



944-946 Saratoga Street, East Boston

Submitted Pursuant to Article 80E of the Boston Zoning Code

Submitted By:

CB Equities Saratoga Street, LLC
6 Velma Road
Wakefield, MA 01890

September 6, 2017

Submitted To:

Boston Planning & Development Agency
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1.0 PROJECT SUMMARY / OVERVIEW

1.1 Introduction

This Package is being submitted on behalf of CB Equities Saratoga Street, LLC. (the "Proponent") for a new approximately 47,600 gross square foot residential development which includes forty-two residential units, forty-three associated parking spaces, and three bike rooms at 944-946 Saratoga Street in the East Boston neighborhood. (Please see **Figure 1.1. Project Locus.**)

The Project Site comprises approximately 17,800 square feet of underutilized commercial land. The Project Site is identified as Parcel ID 0100533000. The Proposed Project includes a redevelopment of the Project Site, by replacing the existing auto repair/service center with a new residential development and accompanying integrated site, landscape, vehicular and pedestrian access measures, and improvements. The current estimated cost of this Project, based upon the most recent plans, is approximately \$10,411,500.

The goal of the Project is to revitalize the neighborhood by replacing the existing commercial use structure with a residential building that will add new market rate housing units to the increasingly popular East Boston community. As part of the community benefits related to the Proposed Project, the existing and unsightly commercial building will be demolished, and replaced with a residential building that is conducive to the surrounding neighborhood.

The Proposed Project will exceed the 20,000-square foot total build-out requirement for a project in a Boston neighborhood, and therefore will require the preparation of filing(s) under the Small Project Review regulations, pursuant to Article 80 of the Boston Zoning Code. The Proponent will also seek zoning dimensional relief from the Code from the Boston Zoning Board of Appeal related to the size and change of use for the Proposed Project.

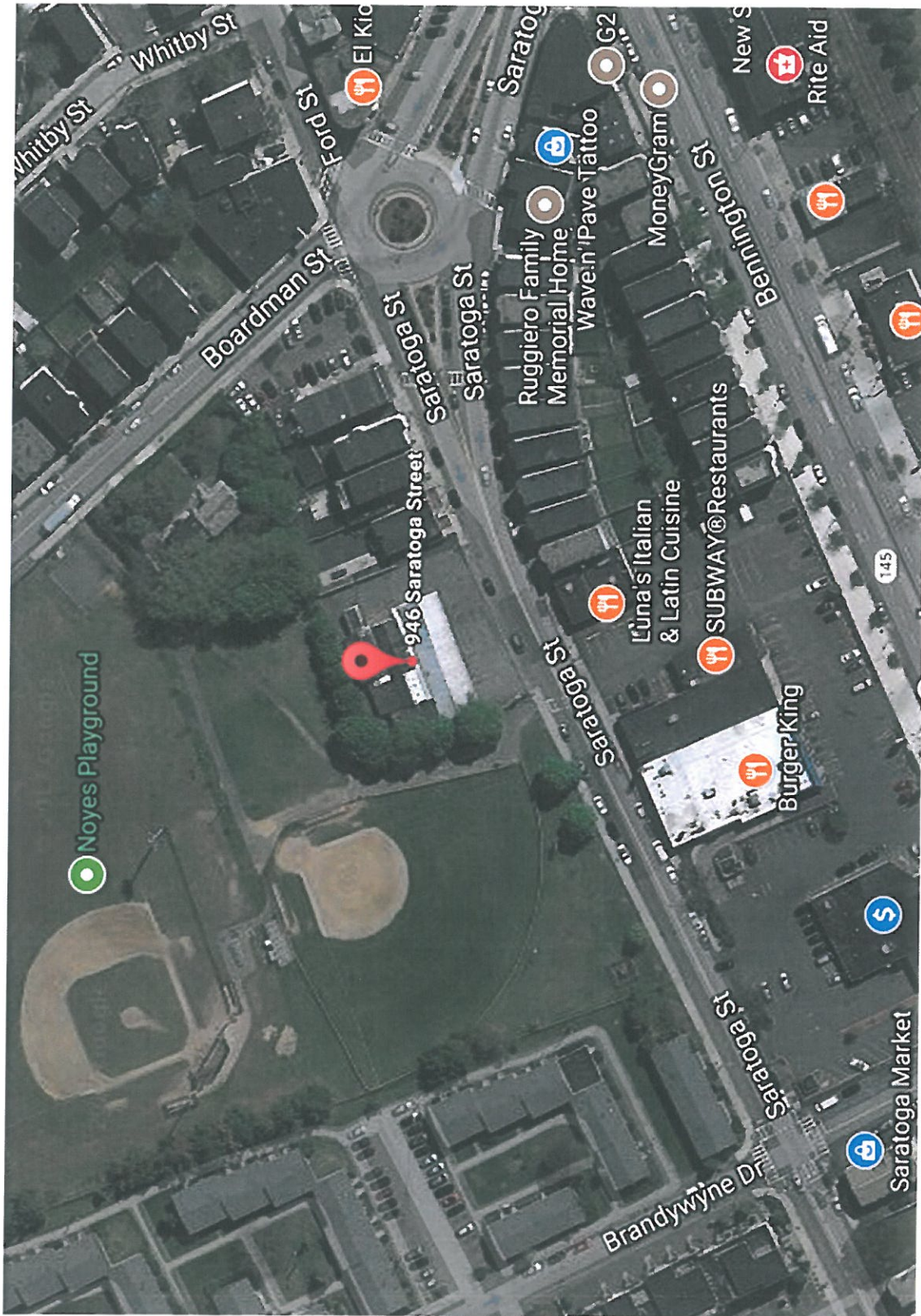


Figure 1-1
Project Locus

1.2 Detailed Project Description

The Proposed Project sits on approximately 17,800 square feet of underutilized land along Saratoga Street, which lies within a Neighborhood Shopping Subdistrict (NS) within the Orient Heights section of East Boston. The Project Site is identified as Parcel ID 0100533000. The site borders existing commercial and residential structures on the right and across the street. The site borders Noyes Park on the left and to the rear, which contains baseball fields and open space recreation areas, and services the residents of the East Boston community. Noyes Park fronts both Saratoga Street and Boardman Street, and is currently slated for a major public investment to update the park facilities. The current site has been used as an auto repair/service center, and has sat unoccupied for several years. As part of the community benefits related to this Project, the old commercial building will be demolished and new market rate housing units will be developed. The Proposed Project is located within a Neighborhood Shopping Subdistrict (NS), which makes a multifamily dwelling an allowed and appropriate use, and the size of the property and surrounding structures and uses supports the proposed unit count.

The Proposed Project will be constructed as a five-story residential market rate development with ground floor parking. The Proposed Project is ideally situated within close proximity to the Orient Heights MBTA station, making it convenient for future resident commuters by giving them an alternative means of transportation. The Proposed Project location directly abuts Noyes Park, which will give residents plenty of open space and green space to utilize. The Project is also walking distance to Orient Heights Square and Bennington Street, offering many neighborhood shops and restaurants to service the new residents of the development. The Developers are proposing a project that would include residential units that will revitalize an otherwise underutilized site, and will take advantage of its ideal location next to a public park and thriving business district.

The Developers are proposing a residential project that will include forty-two residential units. The Project will also include the creation of a lobby and bike room on the ground level. The building will be comprised of units of different sizes, which will accommodate East Boston's diverse and growing population. The units will be comprised of twenty-five one-bedroom units and seventeen two-bedroom units. Many of the units will have exterior decks, which will provide residents with exclusive usable outdoor space. Additionally, the Project will include a large second floor landscaped patio, which will be available for use by all future residents. This feature not only provides the residents with additional open space, but it also serves to minimize shadowing and the impact of the building on the direct abutters.

The Developers are cognizant that parking considerations are important to the neighborhood residents, and are proposing a ground level interior parking facility that will house forty-three parking spaces, giving the Project a parking ratio of slightly greater than one to one. In addition to the ground floor, the Project will also include bike rooms on the third and fourth floors. The Proposed Project's proximity to the Orient Heights MBTA station and numerous bus lines will minimize community impact from resident parking from the Proposed Project.

The Proposed Project is subject to Small Project Review under Article 80E of the Boston Zoning Code. In parallel with this application, the Proposed Project will seek zoning relief from the Boston Zoning Code at the Boston Zoning Board of Appeal related to the size and change of use of the land and structures that currently sit on them.

Table 1-1. Approximate Project Dimensions of 944-946 Saratoga Street

Lot Area:	17,800
Lot Coverage:	89%
Gross Square Feet:	47,600
Gross Square Feet Including Parking Area:	61,153
FAR:	2.67
Floors:	5
Height:	57'

2.0 GENERAL INFORMATION

2.1 Project Schedule

Project Schedule: 944-946 Saratoga Street Project	
Construction Commencement:	Spring 2018
Construction Completion:	Fall 2019
Status of Project Design:	Schematic

2.2 Project Proponent

CB Equities of New England

The principals of CB Equities of New England, LLC (CBE) bring nearly 60 years of experience in construction, logistics, leasing and asset management for mixed-use, office, retail and industrial properties throughout the region's urban and suburban locations. The team has a proven track record of value creation and effective management of a variety of assets, from large complex portfolios, to third party assets across all property classes. CBE principals have also successfully negotiated leases for more than ten million square feet of commercial, industrial and retail space collectively for leading tenants such as Monster, EDS, Verizon, FedEx, Comcast, Peoples United Bank, Santander Bank, GE, Bank of America, TJX and State Street Bank.

