



PBX Residences

Boston, Massachusetts

Application for Small Project Review

September 6, 2016

submitted to the **Boston Redevelopment Authority**
submitted by **Cresset Harrison LLC**

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

in association with
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Fort Point Associates, Inc.
Urban Planning Environmental Consulting Project Permitting

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- Attachment B Inspectional Services, Commissioner's Bulletin
- Attachment C Parking Garage Commitment
- Attachment D Accessibility Checklist

CHAPTER 1: PROJECT SUMMARY

1.1 PROJECT IDENTIFICATION

Project Name:	PBX Residences
Address/Location:	8 Harrison Avenue, Boston
Assessor's Parcels:	The Project Site is comprised of one parcel: <ul style="list-style-type: none">• 0304482000 (Oxford Place)
Total Project Cost:	\$14,000,000.00

1.2 PROJECT SUMMARY

Cresset Development, LLC (the "Proponent") proposes to convert the top three floors of an existing building to construct 46 residential units including 6 affordable units, and to create a new lobby space on the ground floor (the "Project"). The existing building, currently known as the Verizon Building, is a 143,046 square foot (sf) masonry building on a 21,193 sf parcel (the "Project Site"). The Project Site is roughly bounded by Essex Street on the north; Oxford Street on the west; Oxford Place, a collection of adjacent buildings ranging from two to ten stories with Beach Street beyond on the south; and Harrison Avenue and Chauncy Street and the resultant paved triangle, Philips Square, on the west. See Figure 1-1, Locus Plan and Figure 1-2, Aerial View of Existing Site.

1.3 PROJECT BENEFITS

The Project will provide a range of public and community benefits to promote community welfare, economic activity, improved public realm, and affordable housing options. Public and community benefits of the Project include the following:

- The construction of new transit-oriented residential housing including affordable units;
- Improvement of the urban design characteristics of the area by activating the streetscape on Harrison Avenue with an active lobby entrance;
- Landscape and site improvements including an accessible sidewalk entrance on Harrison Avenue;

- Increased property tax revenues to the City; and
- The creation of approximately 70 construction-related jobs.

1.4 SUMMARY OF REQUIRED PERMITS AND APPROVALS

The following table is a list of anticipated approvals for the Project.

Table 1-1: Anticipated Project Approvals

Agency	Approval
Local	
Boston Redevelopment Authority	<ul style="list-style-type: none"> • Article 80 Small Project Review
Boston Zoning Commission	<ul style="list-style-type: none"> • Zoning relief- parking requirement • Zoning relief- zero-lot line windows • Conditional Use Permit- Groundwater Conservation Overlay District
Boston Public Works Department	<ul style="list-style-type: none"> • Harrison Avenue & Essex Street
Boston Transportation Department	<ul style="list-style-type: none"> • Construction Management Plan
Public Improvement Commission	<ul style="list-style-type: none"> • Specific Repair Plan Approval
Inspectional Services Department	<ul style="list-style-type: none"> • Building Permit • Certificate of Occupancy

1.5 PROJECT TEAM

Proponent	Cresset Development, LLC 120 Water Street 5th floor Boston, MA 02109 Contact: Edward G. Nardi Manager 617-624-9100 x1012 enardi@cressetgroup.com
Planning and Permitting	Fort Point Associates, Inc. 31 State Street, 3rd Floor Boston, MA 02109 Contact: Lindsey Mac-Jones 617-357-7044 x213 lmacjones@fpa-inc.com

Architect	<p>Bargmann Hendrie + Archetype, Inc. 300 A Street Boston, MA 02210-1710</p> <p>Contact: Glen Daly 617-350-0450 gdaly@bhplus.com</p>
Consulting Architect	<p>Promontorio R. Fabrica Material de Guerra, 10 1950-128 Lisbon, Portugal</p> <p>Contact: Paulo Martins Barata pmb@promontorio.net</p>
Landscape Architect	<p>Kyle Zick Landscape Architecture 36 Bromfield Street, Suite 202 Boston, MA 02108</p> <p>Contact: Kyle Zick 617-451-1018 kzick@kylezick.com</p>
Legal	<p>McDermott, Quilty & Miller 131 Oliver Street Boston, MA 02110</p> <p>Contact: Stephen Miller 617-946-4600 smiller@mqmlp.com</p>
Code Consultant	<p>C3 Commercial Construction Consulting, Inc. 313 Congress Street Boston, MA 02210</p> <p>Contact: Doug Anderson 617-330-9390 danderson@c3boston.com</p>

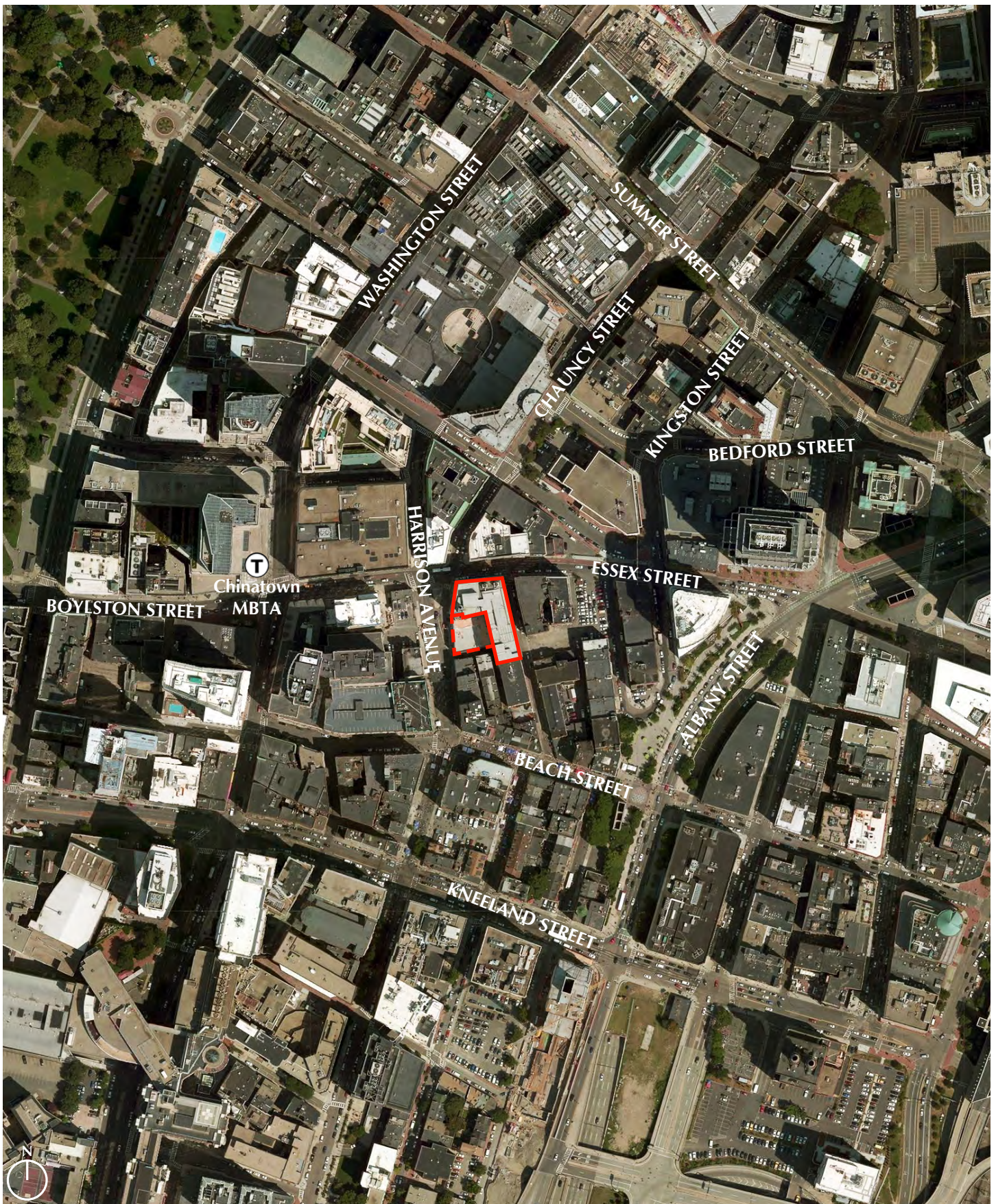
Mechanical & Fire Protection Engineer	VAV International Inc. 400 Cummings Park Drive Woburn, MA 01801 Contact: Frank Stramaglia 781-935-7228 fstramaglia@vavint.com
Electrical Engineer	Nangle Engineering Inc. 32 Prince Street Danvers, MA 01923 Contact: Gary Nangle 978-777-7650 gpnangle@nangleengineering.com
Environmental	CRB Geological & Environmental Services, Inc. 386 West Main Street, Suite 3 Northborough, MA 01532 Contact: Fred Baddour 508-393-1700 fbaddour@crbgeonet.net



Boston, Massachusetts

Figure 1-1
Locus Plan

Source: USGS, Fort Point Associates, Inc., 2016



Boston, Massachusetts

Figure 1-2
Aerial View of Existing Site
Source: Google Earth, Fort Point Associates, Inc., 2016

CHAPTER 2: PROJECT DESCRIPTION

2.1 PROJECT SITE AND SURROUNDINGS

The 21,193 sf Project Site is fully occupied by two existing masonry buildings, an eight-story building on the corner and an attached three-story masonry building directly to the south. The eight-story building, currently known as the Verizon building, was built in 1919 as a New England Telephone and Telegraph central switching station and has remained in use as a telecommunication facility, up to and including its current use housing Verizon equipment. The Proponent was able to obtain condo ownership of a portion of this building because, due to the increased efficiency of Verizon equipment, the building contains vacant space no longer required by the building's function.

This partial ownership agreement allows for the introduction of residential units in an in-demand central downtown location. The Project Site is located on the edge of Boston's Chinatown neighborhood, in close proximity to Downtown Crossing and the Theater District. The Project Site is extremely transit oriented, being less than 0.1 mile east of the MBTA Orange Line Chinatown Station and 0.3 mile west of the MBTA Red Line and Commuter Rail at South Station.

See Figure 2-1, Oblique View of Existing Site; Figure 2-2, Existing Conditions Survey; Figures 2-3 through 2-6, Existing Conditions Key and Photographs.

2.2 PROPOSED PROJECT

The Project involves the interior renovation of the top three floors of the existing building to create 46 residential rental apartments, including six affordable units. The unit mix consists of 18 studios, 20 one-bedroom units, and eight two-bedroom units. The Project will be constructed in one phase.

Renovations on the ground level will create a residential lobby entrance for future residents. The lobby space will include an adjacent mailroom, trash and recycling center, bike storage room, and two spaces for tenant storage. The ground floor renovation will include new lobby finishes. The Project will also provide various improvements to stairs, elevators, and the life safety system to upgrade portions of the building to current code requirements for residential use. The total area of the renovation is 43,393 sf.

The exterior work will be modest. The existing arched window above the entry, precast and wrought iron windows, and existing entry-flanking light fixtures will be repaired and refurbished. New uplighting and downlighting will be installed on the three bay Harrison Avenue entry facade, with downlighting continuing along the three-story Harrison Avenue facade back to the loading dock. Signage will be added to the Harrison Avenue facade.

Two new windows will be installed on each of the residential floors in new masonry openings on the short, currently blank party wall facing toward Beach Street. New heating ventilation air conditioning equipment and a roof deck for residents will be installed on the existing roof.

See Figure 2-6, Project Site Plan; Figure 2-7, Building Elevations; Figure 2-8, Signage; Figure 2-9, Ground Floor Plan; 2-10 Sixth Floor Plan; 2-11 Seventh Floor Plan; 2-12 Eighth Floor Plan; 2-13 Roof Plan; and 2-14 Landscape Plan.

Table 2-1: Anticipated Project Program

Floor	Ground	6	7	8	Total
Gross Area (sf)	3,620	13,842	12,078	13,853	43,393
Studio	0	6	6	6	18
One Bedroom	0	7	6	7	20
Two Bedroom	0	3	2	3	8
Total Unit Count	0	16	14	16	46

2.3 COMPLIANCE WITH BOSTON ZONING CODE

The Project Site is situated in the Commercial Sub District of the Chinatown District, Article 43 (Map 1G) of the Boston Zoning Code. Per Article 43, Table F, Residential Use is an allowed use in the Commercial Chinatown Sub District.

2.3.1 DIMENSIONAL REQUIREMENTS

The Project is an interior build out in a pre-existing structure and as such does not conform to certain current dimensional requirements. The proposed project does not increase the existing floor area ratio (FAR).

2.3.2 PARKING REQUIREMENTS

Per Section 43-23 with reference to Article 23, Off Street Parking, Section 23-1 Residential uses and further supplemented by a Commissioner's Bulletin dated February 14, 2001, the required parking ratio for projects where the underlying zoning district has an FAR of 6 is 0.3 per dwelling unit. See Attachment B, Commissioner Bulletin. According to the application of this bulletin, the Project's 46 residential units would require 14 parking spaces. This project is an interior renovation of an existing zero lot line building, and there is no space in which to currently provide or to add off-street parking. Therefore a variance from the Zoning Board of Appeal will be required.

