvements along Telford Street will include the reconstruction and widening of sidewalk to meet accessibility standards; the installation of new accessible curb ramps; new street lighting where necessary; the planting of new street trees; and providing bicycle racks adjacent to the site for public use. The Proponent is committed to the following specific mitigation measures:

- The sidewalks along the western edge of Telford Street will be improved and upgraded to City standards, including the striping of crosswalks across Telford Street at Soldiers Field Road and at Western Avenue, and the striping of crosswalks across Western Street on the westerly side of Telford Street.
- The streetscape improvements along the western side of Telford Street will include new street trees; new street lights, and accessible curb ramps.

³ *Truck Trip Generation Rates by Land Use in the Central Artery/Tunnel Project Study Area*; Central Transportation Planning Staff; September 1993.



- The sidewalk along the southern edge of Soldiers Field Road adjacent to the Project site will be upgraded.

The Proponent will also enter into a Transportation Access Plan Agreement (TAPA) with BTM to set forth its public realm improvement commitments as outlined above. The TAPA will formalize the findings of the transportation study, mitigation commitments, elements of access and physical design, travel demand management measures, and any other responsibilities that are agreed to by both the Proponent and BTM. The transportation improvements to be undertaken as part of this Project will be defined and documented in the TAPA, and shown on an engineered site plan attached as an exhibit to the TAPA.

TRANSPORTATION DEMAND MANAGEMENT

In addition to transportation mitigation, the Proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project related traffic impacts. TDM will be facilitated by the nature of the Project (which does not generate significant peak hour trips) and its proximity to numerous public transit alternatives. The Proponent is committed to implementing a TDM program that supports the City's effort to reduce dependency on the automobile by encouraging travelers to use alternatives to driving alone, especially during the peak periods.

The Proponent is prepared to take advantage of good transit access and proximity to bicycle and car sharing facilities in marketing the Project to future residents by working with them to implement the TDM measures outlined below to encourage the use of non-vehicular modes of travel. The Proponent will work with BTM to finalize the Project's TDM program.

The TDM measures for the Project are expected to include but are not limited to the following:

- **Orientation Packets:** The Proponent will provide orientation packets to condominium unit buyers containing information on available transportation choices, including transit routes/schedules and nearby vehicle sharing and bicycle sharing locations. Property management personnel will work with buyers as they move in to help facilitate the understanding of available transportation alternatives.
- **Bicycle Accommodation:** The Proponent will provide bicycle storage in secure, sheltered areas for residents. Subject to necessary approvals, public use bicycle racks for visitors will be placed near building entrances. The Proponent will also provide new residents with a one-year membership to the Hubway bicycle sharing program.
- **Electric Vehicle Charging:** The Proponent will explore the feasibility of providing electric vehicle charging stations within the Project garage.



- **Shared-car Services:** The Proponent will provide two garage parking spaces dedicated to car sharing services to help reduce the need for residents to own a vehicle. The Proponent will also provide initial condominium buyers with a one-year membership to a car-sharing service to both promote the service and reduce individual vehicle ownership.
- **Transportation Coordinator:** The Property Manager will designate a Transportation Coordinator to oversee transportation issues including parking, building servicing and deliveries, and move-in/move-out activities. The transportation coordinator will keep a supply of transit information (schedules, maps, and fare information) and information regarding car sharing and bicycle sharing alternatives available to Project residents. The Transportation Coordinator will also work with unit buyers as they move in to raise awareness of public transportation, bicycling, and walking opportunities.
- **Project Web Site:** The web site will include transportation-related information for residents, visitors, and employees of the Project.

The Proponent will work with BTM to determine an appropriate TDM program and will formalize this program in the TAPA for the Project.

SHORT TERM CONSTRUCTION IMPACTS

Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be addressed in detail in a Construction Management Plan (CMP) to be filed with BTM in accordance with the City's transportation maintenance plan requirements. The CMP will also address the need for any pedestrian detours, temporary parking for the project, traffic lane closures, and/or parking restrictions that may be necessary, to accommodate a safe and secure construction work site.

To minimize transportation impacts during the construction period, the following measures will be incorporated into the Construction Management Plan:

- Construction workers will be encouraged to use public transportation and/or carpool.
- A subsidy for MBTA passes will be considered for construction workers; and
- Secure space will be provided on-site for workers' supplies and tools so they do not have to be brought to the site each day.

The Proponent will not commence construction of the Project until the CMP has been approved in writing by BTM.