2.3 Public Benefits

The Proposed Project will provide substantial benefits to the City of Boston and the East Boston community. The Proposed Project will generate both direct and indirect economic and social benefits to the East Boston neighborhood. The Proposed Project provides for:

- Creating much needed market rate residential housing in the East Boston Neighborhood.
- Creating on-site affordable units, which will meet the Boston Planning & Development Agency's affordable housing standards.
- Revitalizing an industrial parcel and replacing the current automotive repair uses with housing units.
- Constructing a building that will incorporate open space in the form of decking and a common second floor landscaped patio.
- Constructing a ground level parking facility that will accommodate parking spaces for the unit owners, and provide the building with over a one to one parking ratio.
- Installing curbing, which will create approximately five new on-street parking spaces.

- Encouraging alternative modes of transportation through the use of bicycling and walking, due to the close proximity of the MBTA at the Orient Heights Station.
- Creating bike storage within the building to encourage bicycling as a mode of transportation, allowing for less vehicular traffic.
- Replacing industrial/commercial automotive uses, that cause both pollution and traffic congestion, with residential use.
- A \$25,000 contribution to the Boston Parks and Recreation Department.
- Adding revenue in the form of property taxes to the City of Boston.
- Creating temporary construction and labor jobs.

2.4 Compliance with Boston Zoning Code – Use and Dimensional Requirements

The Site is located in a Neighborhood Shopping Subdistrict (NS) in the East Boston Neighborhood District, Article 53 of the Boston Zoning Code (the "Code"). (See **Table 2-1. 944-946 Saratoga Street – Zoning Compliance**).

The Site consists of 17,800 square feet of land. Multi-family dwellings are an allowed use under Article 53, Table A.

The Proposed Project will be seeking relief from several other requirements of the existing zoning outlined in Article 53. The proposed structure exceeds the maximum allowable floor-area-ratio ("FAR"). It also exceeds the height limitations for the district and will require relief from the Zoning Board of Appeal. Other likely zoning violations include, insufficient parking, insufficient loading area, and insufficient rear yard setback.

The Site is located in an area that contains a mix of uses. The structures abutting the Project Site are a variety of residential dwellings and commercial buildings. The Site is surrounded by a combination of three-family dwellings, four to six family dwellings, restaurants and other commercial enterprises. Overall, the design team feels that given this location and the immense size of the lot, that the proposed building's height, mass and scale are appropriate for this location.

Table 2.1. 944-946 Saratoga Street - Zoning Compliance

Categories	Neighborhood Shopping Subdistrict	Proposed Project
Minimum Lot Area (Square Feet)	None	17,800 S.F.
Lot Area for Each Additional Dwelling Unit	None	N/A
Floor Area Ratio	1.0	2.67
Minimum Lot Width	None	129 Feet, 6 Inches
Minimum Lot Frontage	None	129 Feet, 6 Inches
Minimum Front Yard	Street Wall Continuity	8 Feet, 3 Inches - Complies
Minimum Side Yard	None	9 Inches/5 Feet, 3 Inches
Minimum Rear Yard	20 Feet	9 Inches
Maximum Building Height	35 Feet	57 Feet
Minimum Useable Open Space Per Dwelling Unit (Square Feet)	50 S.F. / Unit	125 S.F. per Unit
Off-Street Parking Spaces	2.0 Space per Dwelling Unit (84 Spaces)	43 Spaces

2.5 Public Review Process and Agency Coordination

The 944-946 Saratoga Street development team has provided extensive community outreach efforts for the Proposed Project including community meetings in the East Boston neighborhood and presentations before the elected officials. As part of the process, the development team has held an abutter's meeting to explain the Project to surrounding neighbors that will be directly impacted during and after construction. The Proponent received feedback from the neighbors and has made design changes accordingly. The development team also appeared two times before the Orient Heights Neighborhood Council.

As part of the required community outreach process, the Boston Planning & Development Agency ("BPDA") will also hold its own Article 80 required public meeting during which the development team will make a presentation and public comments will be received.

Finally, the development team has met individually with all of East Boston's elected officials and their staff members, including: Representative Adrian Madaro, City Councilor Salvatore LaMattina, and Mayor's Office of Neighborhood Services Liaison for East Boston, Claudia Correa. East Boston's elected officials have had input during the community outreach process and have had staff presence at all community meetings.

The Proponent has also discussed the Proposed Project with representatives of the Boston Planning & Development Agency prior to filing this Briefing Package in order to identify issues/concerns as well as design requirements related to the Proposed Project. Meetings have been held with the BPDA's planners and urban design staff, and the Project design has changed based upon the feedback received.

The Proponent will continue to meet with public agencies, neighborhood representatives, local business organizations, abutting property owners, and other interested parties, and will follow the requirements of Article 80 pertaining to the public review process.

3.0 URBAN DESIGN AND SUSTAINABILITY

3.1 Site and Surroundings

The Project Site is located in East Boston and is bounded by Saratoga Street, a single-story mixed-use building to the right, and Noyes Park, which is a City of Boston owned green space, to the left and to the rear. The Proposed Site sits on approximately 17,800 square feet of underutilized space along Saratoga Street. The current site has previously been used as an auto repair/service center, but the site recently has not been in use. As part of the proposal, this unsightly commercial building will be demolished. Additionally, the wide existing curb cut will be filled and replaced by a more appropriate curb cut, which will be used to access the ground floor parking facility. This process will also allow for the creation of additional on-street parking spaces. The change of use from auto repair/service center to residential will greatly reduce the vehicular traffic on and around Saratoga Street, and will also eliminate the overflow parking that had once been created from this commercial business. For existing site pictures see **Appendix B**.

3.2 Shadow Study

The results of the shadow study show that there are not any major impacts on the adjacent buildings for a majority of the year. Since Noyes Park is immediately adjacent to the site on the west and north, any shadow the building casts in the morning and afternoon at any time during the year will not fall on any buildings. At the end of each day during the winter months, shadows will be cast, but much of this shadow overlaps existing shadows. See **Appendix E** for the complete Shadow Study.

3.3 Urban Design Concept

The proposed development will redevelop an underutilized former auto repair/service building in East Boston into a multi-family residential building. The scale and rhythm of the building takes the existing and adjacent triple decker typology and abstracts them to the scale of the proposed development. The adjacent triple decker bays are re-considered as bays, which continue the rhythm of the street and break up the mass of the building.

On the ground floor, there is a residential lobby as well as a bike room on the street side which enriches the street life of the building and helps to turn the corner to the adjacent Noyes Park.

The site is a five-minute walk to the Orient Heights MBTA Stop and is also served by MBTA bus routes 120, 712, and 713.

For renderings of the proposed Project, please see **Appendix C**.

3.4 Materials and Finishes

The building has three primary material expressions. The base is composed of brick, except where it opens up and becomes glass at the building entry, as well as the bike room adjacent to

Saratoga Street. Above that the building is a combination of two different colors of clapboard siding with a lighter color used for each of the bays projecting from the building. At the top floor, which is pushed back from the street, is a dark gray fiber cement panel which serves to minimize the presence of the fifth floor to the adjacent context. Secondary to those three expressions, the corner of the building adjacent to Noyes Park is also fiber cement panel to differentiate it from the rest of the volume of the building and mark the entry.

3.5 Transportation Analysis

The Project Site is ideally situated as it is served by multiple modes of public transportation. The Site is located within a short walk of the Orient Heights MBTA Station. Additionally, services are also provided by the MBTA bus routes 120, 712, and 713.

Based upon the traffic study, which was conducted for this proposal, only approximately fourteen peak hour vehicle trips and seventeen evening peak hour trips will be added. This is the equivalent of one vehicle trip every three or four minutes. Based upon this information, it can be concluded that no significant transportation issues are projected as a result of the Proposed Project. Further, the site's conversion to a residential use likely represents a reduced vehicle dependence than the previous auto-based uses.

3.6 Urban Design Drawings

The Proposed Project's urban design drawings and perspectives are contained in **Appendix A** and include:

- A-1 Parking Plan
- A-2 2nd Floor Plan
- A-3 3rd and 4th Floor Plan
- A-4 5th Floor Plan
- A-5 Saratoga Street Elevation
- A-6 West Elevation
- A-7 North Elevation
- A-8 East Elevation

4.0 GEOTECHNICAL INFORMATION

On November 19, 2015, an exploration was conducted at the proposed site. The four explorations at the site were geoprobe explorations for the purpose of supporting an environmental site review by Coneco Engineers & Scientist. The four geoprobes were completed to depths between fifteen and twenty feet below the existing ground surface. Groundwater monitoring wells were installed in each completed geoprobe and soil chemical analytical testing was conducted at each geoprobe. Subsurface soil conditions indicate fill overlying peat and clay, otherwise referred to as organic deposit. Two of the geoprobes indicated that Boston blue clay was underlying the organic deposit. The Boston blue clay, where encountered, was fourteen to sixteen feet below ground surface. See **Appendix H** for the Soil Boring and Monitoring Well Logs.