2.4 CONSISTENCY WITH AREA COMMUNITY PLAN

In 2010, the Chinatown Master Plan Oversight Committee created the Chinatown Master Plan, Community Vision for the Future (the “Plan”). The Plan outlines the desired future growth of the neighborhood. The Project supports the Plan’s goal of expanding the number and type of housing options in the neighborhood by adding 46 additional housing units, including 6 affordable units. The Project supports the Plan’s goal of increasing public safety and improving the pedestrian experience by providing more light at the street level and adding security cameras on the building’s exterior at numerous locations.

The Plan identifies Phillips Square, the adjacent traffic triangle on Harrison Avenue, as a “Master Plan Anchor Area” which acts as an entry point to the Chinatown neighborhood and recognizes the Project Site as a site for possible future development.

2.5 PUBLIC BENEFITS

2.5.1 PROVIDES NEW RESIDENTIAL UNITS

The Project will be a residential unit conversion in an existing industrial building that currently houses Verizon’s telecommunications systems. Due to advances in technology, the equipment has been consolidated to the lower floors of the building, allowing the top three floors to be repurposed while the other floors continue to be occupied by Verizon. The City has noted the need for additional housing, especially affordable housing, and this project will address this with 46 new apartments, of which six will be affordable.

2.5.2 IMPROVEMENT TO CURRENT STREETScape

The Project includes specific improvements to the sidewalks on Harrison Avenue in order to make the property handicap accessible. An area approximately 41 feet long in front of the main entry will be removed by saw cutting the concrete sidewalk and the vertical granite curb. This area will be replaced with new concrete sidewalk and minimally graded up to the height of the existing granite entry slab. The vertical granite curb will be reset. See Figure 2-12, Sidewalk Improvements.

At the main entry facade, new storefront entries will replace the current doors. New exterior lighting will be added on Harrison Street, providing a revitalized facade with active uses to replace the existing dark, passive corner that offers minimal benefit to the neighborhood or streetscape.

2.5.3 SAFETY

The current telecommunication function of the building requires minimal staffing. The Project will bring residents of 46 units to the neighborhood and activate the street level and common areas on a “24/7” basis, actively engaging the street level during nights and weekends, providing more eyes on the street and creating a more secure feeling. The developer has also agreed to add facade cameras along Harrison Avenue at the request of the Boston Police Department.

2.5.4 BENEFITS FOR LOCAL BUSINESSES

The Project will provide an increase in foot traffic in the area. This increase will create a corresponding increase in the economic vitality of the area, assist in the continued revitalization of the neighborhood residential district, and lend additional financial support to small local businesses.

2.5.5 INCREASE IN JOBS

The Project will create approximately 70 construction jobs over a 10 month period.

2.5.6 CITY TAX BASE

Converting existing industrial space to high quality residential units will increase the residential tax base for the City of Boston.

2.6 PUBLIC REVIEW

The Proponent has made an effort during preparation for the development of the Project to solicit community feedback and address community concerns. The Proponent has met with various neighborhood groups and stakeholders to explain its vision and respond to questions about the Project. The goal is to build consensus and support for a development that will meet the community’s needs and will be well regarded within the neighborhood.

The Proponent has met with the following neighborhood/community groups:

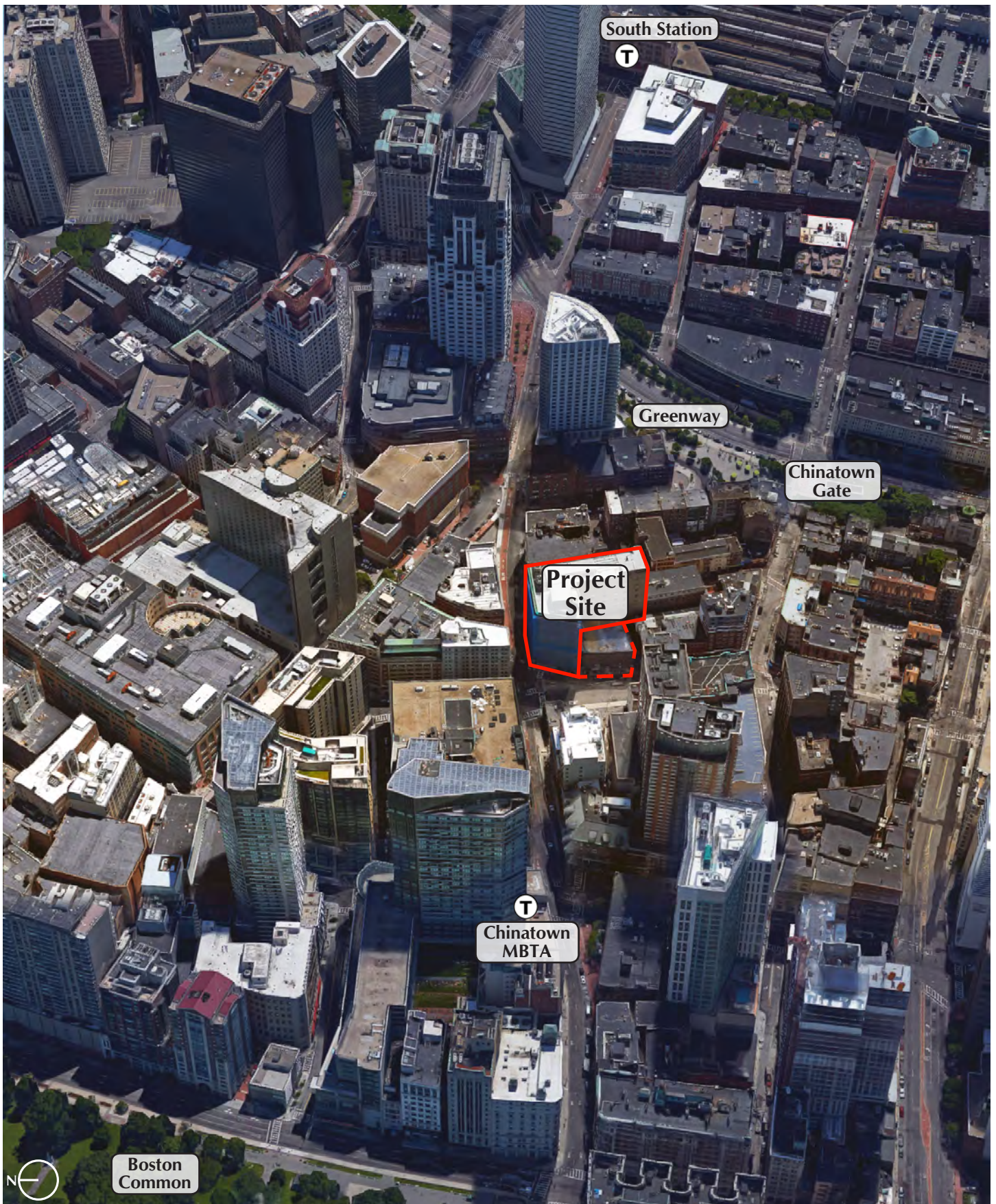
- Chinatown Neighborhood Council – January 19, 2016
- Chinatown Safety Committee – February 3, 2016
- Chinatown Business Association – February 18, 2016

Upon presenting the Project, the Proponent received positive reviews and community input. The consensus among the various stakeholders in the community was that the Project Site has been a passive presence in the community due to its long term industrial use, with the majority of the building occupied by machinery rather than workers.

Therefore the building entry, adjacent sidewalks, and loading dock are little traveled and dark at night.

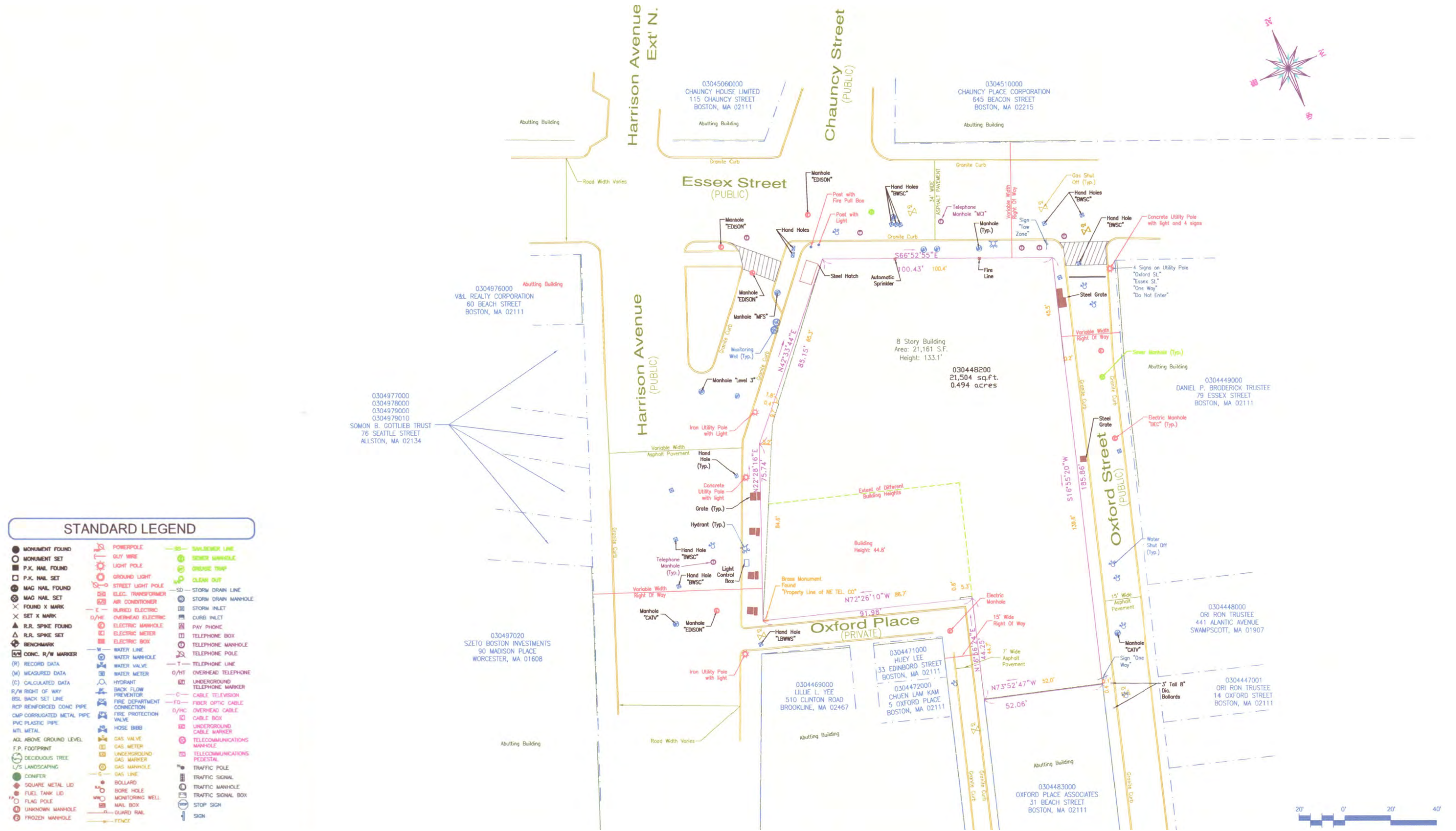
The community had a positive reaction to the conversion of the Project Site to a residential use, bringing increased light and activity along the public way and use of the building on a 24/7 basis. The community also expressed support for the inclusion of affordable units.

The Proponent will participate in additional community outreach if requested by the Boston Redevelopment Authority (BRA).