5.0 ADDITIONAL PROJECT INFORMATION

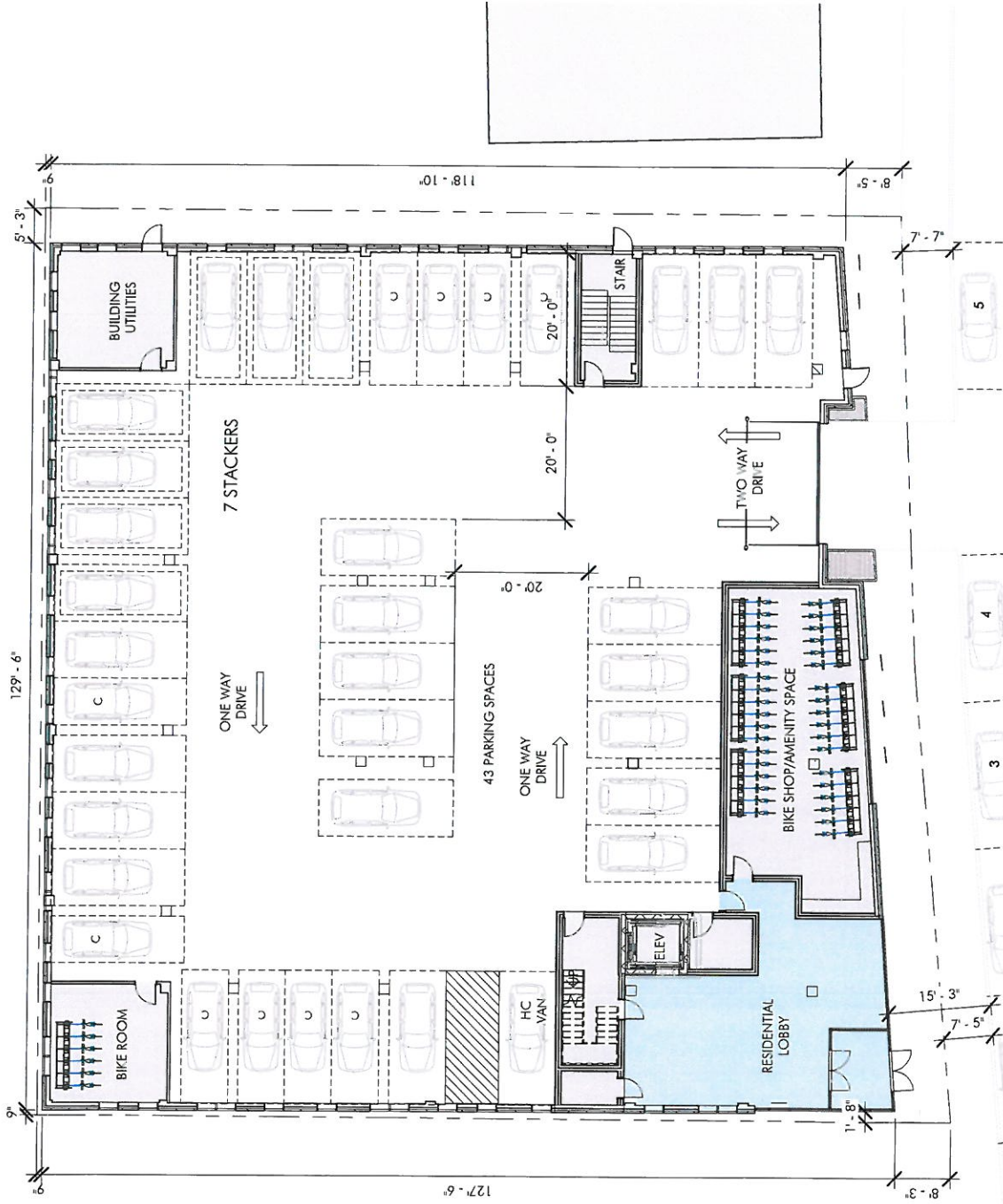
5.1 Preliminary List of Permits or Other Approvals Which May Be Sought

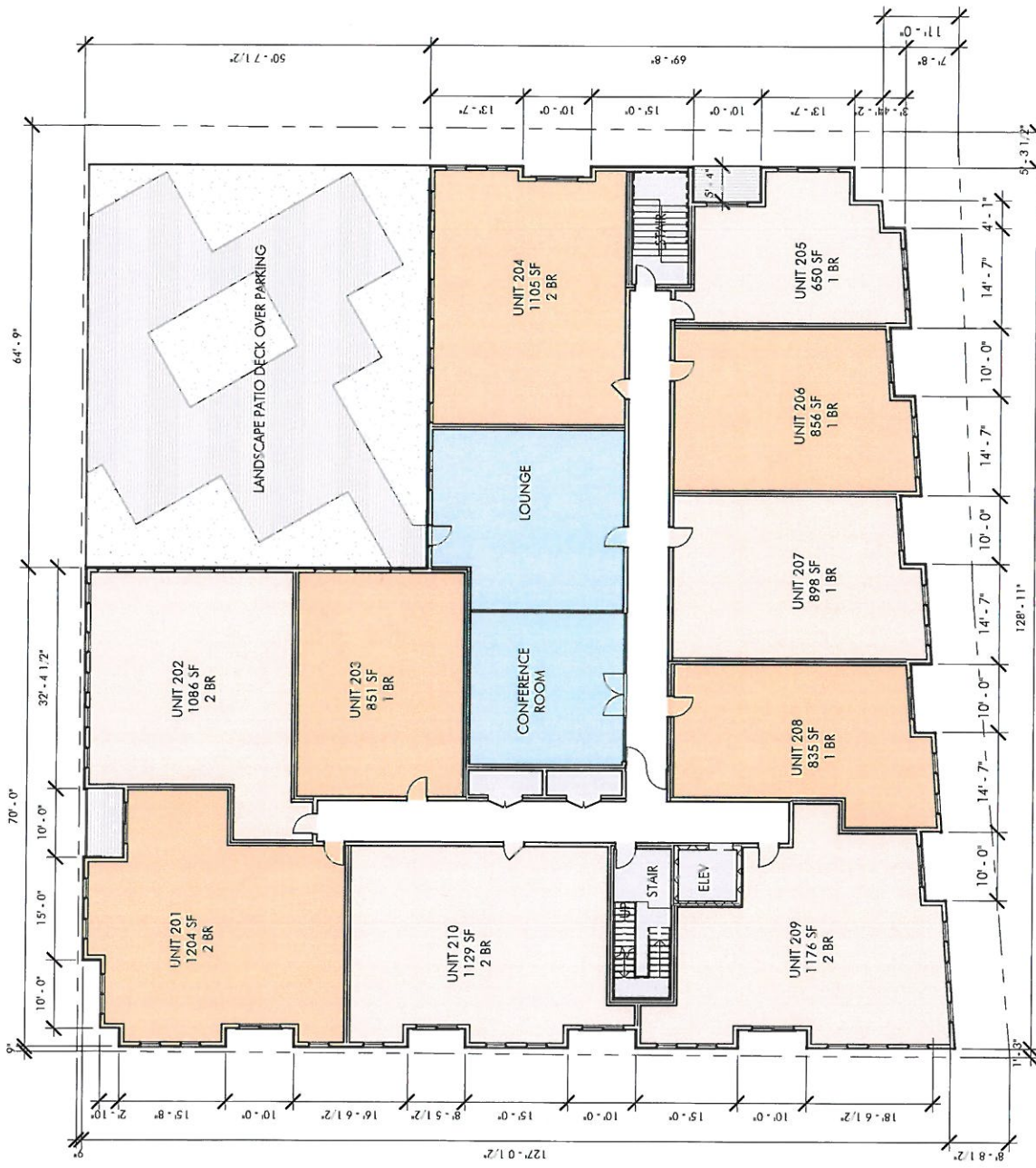
Agency Name	Permit or Action*
Local Agencies	
Boston Planning & Development Agency	Article 80 Review and Execution of Related Agreements; Section 80E Certificate of Approval
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works, Public Improvement Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Other
Boston Zoning Board of Appeals	Possible Variances and Dimensional Relief from Existing Zoning Code Requirements
Boston Public Safety Commission, Committee on Licenses	Permit for Storage of Fuel in (Emergency Storage) Tanks; Garage Licenses
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer	Approval for Sewer and Water Connections; Construction Site Dewatering; and Storm Drainage
Boston Parks Department	Approval for Site Location in Relation to Nearby Parks
Boston Department of Inspection Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits

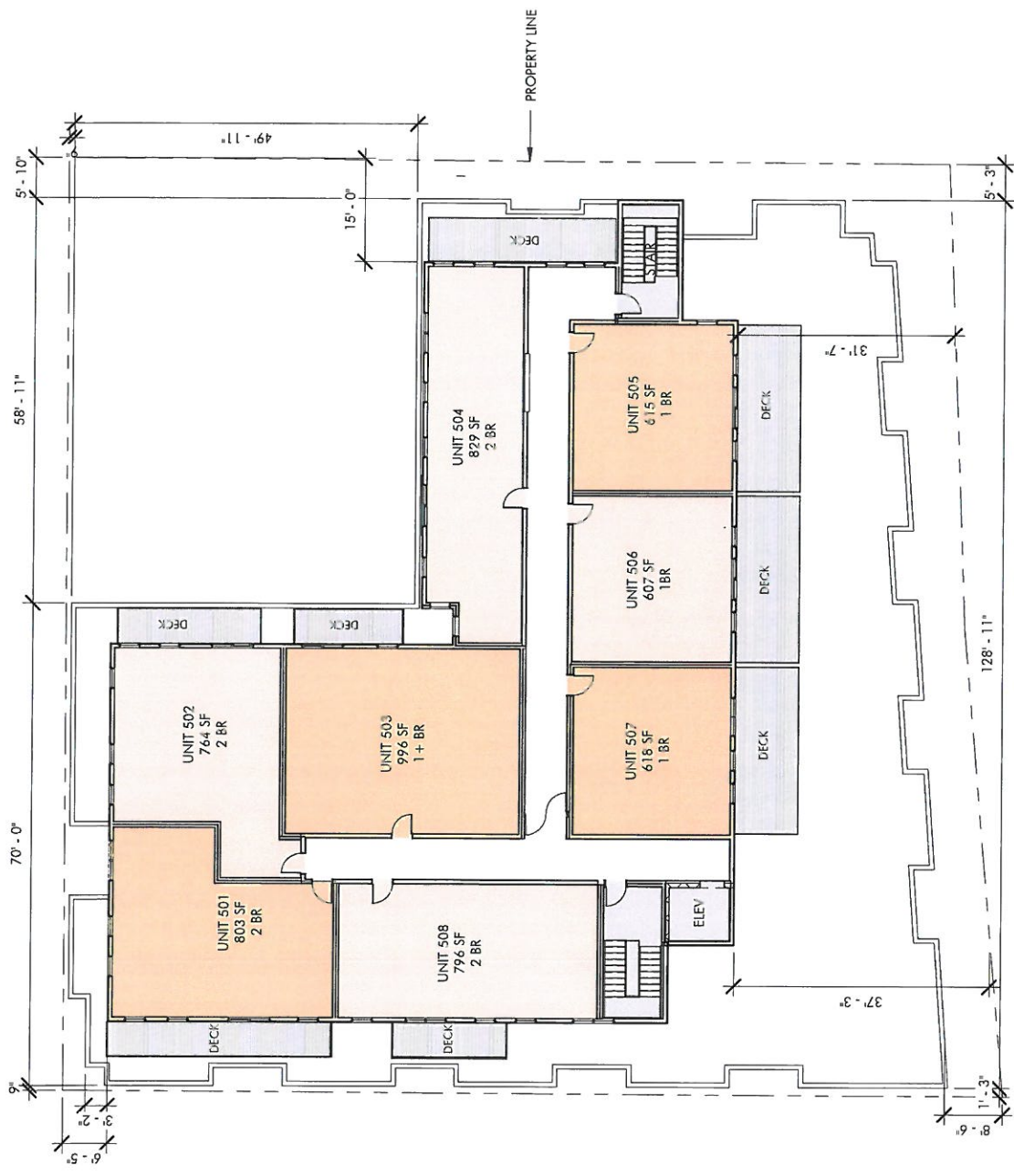
* This is a preliminary list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

5.2 Project Team

Project Name: 944-946 Saratoga Street		Project Team Information
Property Owner / Developer	CB Equities Saratoga Street, LLC 6 Velma Road Wakefield, MA 01890 John Conley, jfconley@rcn.com Bob Macnamara, Bob@atlascommercialre.com	
Article 80 Permitting Consultant / Legal Counsel / Outreach	Drago & Toscano, LLP 15 Broad Street, Suite 610 Boston, MA 02109 Jeffrey Drago, Esq., Jdrago@dtlawllp.com Matthew Eckel, Esq., Matt@dtlawllp.com	
Architect	Embarc Studio 60 K Street, 3 rd Floor Boston, MA 02127 Dartagnan Brown, dbrown@embarcstudio.com	