Boston, Massachusetts

Figure 2-1
Oblique View of Existing Site Context
Source: Google Earth, Fort Point Associates, Inc., 2016



Boston, Massachusetts

Figure 2-2
Existing Conditions Survey
Source: Holden Engineering & Surveying, Inc., 2016



Boston, Massachusetts

Figure 2-3

Existing Photographs Key

Source: Google Earth, Fort Point Associates, Inc., 2016



Photograph 1: View of Main Entry from Harrison Avenue



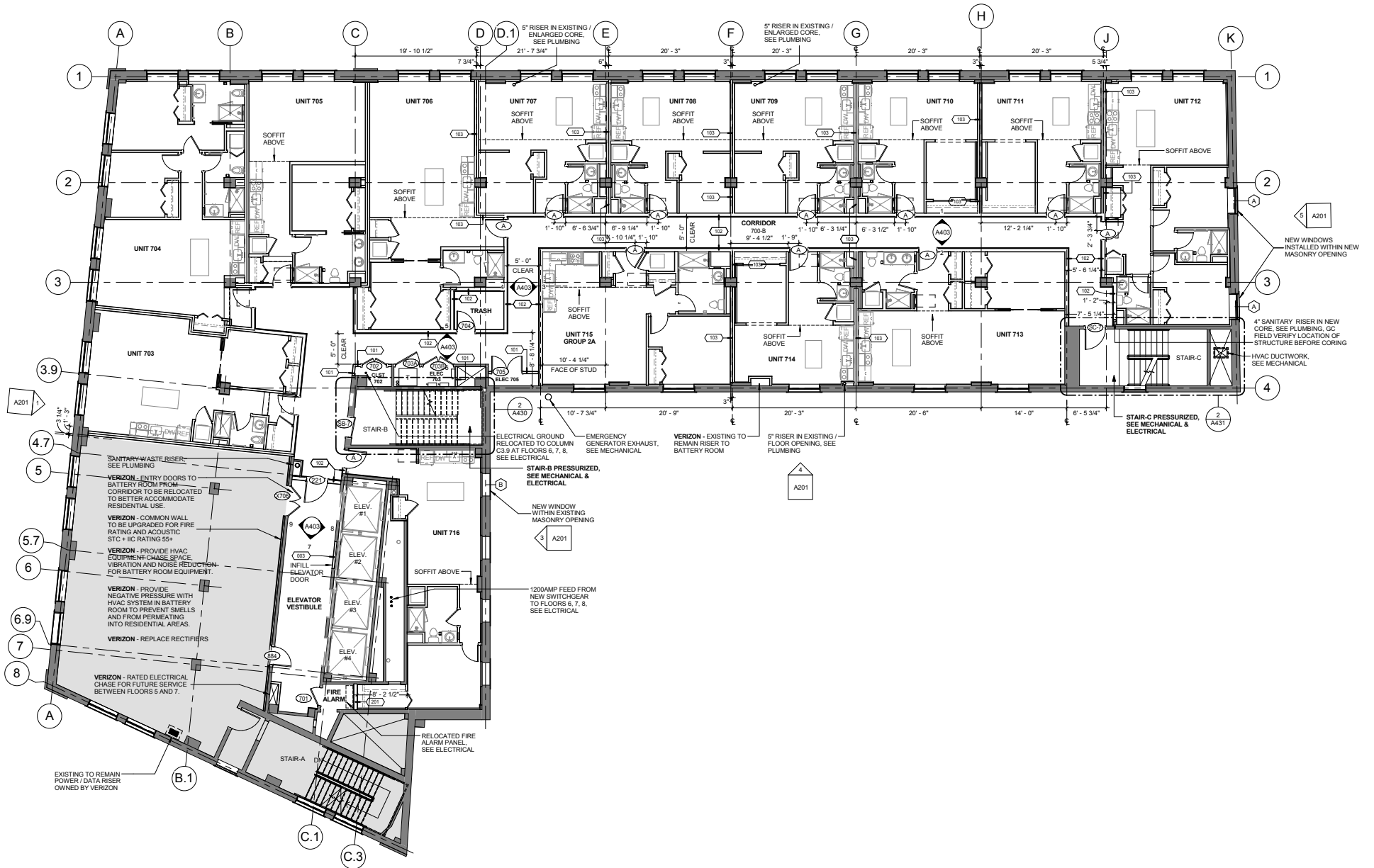
Photograph 2: Corner of Harrison Avenue and Essex Street

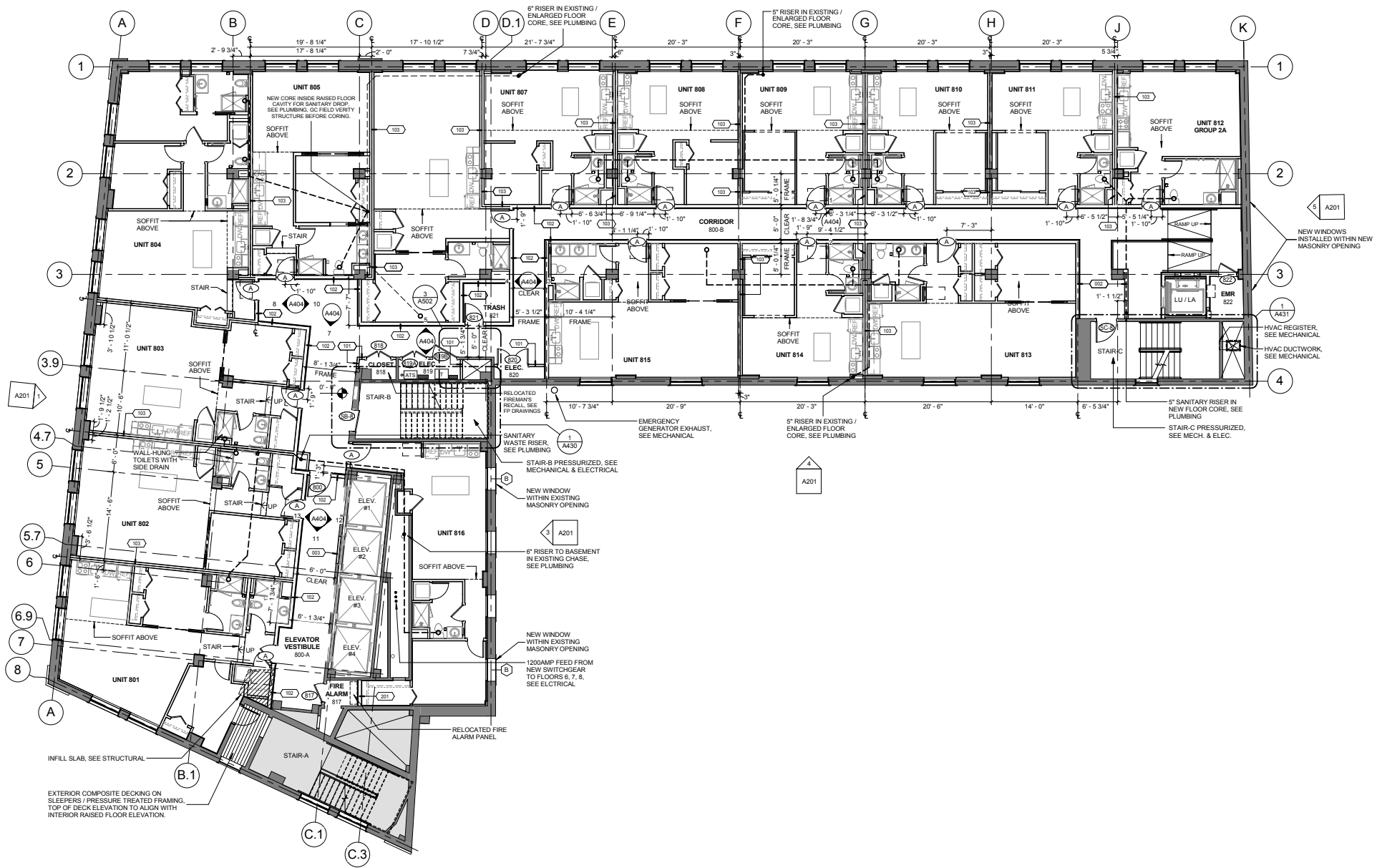


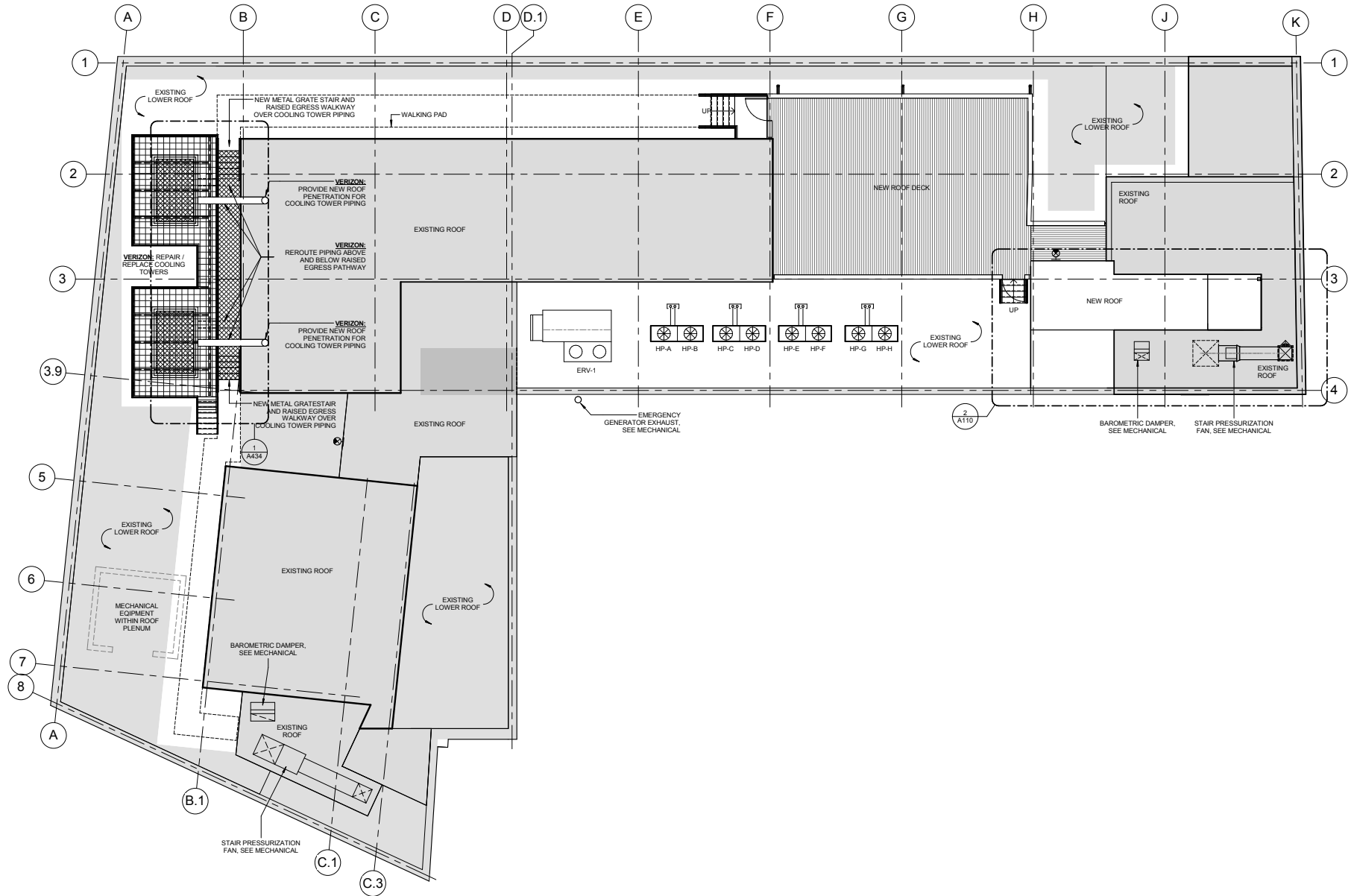
Photograph 3: Essex Street Facade



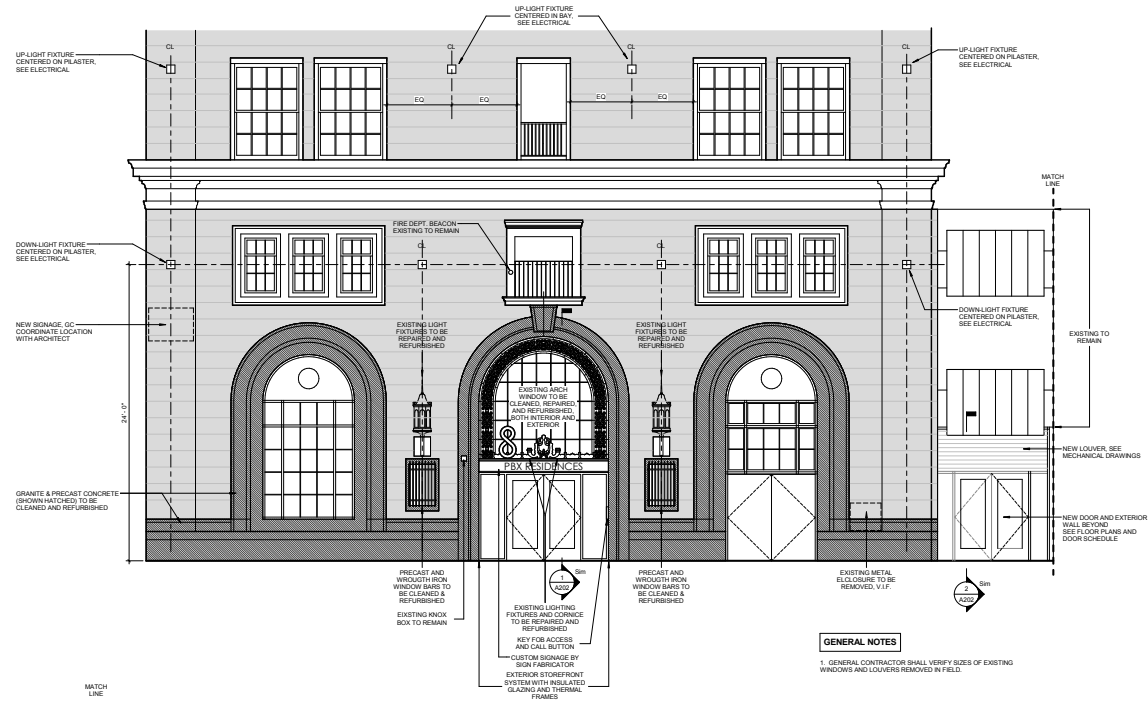
Photograph 4: Rear facade from Oxford Street