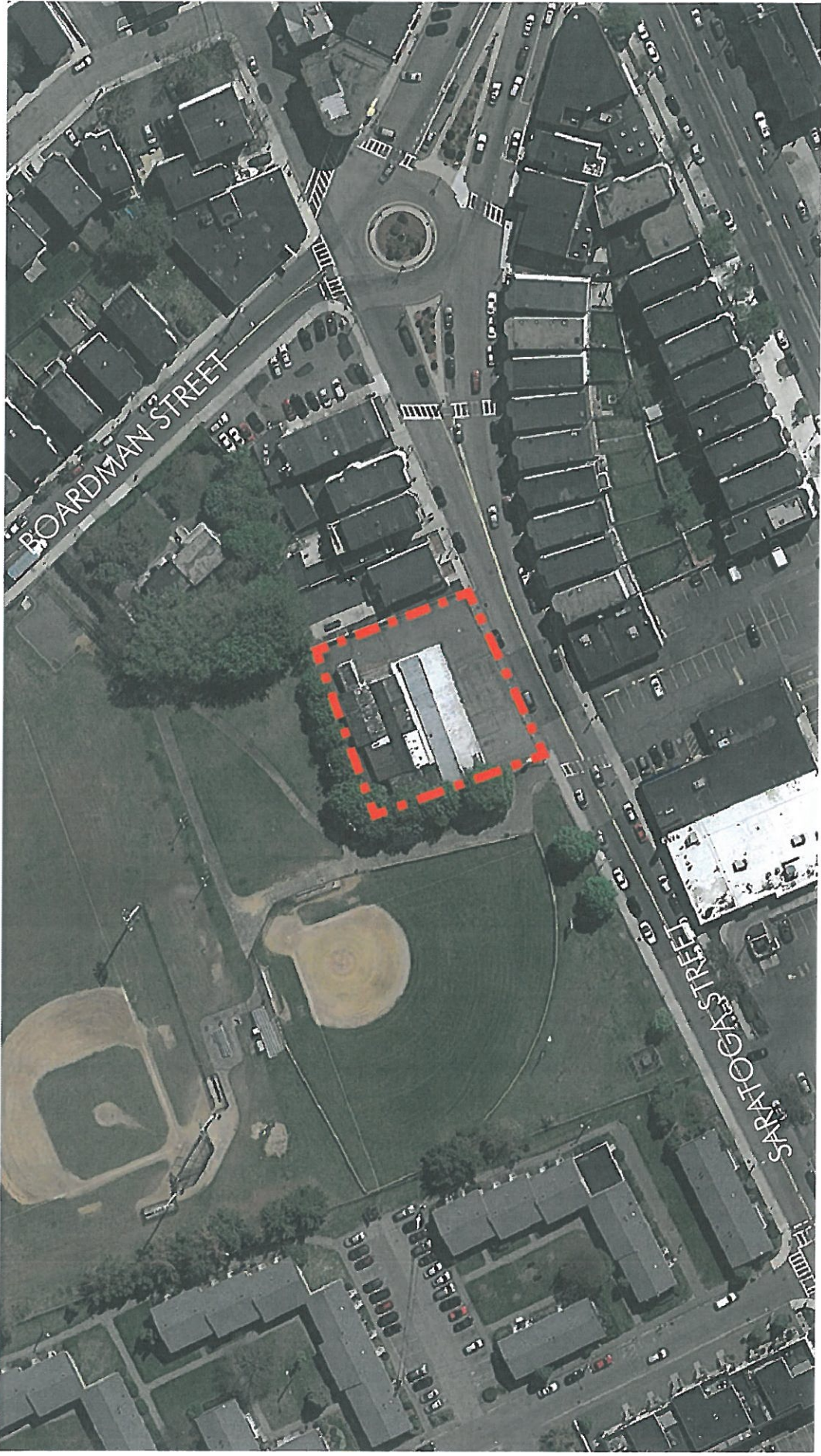


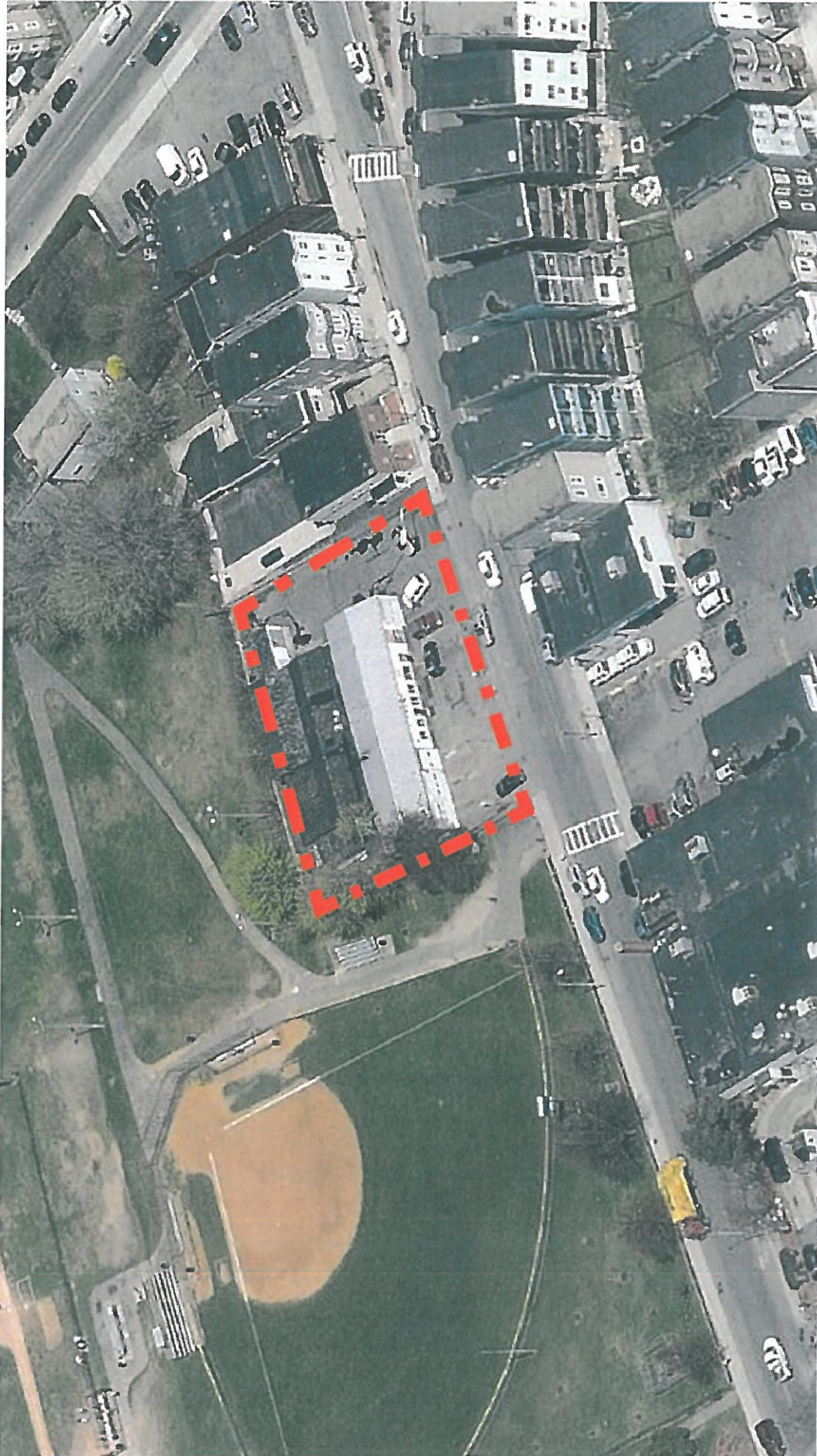


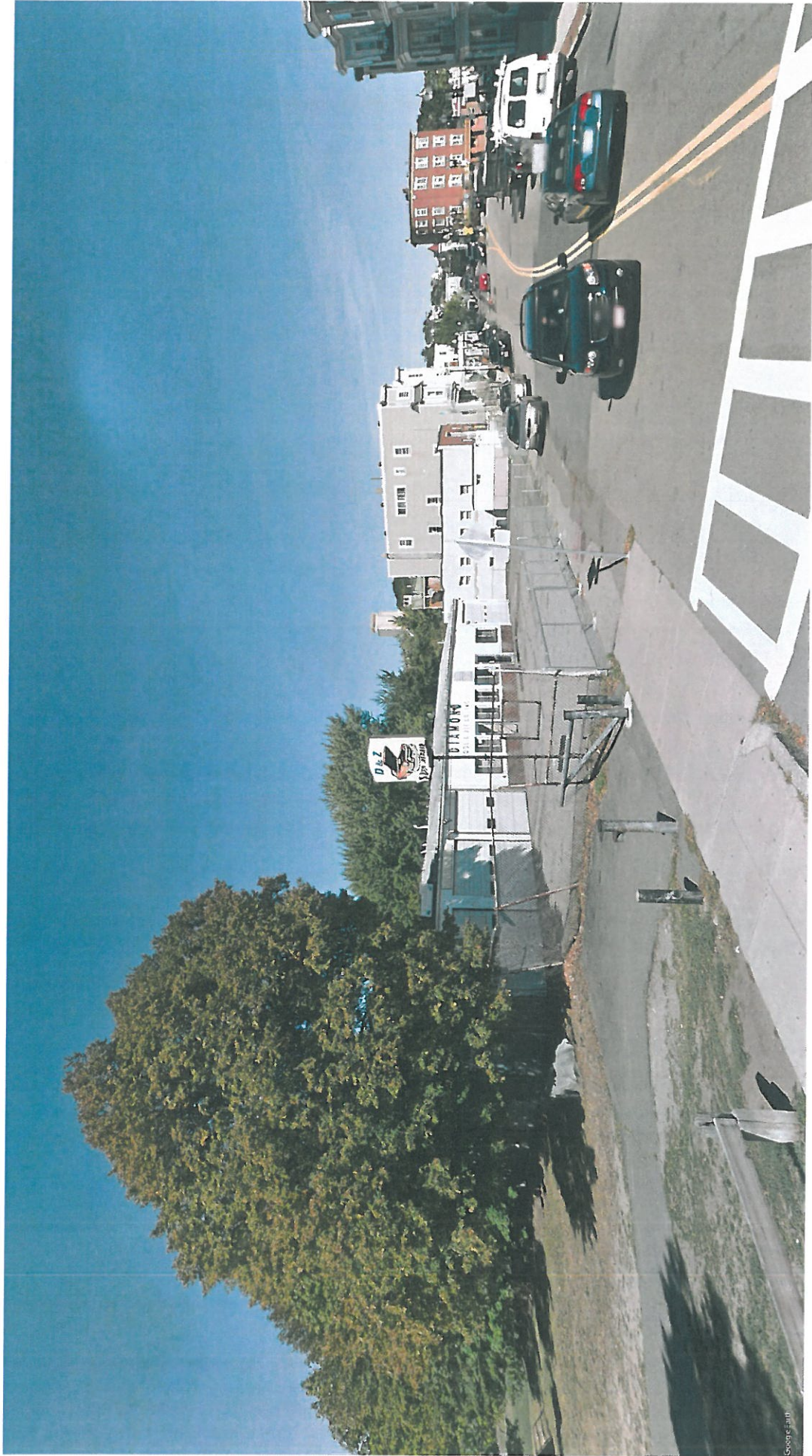












George Smith

EMBARC
ARCHITECTURE + DESIGN

STUDIO

SITE IMAGE 1
944-946 SARATOGA STREET
EAST BOSTON, MA

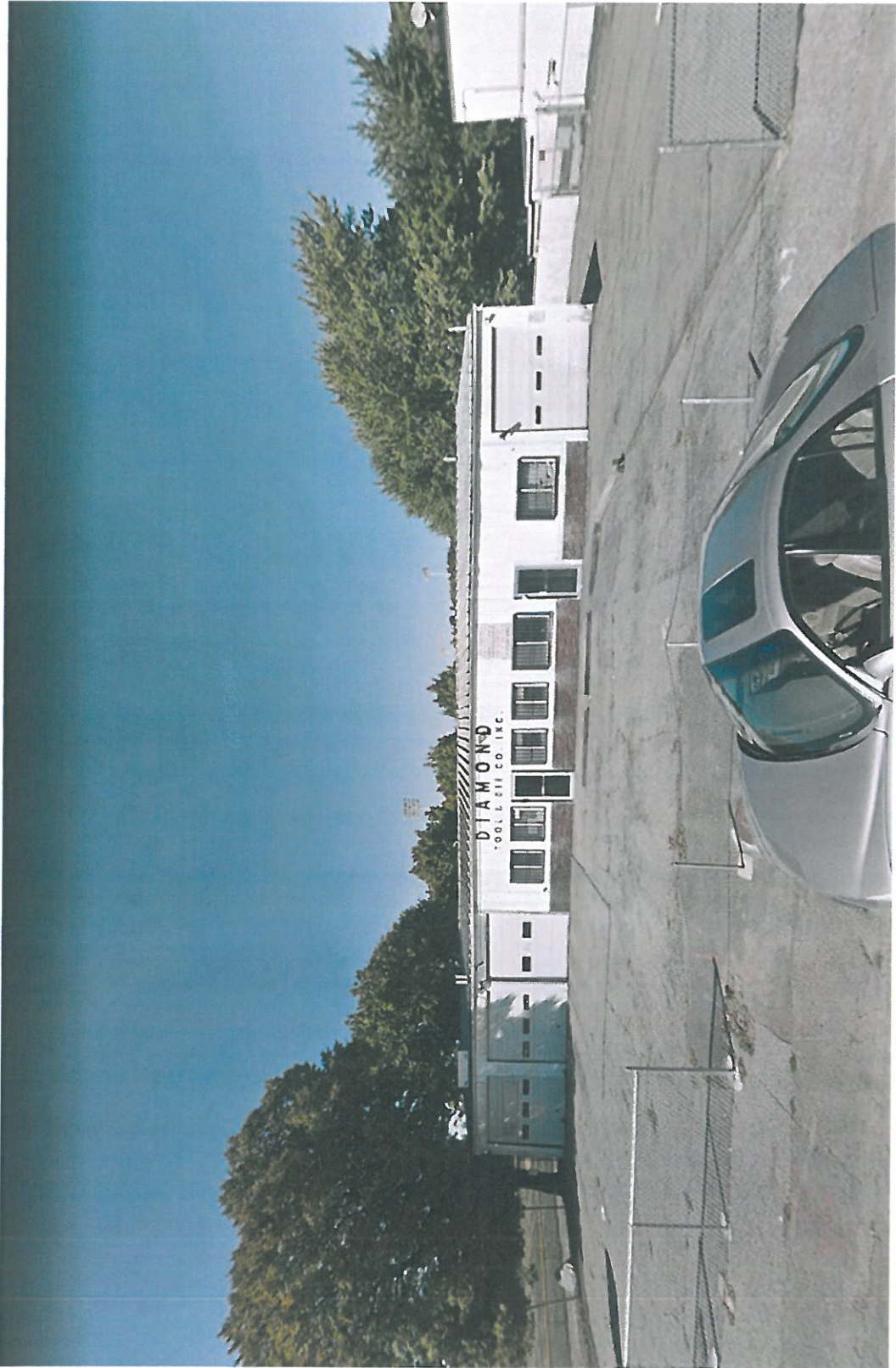
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JULY 13, 2017 | Author