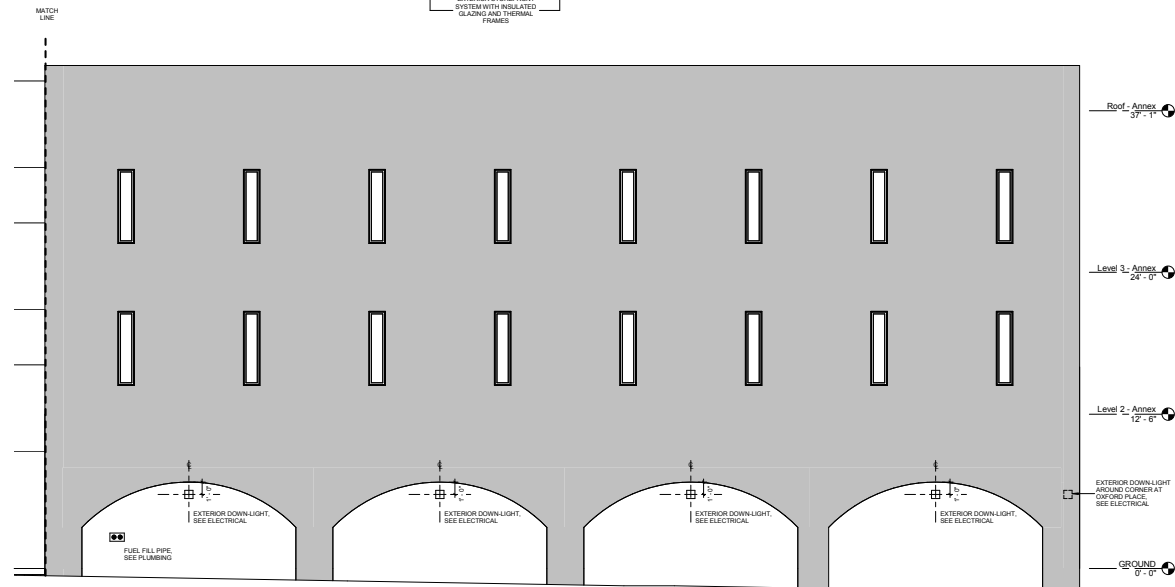




Harrison Avenue-
Main Entrance Elevation



Harrison Avenue-
Annex Elevation



CHAPTER 3: ENVIRONMENTAL PROTECTION

3.1 INTRODUCTION

The Project will be built in full compliance with federal, state, and city environmental regulations. An appropriate construction management plan to avoid and mitigate construction period impacts will be strictly followed. This adaptive reuse Project consists primarily of interior work, so the environmental and construction impacts will be minimal.

3.2 WIND

The Project is not expected to have new or adverse pedestrian-level wind impacts adjacent to or in the vicinity of the Project Site due to its use of the existing building.

3.3 SHADOW AND DAYLIGHT

The Project will not create additional shadow impacts or reduce the amount of daylight due to its use of the existing building.

3.4 SOLAR GLARE

A solar glare analysis is intended to measure potential reflective glare from the building onto streets, public open spaces, and sidewalks in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare.

The Project will not create additional glare impacts or solar heat buildup due to its use of the existing building. The windows that will be added on the south façade of the building are on the upper floors and buffered from the street level by an adjacent five-story building and are not expected to increase solar glare at the pedestrian level.

3.5 AIR QUALITY

This section provides a qualitative review of air quality sources and impacts as a result of the Project from traffic, parking, and heating and mechanical ventilation systems. Impacts from construction and operations are addressed in Section 3.11, Construction Impacts.

3.5.1 TRAFFIC SOURCES

Due to the modest number of new vehicle trips contributed to the local roadway network by this transit-oriented Project, the impact of Project trips on the performance of the transportation study area intersections relative to air quality is modest.

3.5.2 PARKING SOURCES

The Project Site does not currently include any off-street parking, and the Project will not be adding any parking and therefore there will be no air quality impacts from parking sources.

In keeping with Boston's Complete Streets Guidelines, a high bicycle to vehicle/parking ratio will be used to encourage bicycle use and help reduce parking demand. Combined with the Project's proximity to transit, these factors will minimize air pollution from vehicle sources associated with the Project.

3.5.3 BUILDING OPERATION SOURCES

An emergency generator will be located on the Project Site. It would be selected and sited in compliance with Department of Environmental Protection standards, and its noise would be abated appropriately. Heating and cooling systems will be highly-efficient and centralized. In combination, these building operation factors are not expected to contribute to changes in air quality.

3.6 NOISE

The Proponent does not anticipate an increase in noise generation and impacts associated with the residential uses at the Project Site. The Boston Air Pollution Control Commission regulates noise in the City of Boston based on zoning and land use classification. The regulations set fixed noise limits for daytime and nighttime use of equipment serving the building (for residential areas, a maximum level of 60 dBA for daytime use, and 50 dBA for nighttime use is required). These levels are limits for equipment sound assessed at the property lines of the Project. The limits apply to equipment that operates on a significant basis to serve the building, such as climate control equipment and fans. In addition to the overall sound level requirements, the regulations list specific octave band frequency limits for daytime and night time periods.

The primary sources of exterior sound for the Project will include roof top heating and cooling equipment. Based on the systems design and location, the equipment is not expected to produce significant sound levels at the building property lines, though noise control measures will be provided if required.

3.7 FLOOD ZONES

In the past decade, climate change adaptation has gained national attention as a critical environmental factor that must be addressed in new development projects. In Boston, sea level rise has become a serious concern as recent weather patterns and future modeling are demonstrating that storms impacting the City are likely to continue to intensify.

As part of its administration of the National Flood Insurance Program, the Federal Emergency Management Agency (FEMA) publishes flood hazard maps, called Flood Insurance Rate Maps (FIRM). The purpose of a FIRM is to show the areas in a community that are subject to flooding and the risk associated with these flood hazards. The latest map was published in 2016 and updated the flood zones for this area. According to FEMA, the Project Site is not located within a flood zone.

3.8 WATER QUALITY

During construction, work will be confined to the interior so there will be no transportation of sediment off-site and no pollutant runoff. The Contractor will also follow these measures:

- Monitor the proper use of tarpaulin-covered trucks
- Prevent/control truck spillage
- Clean the adjacent portions of City streets entering and exiting the Project Site

3.9 GEOTECHNICAL

This section discusses existing geotechnical conditions on the Project Site and potential impacts from development of the Project.

3.9.1 SUBSURFACE SOIL CONDITIONS

Subsurface soil conditions will not be impacted, due to its use of the existing building.

3.9.2 GROUNDWATER CONDITIONS

The Project Site is located within the Groundwater Conservation Overlay District as defined by Article 32 of the Boston Zoning Code. The Project will obtain a conditional use permit from the Board of Appeal. It is not feasible for the Project to meet requirements for improving infiltration and catchment of rainwater using techniques and materials appropriate to the Project and the Project Site. The Project is contained within the existing building, and the remainder of the Project Site is surrounded by existing city sidewalks. Additionally, the basement level of the existing building is not owned by the Proponent and is therefore not open for any intervention.

The Project will not result in new negative impacts on groundwater levels within the Project Site or adjacent lots.

3.10 SOLID AND HAZARDOUS WASTE

Existing asbestos containing material on the three upper floors being converted will be abated prior to demolition and removed during the Project. Lead based paint on the Project Site will be removed or encapsulated in accordance with environmental regulations.

3.11 CONSTRUCTION IMPACTS

The Project is an interior fit-out, with the exception of specific sidewalk improvements. Very little negative impact is anticipated due to the construction of the Project. All equipment and materials will be stored within the building. There will be a fenced construction staging area at the building entry for the duration of the project.

Other than sidewalk accessibility and addition of exterior lighting and cameras, there is no anticipated exterior work on-site.

3.11.1 PARKING

The number of workers required for the construction of the Project will vary depending upon the stage of construction. Construction workers will typically arrive and depart prior to peak traffic conditions and the construction trips are not expected to substantially impact traffic conditions.

Parking for construction personnel will be in public lots surrounding the project site, with hours of operation being in conformance with City of Boston ordinance and an approved Construction Management Plan.

3.11.2 UTILITIES

The Project will not require modification or upgrade to City utilities.

3.11.3 CONSTRUCTION ACTIVITY SCHEDULE

The construction period for the Project is expected to last approximately eight months, beginning in December 2016 and reaching completion by July 2017. Normal work hours will be from 7:00 AM to 6:00 PM, Monday through Friday, along with any approved exceptions.

3.11.4 CONSTRUCTION NOISE IMPACTS

Intermittent increases in noise levels will occur in the short term during Project construction. The construction work will be mostly interior, so impacts will be minimal. Work will comply with the requirements of the City of Boston Noise Ordinance.

3.11.5 RODENT CONTROL

The contractor will file a rodent extermination certificate with the building permit application to the City. Rodent inspection, monitoring, and treatment will be carried out before, during, and at the completion of all construction work for the Project, in compliance with the City's requirements. During the construction process, regular service visits will be made to maintain effective rodent control.

3.12 WILDLIFE HABITAT

The Project Site is fully developed with urban landscape materials and the Project will not impact important wildlife habitat. According to the latest Natural Heritage & Endangered Species Program maps, no Priority or Estimated Habitats are located on or near the Project Site.

3.13 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The building on the Project Site has been inventoried by the Massachusetts Historical Commission ("MHC") in the Massachusetts Cultural Resource Information System ("MACRIS"). The report identifies the building as a yellow brick Classical Revival design characterized by three round headed arched openings in a rusticated base, second level stone architrave, cornice with dentils, and quoined corners. It is considered architecturally significant as it was designed by a noted Boston architecture firm of the early 20th century, Parker, Thomas, & Rice. It is considered historically significant because it is an early location of the large and influential New England Telephone Company. For these reasons, it has been identified as individually eligible for the National Register of Historic Places (the "National Register").

The Project, affecting only the interior of the existing building, will not cause any adverse impacts to this historic resource. The adaptive reuse of vacant portions of the building for residential units will bring more active uses into the building. This active use and continuing care that will come with this new use are likely to have a positive impact on this resource over time.

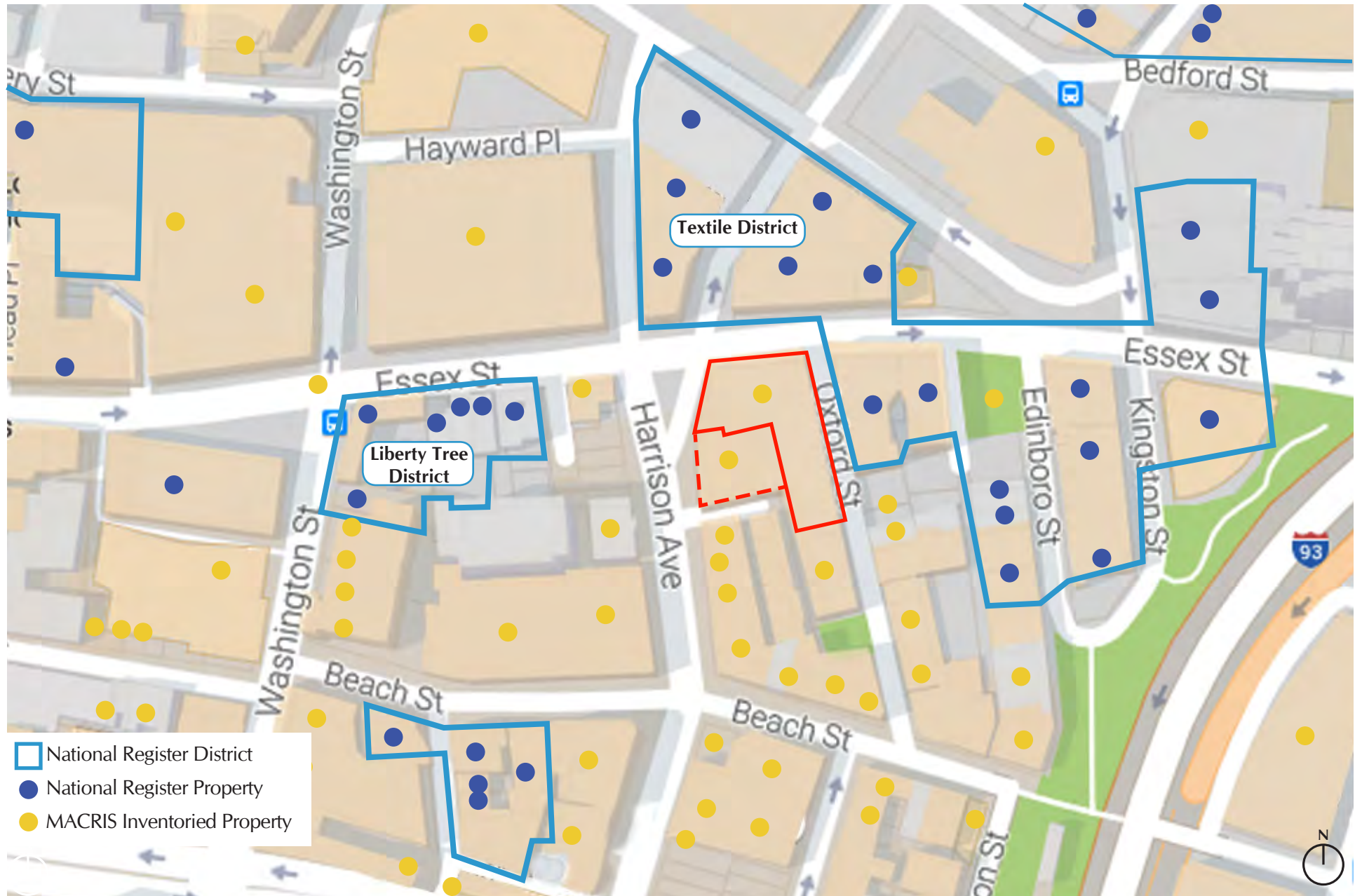
The Annex, the addition to the Verizon building east of the original building along Harrison Avenue, is also inventoried in MACRIS. The Annex is an eight bay New Brutalist brick building characterized by blank arches on the ground floor level and narrow slit windows above. It was designed by Shepley Bullfinch Richardson & Abbot, and completed in 1964. This portion of the building has not been recommended for listing in the National Register. The Annex will contain only limited areas of ground floor support functions- mail, storage, trash and recycling, and bicycle storage. The only exterior work that will affect the Annex is the addition of lighting and service doors.

The Project Site is not within a National Register Historic District, local historic district, or within a historic district that has been identified as potentially eligible for the National Register. However, there are a number of historic districts in the vicinity of the Project Site that are inventoried in MACRIS, including The Liberty Tree District and the Textile District, two National Register Districts within site of the façade of the Project. The Project will have no negative impact on these districts. The improvement to the streetscape and façade through increased lighting and activation of the public realm on Essex Street and Harrison Avenue will have a positive impact to the surrounding historic fabric.

See Figure 3-1, Historic Resources.

3.14 TIDELANDS

The Project Site is outside Chapter 91 Jurisdiction and is therefore not subject to Chapter 91 licensing by the Massachusetts Department of Environmental Protection (DEP) pursuant to 310 CMR 9.04(2).



Chapter 4: TRANSPORTATION

4.1 INTRODUCTION

As described in Chapter 1, the Project Site is roughly bounded by Essex Street on the north; Oxford Street on the west; Oxford Place, urban fabric, and Beach Street beyond on the south; and Harrison Avenue and Chauncy Street and the resultant paved triangle, Phillips Square, on the west. The Project is situated in the heart of a well-connected system of urban streets and pedestrian routes.

See Figure 1-1, Locus Plan and Figure 1-2, Aerial View of Existing Site.

4.2 TRAFFIC

4.2.1 VEHICULAR ACCESS

The Project is bounded by two main arteries in the Chinatown neighborhood. Essex Street runs one-way from west to east across the City as it transitions from Boylston Street at Washington Street. Harrison Avenue runs one-way from north to south from its origination at Harrison Avenue Extension at Avenue de Lafayette. The Project Site also abuts Chauncy Street, which extends one-way from south to north to the heart of the Downtown Business District. The intersection of Harrison Avenue and Essex Street is signalized with pedestrian crosswalks. Phillips Square divides Harrison Avenue adjacent to the front entrance to the Verizon building.

4.2.2 TRAFFIC GENERATION

4.2.2.1 AUTOMOBILE TRIPS

As previously summarized, the Project will consist of approximately 46 new residential units consisting of studios to two-bedroom units. The number of each type of unit in the in three floors of the existing Verizon building is as identified in Table 4-1: Unit Mix.

Table 4-1: Unit Mix

Studio	18
One Bedroom	20
Two Bedroom	8

Due to the predominance of small units (studio and one bedroom units comprise 82 percent of the total units) and the expected demographics of the residents, new auto trips are projected to be minimal.

4.2.2.2 MODE SPLIT

According to *Access Boston 2000 – 2010*, “2,735,000 trips [in total for the entire city] are estimated to begin in Boston each day... The largest portion of these trips end within the neighborhood in which they start. The close proximity of residential, business, and cultural resources in Boston’s neighborhoods allows the walk mode (includes bicycle) to be used for a large share of trips within neighborhoods and into the Core Neighborhoods [in which the Project is located]. It is not without reason that Boston is called ‘America’s walking city’.”

Walking/bike trips and transit trips can be expected to account for at least half of the trips generated by the Project, thus alternative transportation modes significantly reduce the dependence on automobile trips. The modest number of units, combined with the size and mix of unit types and proximity to excellent and varied options for public transportation support this projected mode split.

4.2.2.3 VEHICLE OWNERSHIP

According to *Access Boston 2000 – 2010*, vehicle ownership within the city of Boston is the lowest per square mile in the vicinity of the Project Site. The Chinatown neighborhood has a long-standing history of limited auto ownership and low reliance on automobiles. The close proximity of multiple options for public transportation as well as live-work opportunities have continued to contribute to this trend.

4.3 PARKING

4.3.1 ON-SITE PARKING

Existing on-site street parking is provided on a number of local streets in the vicinity of the Project Site. Public on-street parking is available on portions of Harrison Avenue, Harrison Avenue Extension, Chauncy Street and portions of Beach Street and Washington Street within a short distance from the Project Site. Existing on-site parking on the surrounding streets will not be affected by the Project.

4.3.2 OFF-STREET PARKING

No off-street parking is currently available at the Project Site.

This project is an interior renovation of an existing zero lot line building, and there is no space in which to currently provide or to add off-street parking. A number of parking garages are located near the Project Site, including Pilgrim Parking one block

to the north on Ave de Lafayette and less than one block south on Beach Street, VPNE Parking two blocks west on Boylston Street, and VPNE Parking 3 blocks away on Lincoln Street. Some of these private parking garages offer weekly, monthly or yearly options for parking, and the Proponent has obtained a letter from VPNE guaranteeing 14 available monthly parking spaces at One Lincoln for residents of the Project. See Attachment C, Parking Garage Commitment.

4.4 TRANSIT

4.4.1 PUBLIC TRANSPORTATION

The Project Site is readily accessible by public transportation, including rapid transit, bus service, AMTRAK service and a commuter rail hub. The Project Site is less than 0.1 mile east of the MBTA Orange Line Chinatown Station and 0.3 mile west of the MBTA Red Line, AMTRAK and Commuter Rail at South Station. The Project Site is also proximate to many MBTA bus routes, including routes 7, 11, 15, Silver Line 4 and Silver Line 5 which run within one block of the Project Site. See Figure 4-1.

4.5 PEDESTRIAN AND BICYCLE ACCOMMODATIONS

4.5.1 PEDESTRIANS

The highly urban location of the Project Site, wide streets with sidewalks, and its close proximity to public transportation will encourage a high level of pedestrian access to and from the Project. The resulting weekday morning, weekday evening, and Saturday midday peak hour pedestrian volumes generated by the Project will be easily accommodated by the existing street and sidewalk network. Improvements to adjacent sidewalks as well as the enlivening of the area after business hours and on weekends will encourage pedestrian trips to nearby shopping, dining, cultural events and places of employment.

4.5.2 BICYCLES

The Project will include a bicycle storage room adjacent to the mailroom on the first floor with racks to accommodate 40 bicycles belonging to the building's residents.

4.6 LOADING AND SERVICE

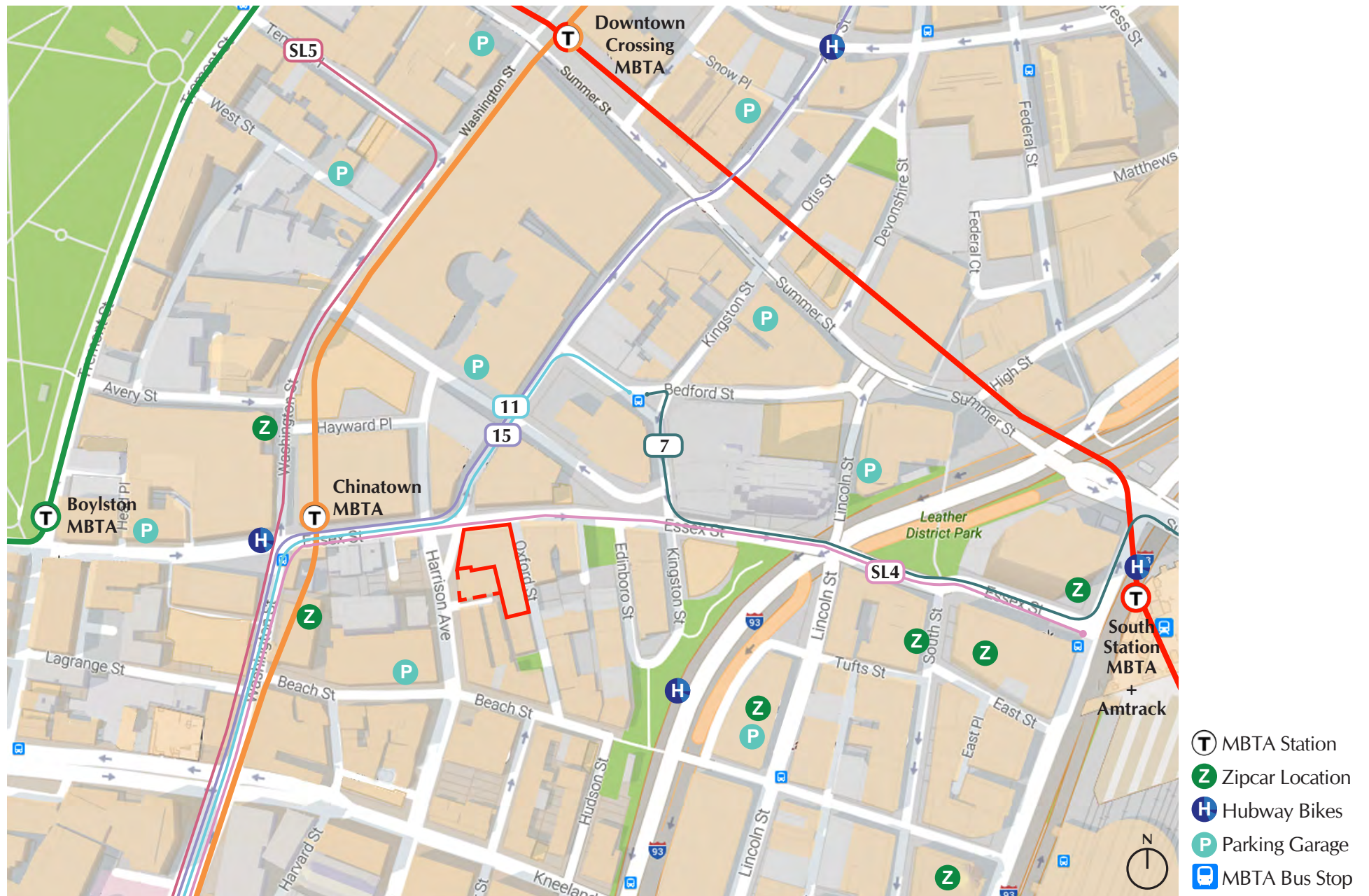
The Project will be accessed for loading and service functions via a service vestibule on Harrison Avenue through a new set of double doors located in the juncture between the eight-story building and the three-story building. This connection was built with the Annex building and does not date back to the original 1915 Verizon Building. Service functions will include deliveries and trash pickup. Although there is a back entrance to the existing building

in the alley on Oxford Place, which is removed from the more heavily traveled Harrison Avenue, that route is unavailable for loading and delivery because it accesses only the Verizon owned industrial use portion of the building, and has no direct connection to the residential lobby, mailroom, or trash facilities.

4.7 TRANSPORTATION DEMAND MANAGEMENT

The Proponent is committed to reduce auto dependency by residents by encouraging the use of public transportation as an alternative to single occupancy vehicle trips. These elements are also consistent with the Massachusetts Department of Environmental Protection (MADEP) directive to use all reasonable and feasible mitigation actions to reduce auto emissions. A preliminary list of potential TDM program elements may include the following:

- *MassRides.* MassRides is the Executive Office of Transportation's statewide travel options program providing free assistance to commuters, employers, students, and other traveler markets. MassRides programs may encourage workers to use alternative forms of transportation such as carpooling, vanpooling, and to utilize a large database for rideshare matching. MassRides information will be posted in the lobby of the building.
- *Public Transportation Information & Promotion.* Posting of service and schedule information for residents as well as ride-sharing boards will be considered.
- *Bicycle Facilities & Promotion.* In accordance with BTD guidelines, bicycle racks or a bicycle storage area will be provided on-site in close proximity to the building entrances for use by residents. The location and number of racks will be identified more specifically during the later phases of development planning. As was noted earlier, two Hubway stations are located near to the Project Site.



CHAPTER 5: SUSTAINABILITY

5.1 SUSTAINABLE DESIGN

Environmental sustainability is an important factor in every design decision. Enduring and efficient buildings conserve embodied energy and preserve natural resources.

The Project is designed to meet LEED Silver certifiable level. The heating ventilation air conditioning system will utilize a VRF system which has been shown to be considerably more efficient than alternative systems. The Project will reduce the quantity of indoor air contaminants through thoughtful use of adhesives and sealants, and paints with low VOC content.

The Project location will encourage the use of public transportation and pedestrian routes for residents. The Project will also encourage cycling by including both interior bicycle storage on-site.

In addition, the Project utilizes an existing building, which extends the life cycle of the building, conserving embodied energy, and reducing the waste and environmental impacts of demolition.