944-946 Saratoga Street—Existing Conditions



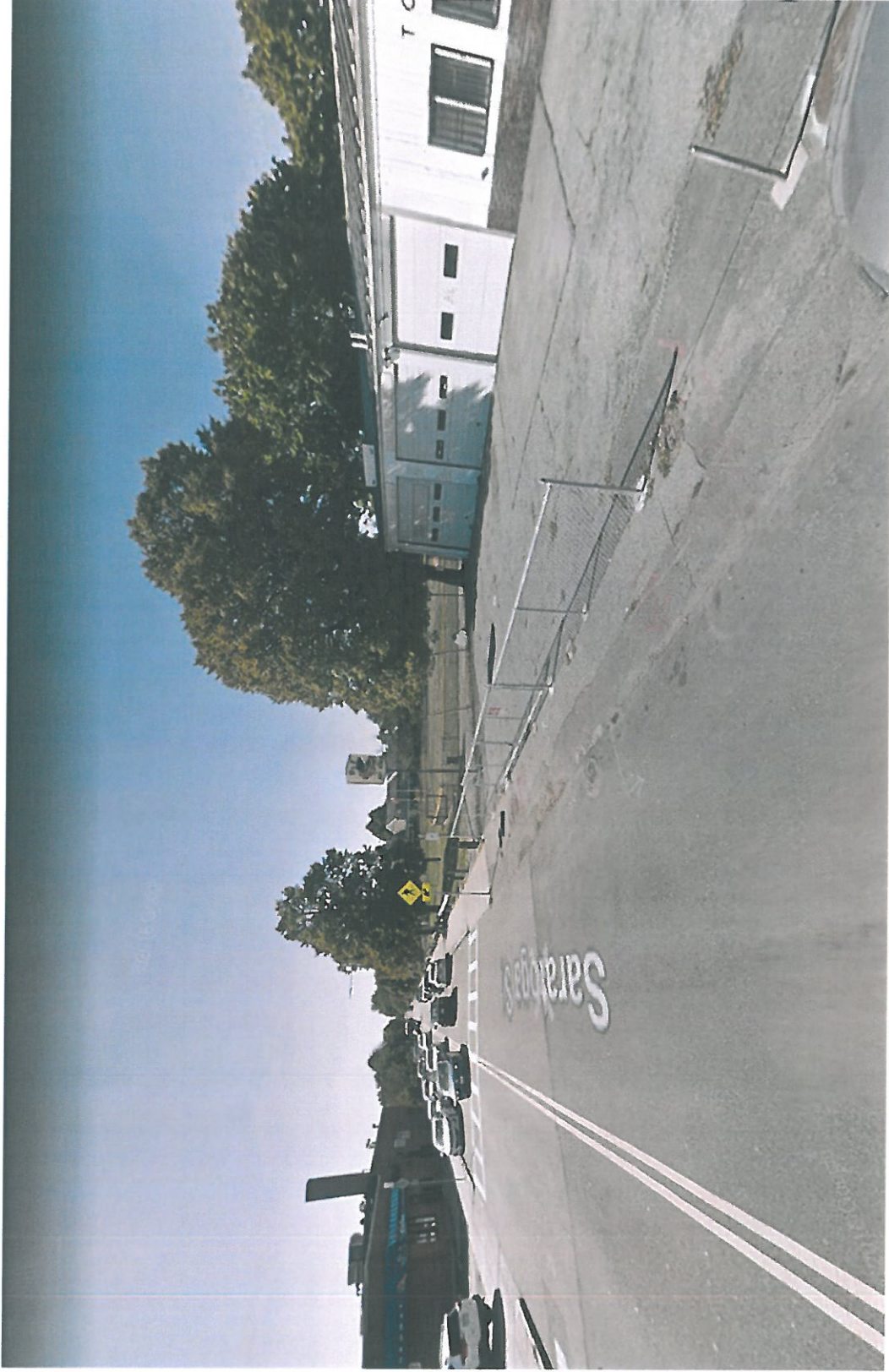
Eastward View Down Saratoga Street From 944-946 Saratoga Street



View of 945 Saratoga Street—Directly Across from 944-946 Saratoga Street



944-946 Saratoga Street—Existing Conditions with Westward View





EMBARC
ARCHITECTURE + DESIGN

EMBARC STUDIOS
ARCHITECTURE + DESIGN

PROPOSED STREET PERSPECTIVE
944-946 SARATOGA STREET
EAST BOSTON, MA

R1

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AUGUST 15, 2017

Author



944-946 SARATOGA STREET **EMBARC**
ARCHITECTURE + DESIGN

EMBARC
ARCHITECTURE + DESIGN

PROPOSED STREET PERSPECTIVE
944-946 SARATOGA STREET
EAST BOSTON, MA

R2



COMPLETE STREETS
 Saratoga Street, considered a Neighborhood Main/Connector Street, the sites frontage consists of 14'-10" of sidewalk, curb + treewell or brick = 4' width concrete sidewalk = 5' width

- Frontage zone (Private) = 5' width
 Planters
 Bike Parking
 Bench



COMPLETE STREETS

Saratoga Street, considered a Neighborhood Main/Connector Street, the sites frontage consists of 14'-10" of sidewalk. curb + treewell or brick = 4' width concrete sidewalk = 5' width

Frontage zone (Private) = 5' width

- Planters
- Bike Parking
- Bench

FRONTAGE ZONE TO INCLUDE BIKE PARKING:

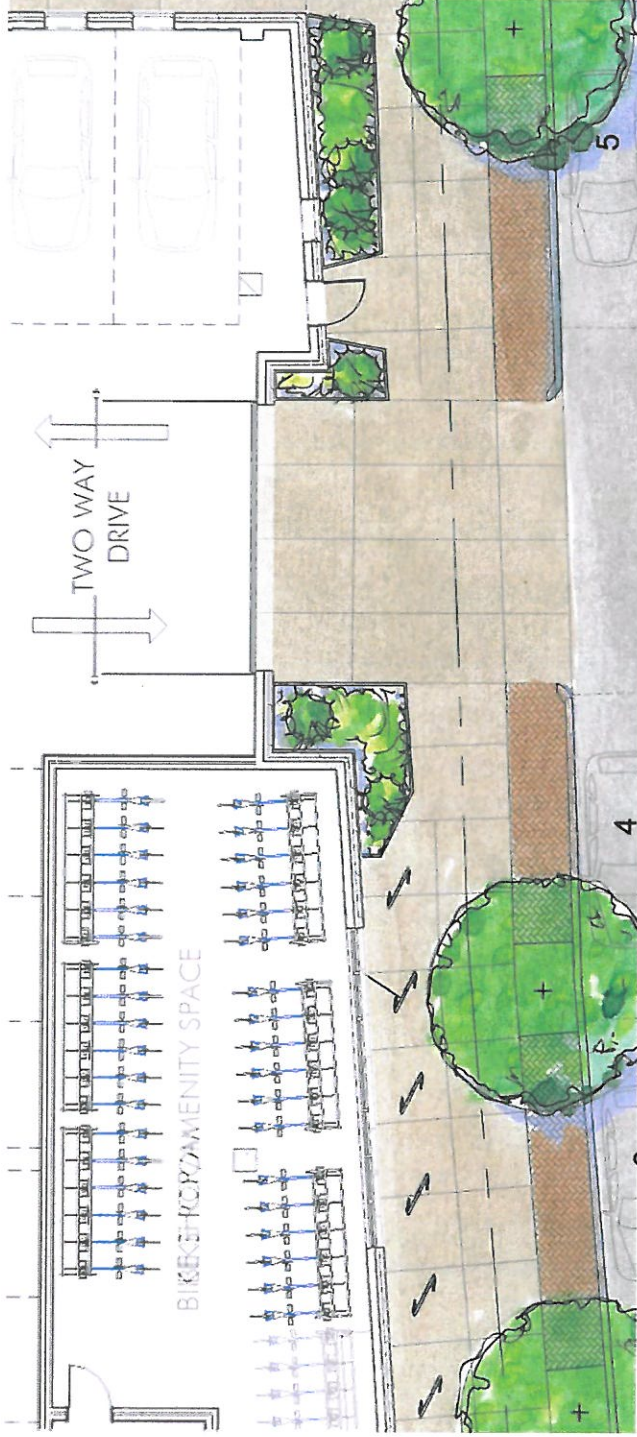
Short-term bike parking for 10 bikes using 5 bike racks provided on the sidewalk close to the building entrances following the City of Boston's Bicycle Parking Guidelines



PROPOSED RACK

CONCEPT

Good bike parking design using permanently fixed racks, orderly appearance, secure and simple to use.



VERDANT
LANDSCAPE ARCHITECTURE

BIKE PARKING

944-946 SARATOGA STREET
EAST BOSTON, MASSACHUSETTS



BUILT-IN
STREETSCAPE
PLANTER, THE
CORTEN LOOKS
GREAT WITH BRICK
PAVING



Built-in Corten Streetscape Planters
The planters are planted with sculptural evergreen plants
for year-round appeal.