Attachment A

ISD LETTER

ISD Letter



Martin J. Walsh
Mayor

Boston Inspectional Services Department Planning and Zoning Division

1010 Massachusetts Avenue Boston, MA 02118 Telephone: (617) 635-5300

ZONING CODE REFUSAL

Gary P. Moccia
Inspector of Buildings

ANDREW CASTRABERTI
120 WATER STREET
5TH FLOOR
BOSTON, MA 02109

June 20, 2016

Location: 2-8 HARRISON AV BOSTON MA 02111
Ward: 03
Zoning District: Chinatown District
Zoning Subdistrict: Commercial Chinatown
Appl. # : ALT559427
Date Filed: February 08, 2016
Purpose: **8 Harrison Apartments** - Change Occupancy from a Telephone Exchange Building to a Telephone Exchange Building with 42 Residential Units (Floors 6 - 8). The existing Building is 8 stories and houses Telecommunications equipment on Floors 1 - 5. We are proposing to renovate Floors 6 - 8 creating Residential Units. Construct new metal stud partitions, all new corridors, wallboard, all finishes (tile, millwork, carpet). Installation of new Kitchens and Bathrooms. Alterations to existing MEP / HVAC / Fire Alarm & Sprinkler systems.

YOUR APPLICATION REQUIRES RELIEF FROM THE BOARD OF APPEAL AS SAME WOULD BE IN VIOLATION OF THE BOSTON ZONING CODE TO WIT: CHAPTER 665, ACTS OF 1956 AS AMENDED:

<u>Violation</u>	<u>Violation Description</u>	<u>Violation Comments</u>
Article 32 Section 6	GCOD Conditional Use	Groundwater Conservation Overlay District Applicability
Article 43 Section 23	Off-Street Parking Regulations	Off-Street Parking Insufficient

THIS DECISION MAY BE APPEALED TO THE BOARD OF APPEAL WITHIN FORTY-FIVE (45) DAYS PURSUANT TO CHAPTER 665 OF THE ACTS OF 1956, AS AMENDED. APPLICATIONS NOT APPEALED WITHIN THAT TIME PERIOD WILL BE DEEMED ABANDONED. IF YOU HAVE INQUIRIES REGARDING THE NEIGHBORHOOD PROCESS AND PUBLIC PARTICIPATION, PLEASE CONTACT THE MAYOR'S OFFICE OF NEIGHBORHOOD SERVICES AT 617-635-3485.


Thomas White
(617)961-3275
for the Commissioner

Refusal of a permit may be appealed to the Board of Appeal within 45 days. Chapter 802, Acts of 1972, and Chapter 656, Acts of 1956, Section 19.

Attachment B

ISD BULLETIN

Commissioner Bulletin

Commissioner's Bulletin

Inspectional Services Department
Boston, MA

Number: 2001-01

Page 1 of 1

Date: February 14, 2001

Subject: Boston Zoning Code Article 23 §1; Off-Street Parking Requirements
with FAR of 6.0.

Purpose: Interim measure to ensure the consistent application of the Boston Zoning Code for off-street parking requirements when the FAR is 6.0.

The following interpretation shall be applied when determining the off-street parking requirements as noted in Article 23, §1:

Where the underlying zoning district has an FAR of 6.0, the off-street parking requirements shall be 0.3 space+.

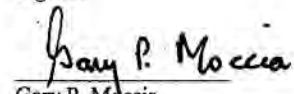
Effective immediately. Expires upon signing of relevant Amendment to the Boston Zoning Code.

Signed:



Kevin J. Joyce
Commissioner of ISD

Signed:



Gary P. Moccia
Inspector of Buildings

Attachment C

PARKING COMMITMENT



John Baxter
Cresset Group
120 Water Street #500
Boston, MA 02109

John,

Please allow this letter to serve as confirmation that VPNE Parking Solutions guarantees 14 monthly parking spaces at the One Lincoln Street/State Street Financial Center Garage for your use related to your proposed residential project at 8 Harrison Street. This offer is effective immediately and for the foreseeable future.

Please let me know if you have any questions or need further information.

Best,
Tom

A handwritten signature in black ink, appearing to read "Tom MacKinnon".

Thomas MacKinnon
Partner
VPNE Parking Solutions
343 Congress Street #3300
Boston, MA 02210

Attachment D

ACCESSIBILITY CHECKLIST

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
 - a. http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
 - a. <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Boston Complete Street Guidelines
 - a. <http://bostoncompletestreets.org/>
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
 - a. <http://www.cityofboston.gov/Disability>
5. City of Boston – Public Works Sidewalk Reconstruction Policy
 - a. http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
6. Massachusetts Office On Disability Accessible Parking Requirements
 - a. www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc
7. MBTA Fixed Route Accessible Transit Stations
 - a. http://www.mbta.com/about_the_mbta/accessibility/

Project Information

Project Name:	8 Harrison Apartments
Project Address Primary:	8 Harrison Avenue, Boston, MA 02111
Project Address Additional:	N/A
Project Contact (name / Title / Company / email / phone):	Edward Nardi, President, Cresset Development enardi@cressetgroup.com , 617-624-9100

Team Description

Owner / Developer:	Cresset Development, 120 Water Street, Boston, MA 02109
Architect:	Bargmann Hendrie + Archetype, 300 A Street, Boston, MA 02210
Engineer (building systems):	VAV International – Mechanical, Plumbing, Fire Protection Nangle Engineers - Electrical
Sustainability / LEED:	N/A
Permitting:	Steve Miller – McDermott, Quilty & Miller, LLP 131 Oliver Street, 5 th Floor, Boston, MA
Construction Management:	N/A

Project Permitting and Phase

At what phase is the project – at time of this questionnaire?

PNF Submitted	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

Building Classification and Description

What are the principal Building Uses - select all appropriate uses?

Residential – One to Three Unit	Residential: Multi-family (46 units on floors 6, 7, 8)	Institutional	Education
Commercial: Verizon Tele. (floors B2, B1, 1, 2, 3, 4, and 5)	Office	Retail	Assembly
Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	Entrance lobby, mailroom, trash room, bike storage, tenant storage. Verizon occupied spaces also located on the first floor.		

What is the Construction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	Concrete
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Describe the building?

Site Area:	(+/-) 21,450 SF	Building Area:	(+/-) 143,046 SF Above Grade
Building Height:	(+/-) 124 Ft. T.O. Parapet Above Grade	Number of Stories:	8 Floors (Plus Penthouse)
First Floor Elevation:	(+/-) 23'-8" Elev. @ Main Entry	Are there below grade spaces:	Yes (basements, not included in SF)

Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.

Chinatown development neighborhood.

Article 80 | ACCESSIBILITY CHECKLIST

List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.

ADA compliant subway: Chinatown, 2 blocks travel distance.
ADA compliant commuter rail: Back Bay Station, accessible from Orange Line via Chinatown station.
ADA compliant buses: Washington Street @ Essex Street, bus routes #11 and #15, Silver line routes #SL4 and #SL5, 2 blocks travel distance.

List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.

Hospital: Tufts Medical Center
Elderly Housing: Hong Lok House (Essex St.)
Affordable Housing: One Greenway Apartments (66 Hudson St.)
Public Housing: Eva White Apartments (440 Tremont St. South End)
Educational: ASC English School, Emerson College, Chinatown Community Education Center, Urban College of Boston

Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.

The proposed development is two blocks away from the Tremont Street corridor leading to the Tufts Medical Center. The proposed development site is centrally located between Government Center, South Station, and the MBTA building on Stuart Street. Boston Public Library is accessible via the Green Line. The Chinatown YMCA is located on Oak Street near Tufts Medical Center. Numerous theater venues are located within walking distance. Boston Common is approximately 3 blocks away.

Surrounding Site Conditions – Existing:

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?

Sidewalks with accessible ramps / curb cuts are existing at the development site.

If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.

The existing sidewalks and curb cuts are in good physical condition.

Are the sidewalks and pedestrian ramps existing-to-remain? **If yes**, have the sidewalks and pedestrian ramps been verified as compliant? **If yes**, please provide surveyors report.

A portion of the existing sidewalk along Harrison Avenue will be removed and regraded to make the front entrance of the project accessible.

Is the development site within a historic district? **If yes**, please identify.

The development site is within the Chinatown Neighborhood District.

Article 80 | ACCESSIBILITY CHECKLIST

Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortable pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org

If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.

What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.

List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?

If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?

Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?

Yes.
Downtown Commercial.
Total width of proposed sidewalk = 10'-0". Frontage zone = 0'-0" Pedestrian zone = 9'-6" Furnishing zone = 0'-0" Curb zone = 0'-6"
Pedestrian zone = concrete Curb zone = granite Proposed sidewalk maintains the existing sidewalk width and materials, only the grade of the sidewalk will be modified to provide an accessible entrance. The sidewalk is located entirely within the City of Boston pedestrian right-of-way.
Not applicable, the pedestrian right-of-way is not located on private property.
No.

Article 80 | ACCESSIBILTY CHECKLIST

If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?

Not applicable.

Proposed Accessible Parking:

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?

No parking will be provided on-site, given the proposed development is within an existing building and on a site which is fully occupied by the building, the Developer will pursue a variance to waive the off-street parking requirement. The Developer will coordinate off-street parking in a nearby garage which tenants may rent on an optional as needed basis.

What is the total number of accessible spaces provided at the development site?

None, see previous comments above.

Will any on street accessible parking spaces be required? **If yes**, has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?

No, see previous comments above.

Where is accessible visitor parking located?

Accessible visitor parking will be located in a nearby parking garage.

Has a drop-off area been identified? **If yes**, will it be accessible?

No, but there is ample frontage along Harrison Avenue close to the main entrance to identify and provide an accessible drop-off area.

Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.

Refer to accessible route diagram attached at the end of the checklist.

Article 80 | ACCESSIBILITY CHECKLIST

Circulation and Accessible Routes:

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability* of neighbors.

**Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.

Refer to accessible route diagram attached at the end of the checklist.

Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.

a) Main entry vestibule = flush condition (with proposed regrading of sidewalk), b) Service entry vestibule = stepped or ramped condition, c) Roof deck = elevator / lift condition, d) Unit entry doorways = ½” max. threshold, e) Seven (7) residential units have steps within the unit entry foyer (see comment next page), f) 6th floor accessible ramp condition in common corridor.

Are the accessible entrance and the standard entrance integrated?

Yes.

If no above, what is the reason?

Not applicable.

Will there be a roof deck or outdoor courtyard space? **If yes**, include diagram of the accessible route.

Yes, a roof deck is included in the proposed development. Refer to accessible route diagram attached at the end of the checklist.

Has an accessible routes way-finding and signage package been developed? **If yes**, please describe.

Interior signage and wayfinding to be developed at a future date prior to occupancy.

Accessible Units: (If applicable)

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

What is the total number of proposed units for the development?

A total of 46 units are proposed.

How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?

All units will be rented, with possible condominium conversion at a future date.

Article 80 | ACCESSIBILITY CHECKLIST

How many accessible units are being proposed?

Two (2) Group 2A units are proposed.

Please provide plan and diagram of the accessible units.

Refer to accessible unit plans attached at the end of the checklist.

How many accessible units will also be affordable? If none, please describe reason.

The Developer proposed one accessible unit to also be affordable, subject to BRA approval.

Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes**, please provide reason.

Yes, 7 units out of the 46 total units have steps within the unit entry foyer. These units have a 1'-0" high raised floor plenum which is required to provide space for plumbing lines and fluid applied waterproofing on top of the existing floor slab. The proposed development occupies floors 6, 7, and 8, and the raised floor plenum to accommodate plumbing is required by the existing tenant occupying floors 2 through 5, to prevent possible leaks from entering there spaces. Refer to floor plan diagrams indicating units with internal stairs.

Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?

No.

Did the Advisory Board vote to support this project? **If no**, what recommendations did the Advisory Board give to make this project more accessible?

Not applicable, given pending review.

Thank you for completing the Accessibility Checklist!