VERDANT
LANDSCAPE ARCHITECTURE

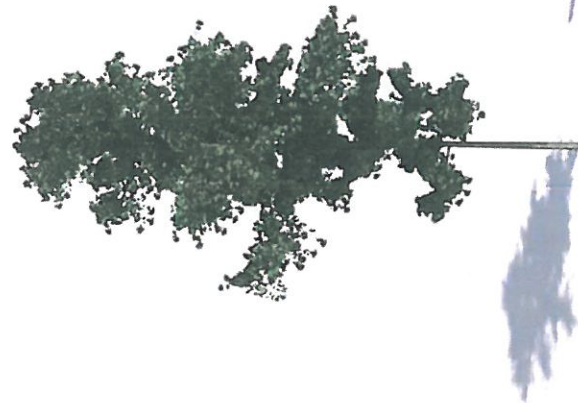
DRIVE ENTRY STREETSCAPE
944-946 SARATOGA STREET
EAST BOSTON, MASSACHUSETTS

COMPLETE STREETS
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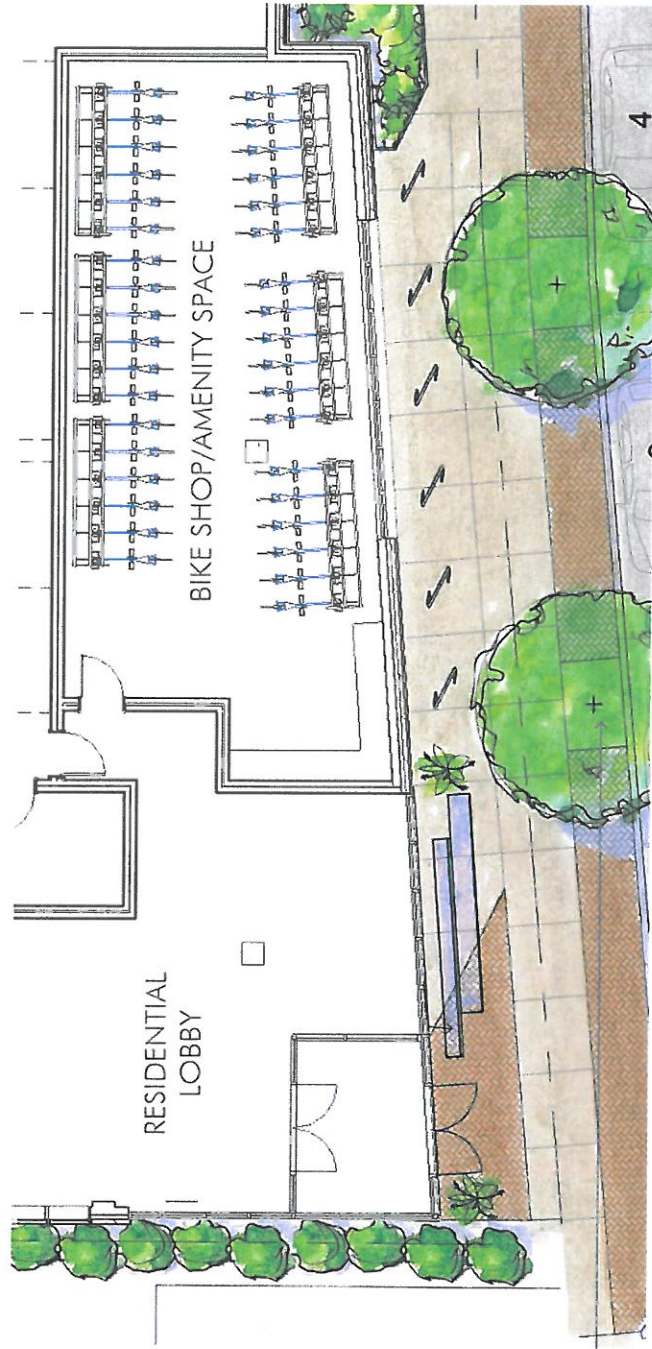
Frontage zone (Private) = 5' width
 Planters
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 Bench

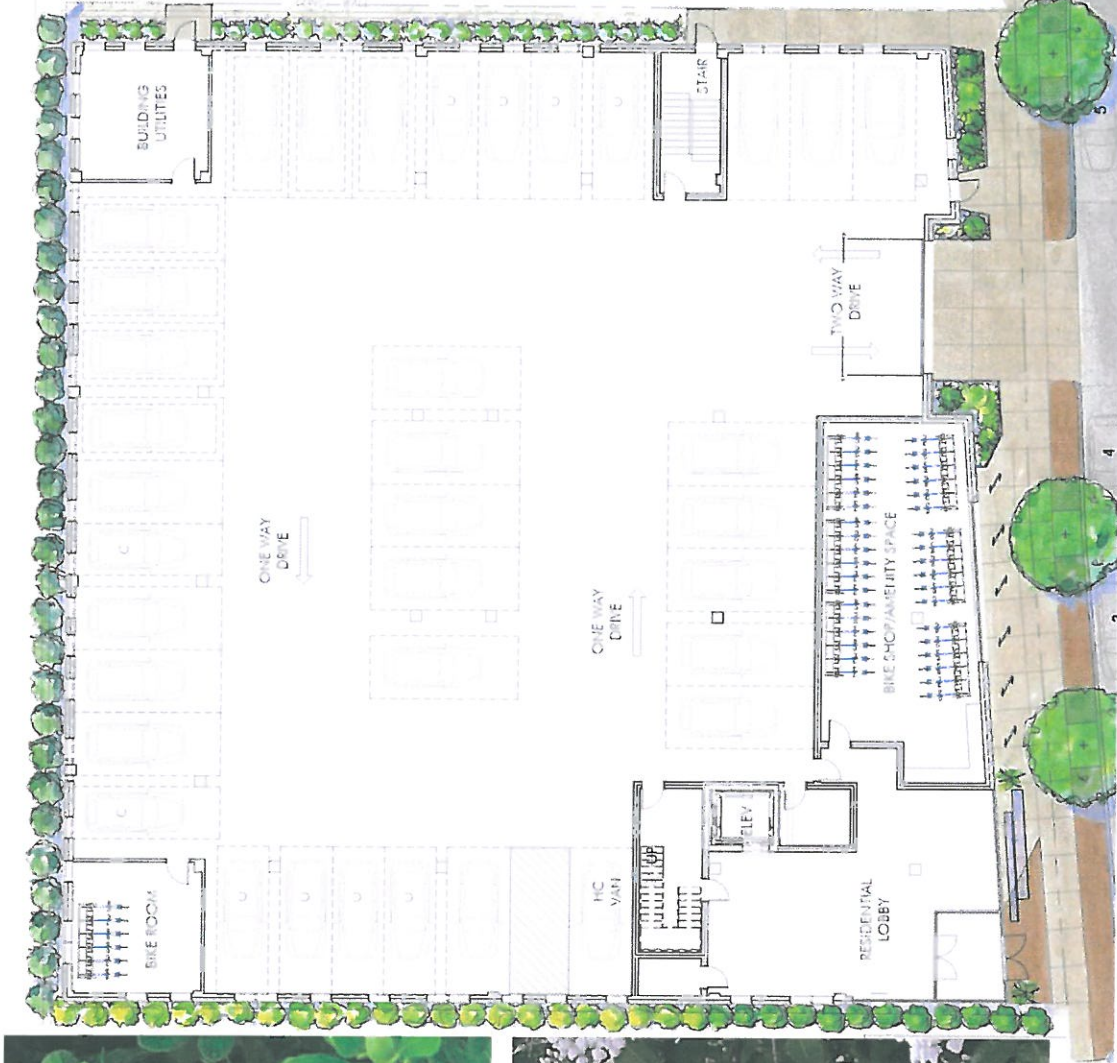


MOVABLE PLANTERS



Ginkgo biloba
 Street Tree





Perimeter shrubs are sustainable, evergreen, and flowering.

PERIMETER PLANTING
 944-946 SARATOGA STREET
 EAST BOSTON, MASSACHUSETTS

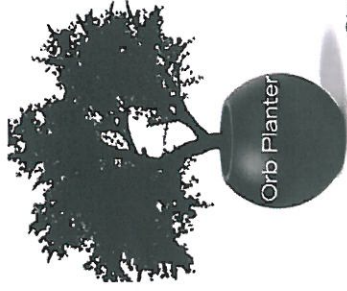




Roof Deck
 the 3,000'SF Roof Deck is an important space for building residents. Compositionally broken into smaller spaces for hanging out or doing Yoga.

Proposed Construction Includes:

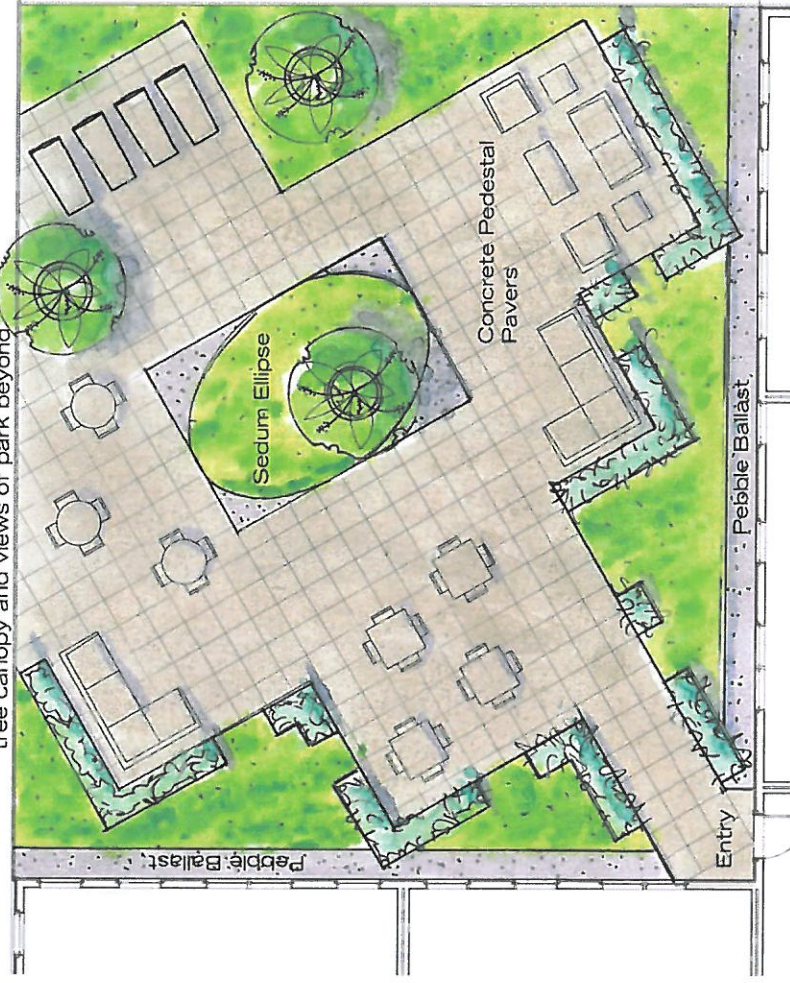
- Glass Railing on the parkside
- Concrete Pedestal Pavers
- Steel Curbs
- Rectilinear Planters
- Sedum Elipse
- Three Large Orb Planters
- Cafe Tables
- Lounge Furniture
- Wood screen on the East side