For questions or comments about this checklist or accessibility practices, please contact:

kathryn.quigley@boston.gov | Mayors Commission for Persons with Disabilities

OXFORD STREET

ESSEX STREET

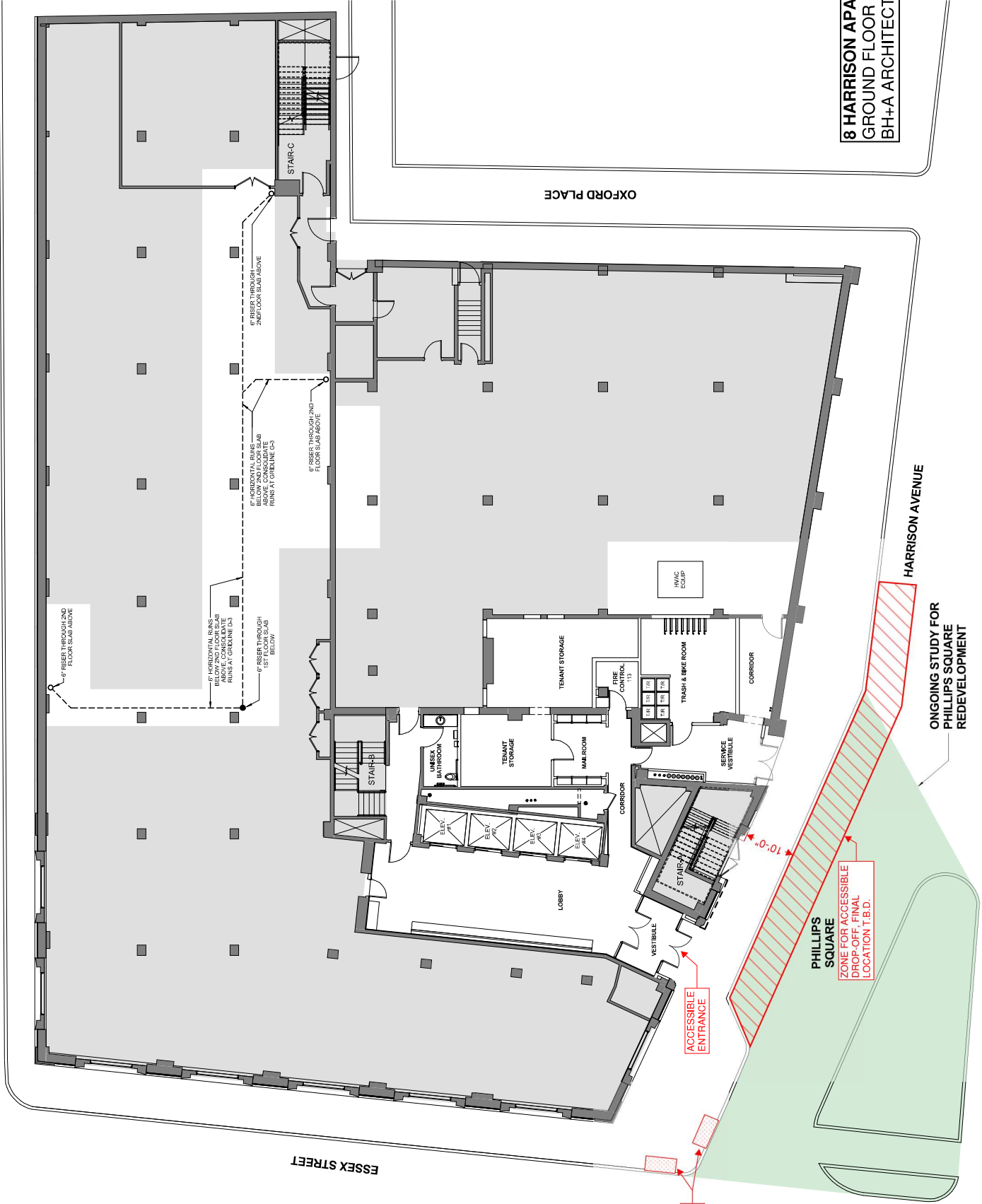
OXFORD PLACE

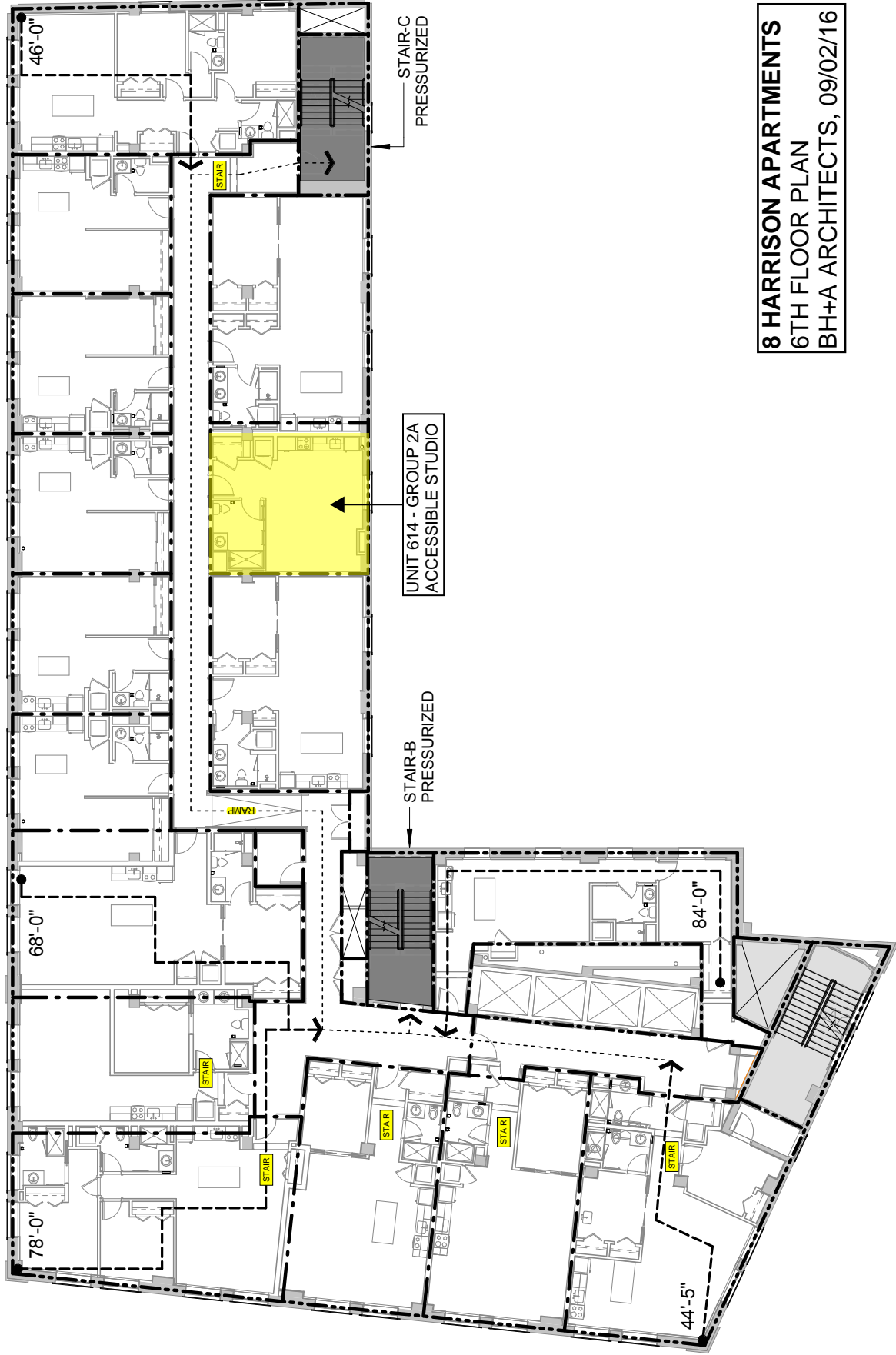
HARRISON AVENUE

ONGOING STUDY FOR PHILLIPS SQUARE REDEVELOPMENT

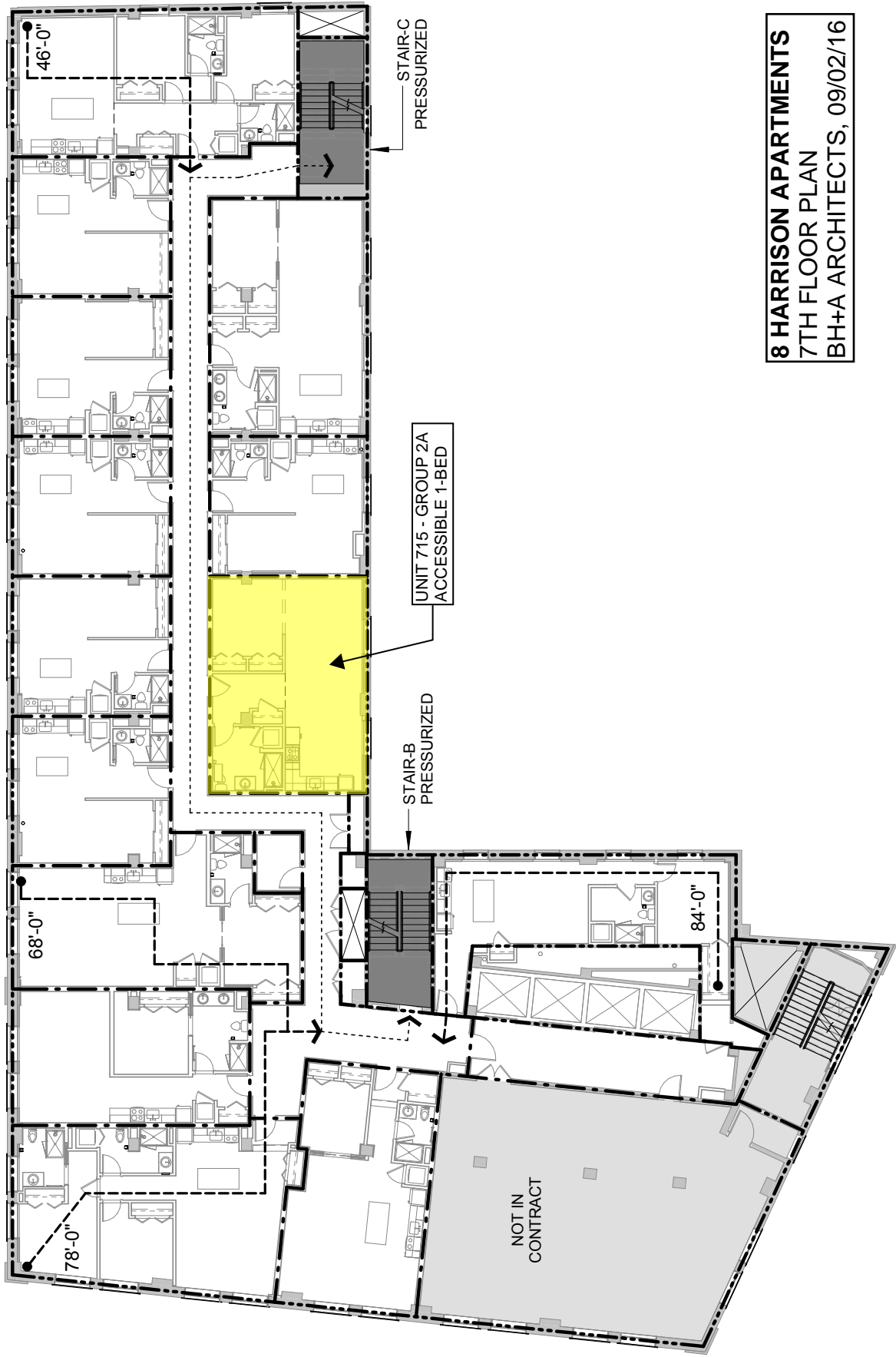
8 HARRISON APARTMENTS
GROUND FLOOR PLAN
BH+A ARCHITECTS, 09/02/16

8 HARRISON - GROUND FLOOR

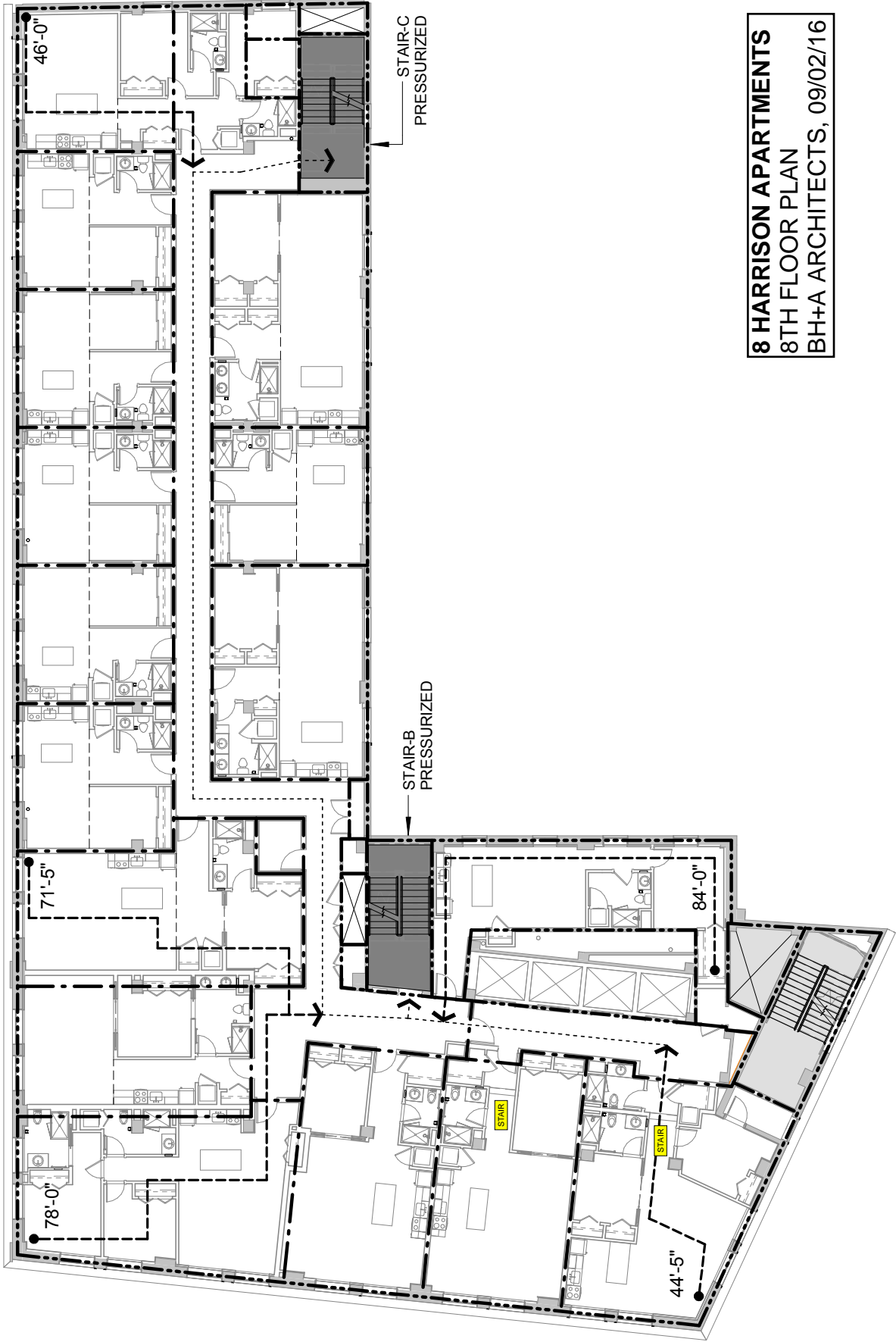




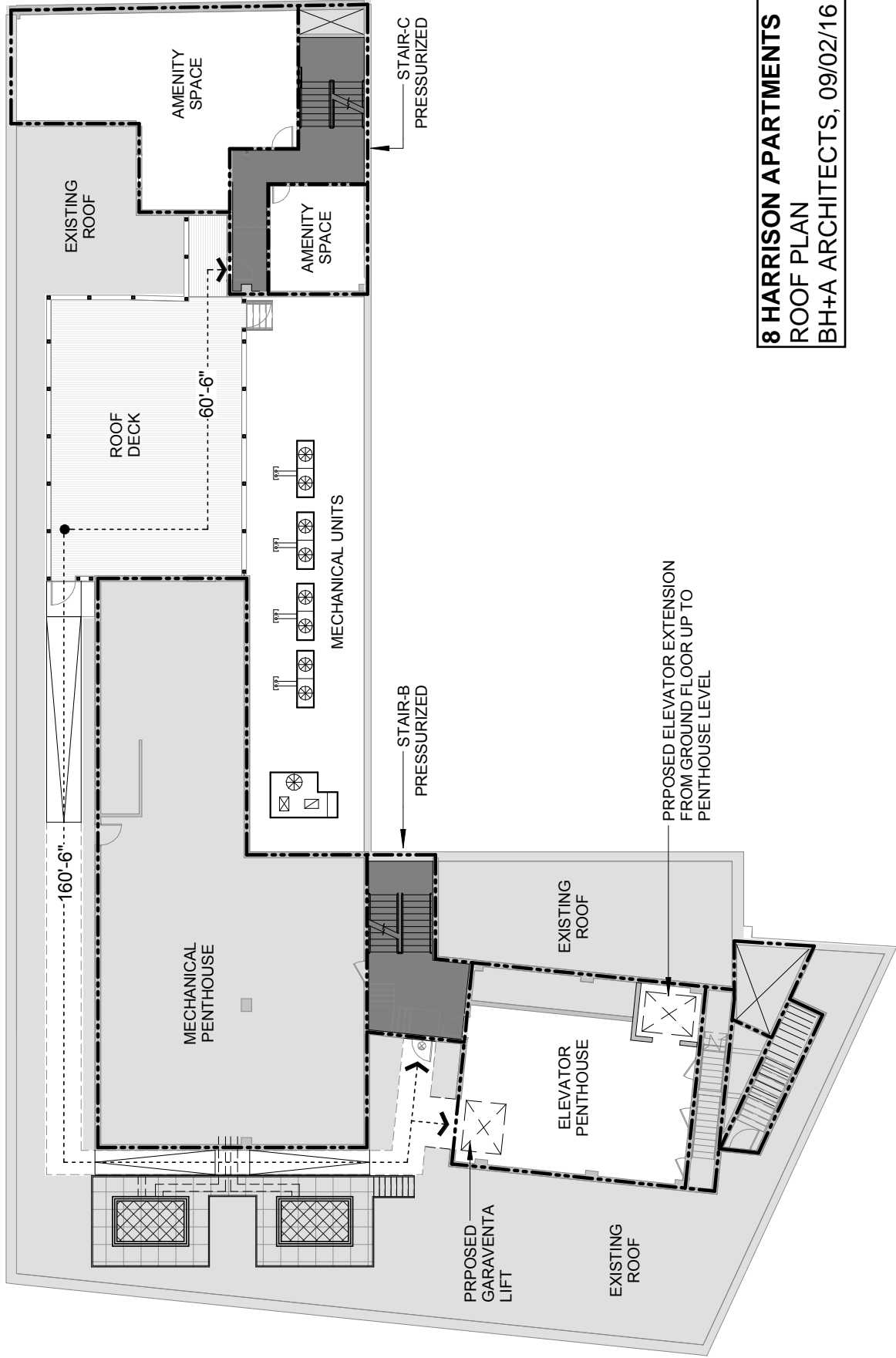
8 HARRISON APARTMENTS
6TH FLOOR PLAN
BH+A ARCHITECTS, 09/02/16



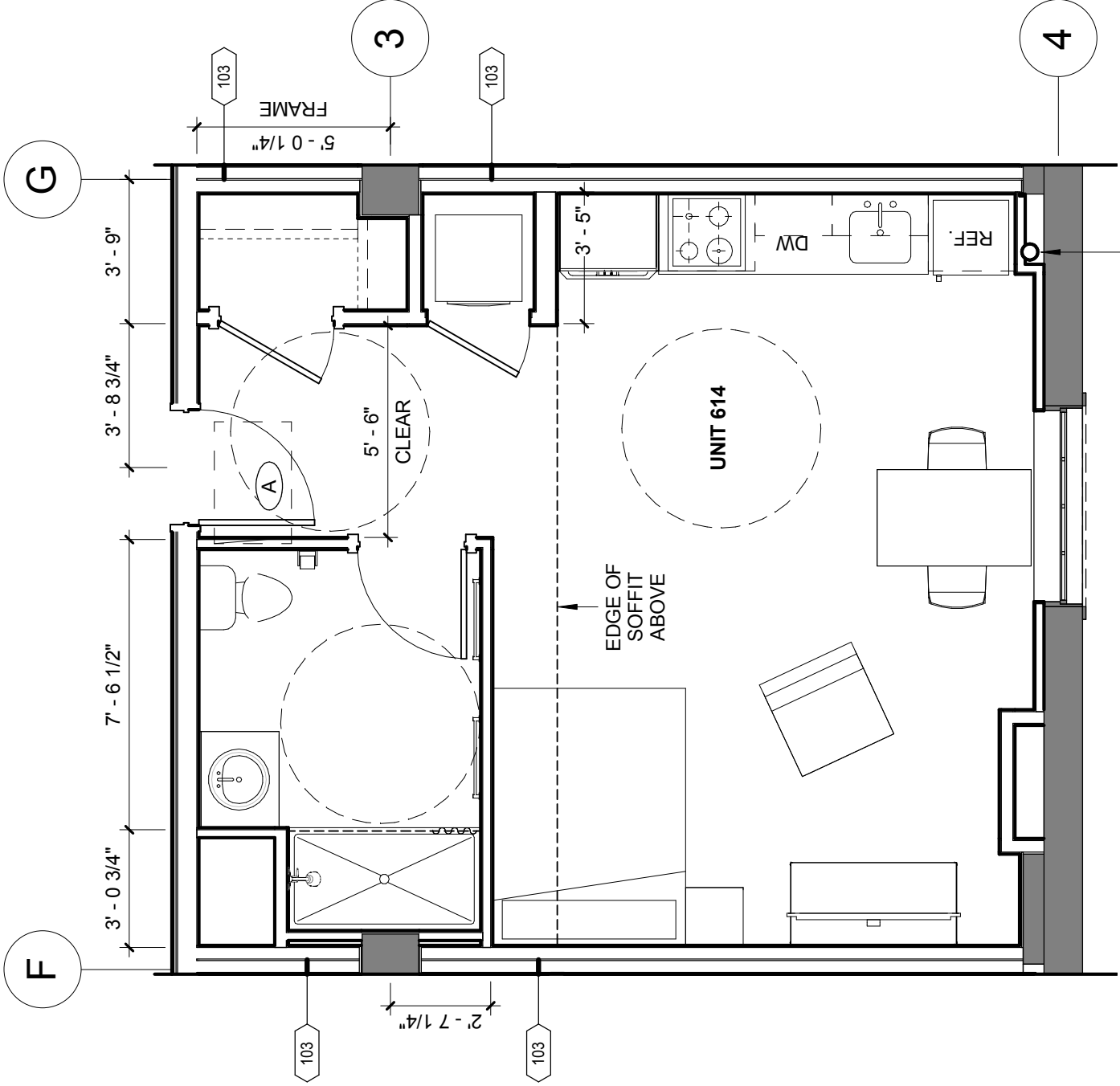
8 HARRISON APARTMENTS
7TH FLOOR PLAN
BH+A ARCHITECTS, 09/02/16



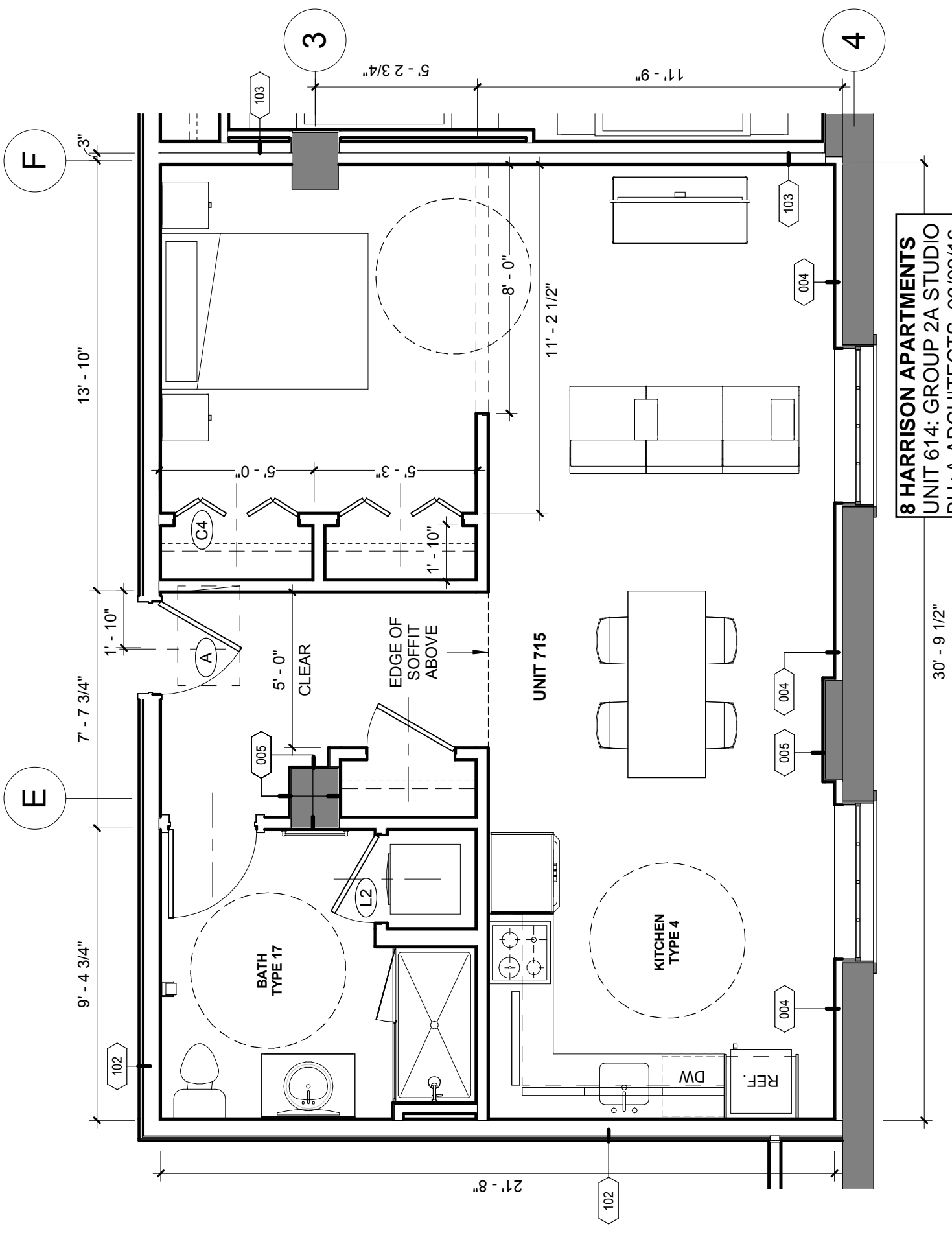
8 HARRISON APARTMENTS
8TH FLOOR PLAN
BH+A ARCHITECTS, 09/02/16



8 HARRISON APARTMENTS
ROOF PLAN
 BH+A ARCHITECTS, 09/02/16



8 HARRISON APARTMENTS
 UNIT 614: GROUP 2A STUDIO
 BH+A ARCHITECTS, 09/02/16



8 HARRISON APARTMENTS
UNIT 614: GROUP 2A STUDIO
BH+A ARCHITECTS, 09/02/16

30' - 9 1/2"

13' - 10"

7' - 7 3/4"

9' - 4 3/4"

21' - 8"

11' - 2 1/2"

8' - 0"

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4

1' - 10"

5' - 0"

5' - 3"

5' - 0"

1' - 10"

5' - 2 3/4"

11' - 9"

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