Glass railing along this edge for views into the tree canopy and views of park beyond



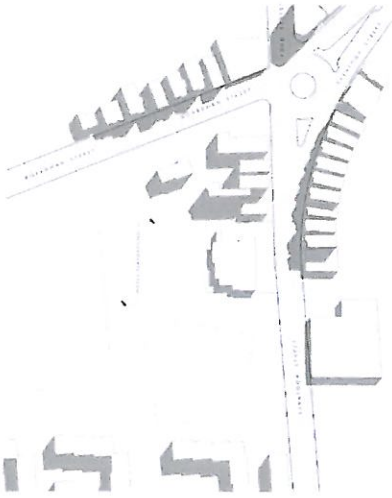
Wood Screen



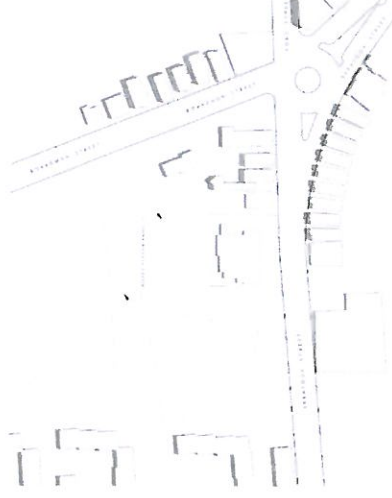
VERDANT
 LANDSCAPE ARCHITECTURE

RESIDENTS ROOF DECK
 944-946 SARATOGA STREET
 EAST BOSTON, MASSACHUSETTS

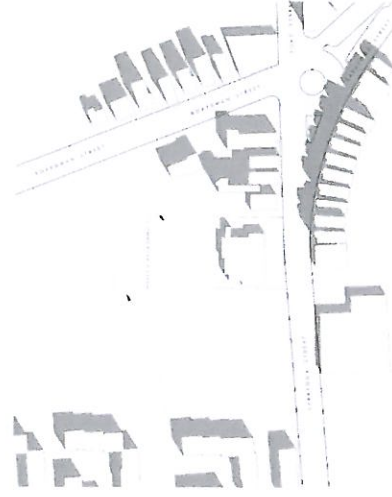
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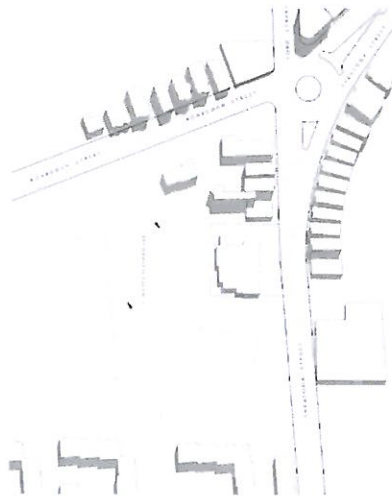
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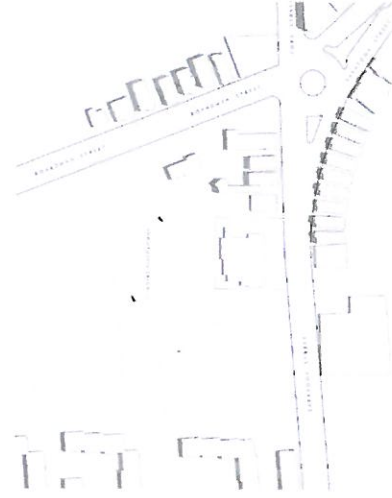
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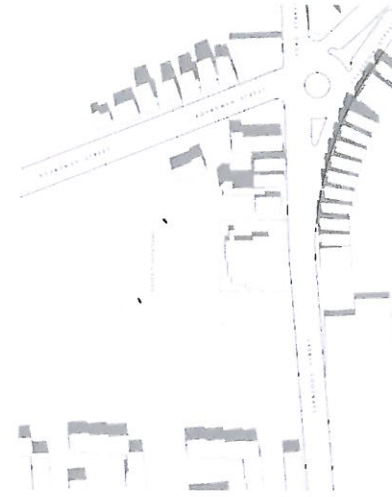
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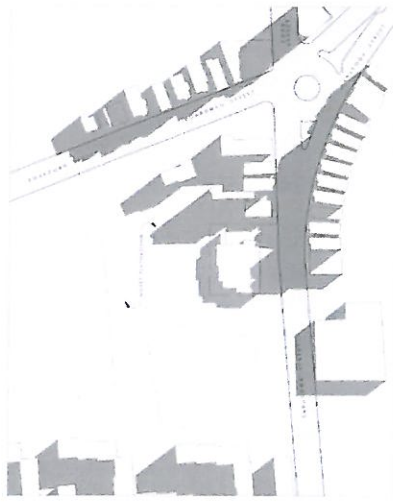
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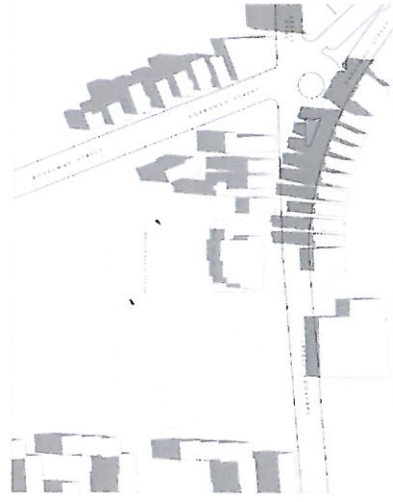
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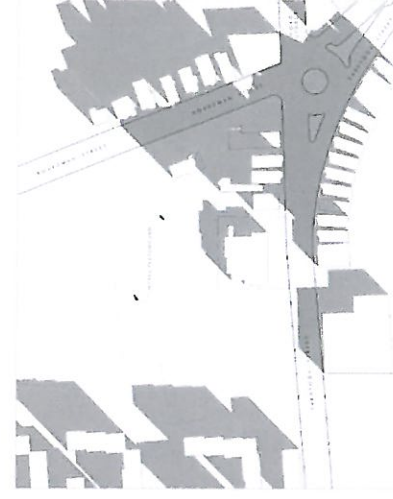
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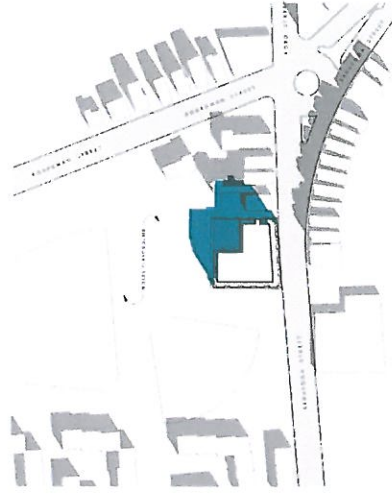
WINTER SOLSTICE: 9AM



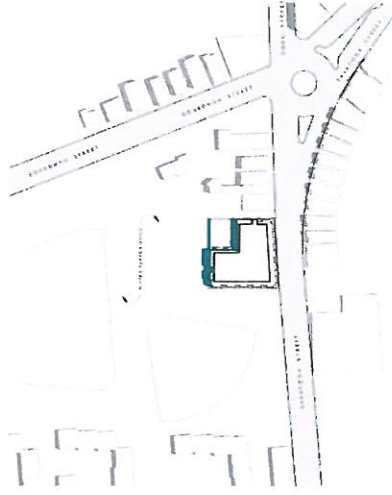
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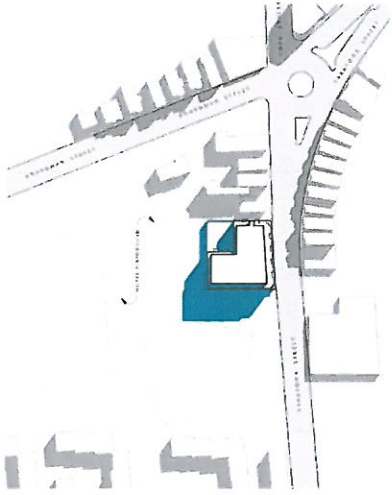
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SPRING EQUINOX: 9AM



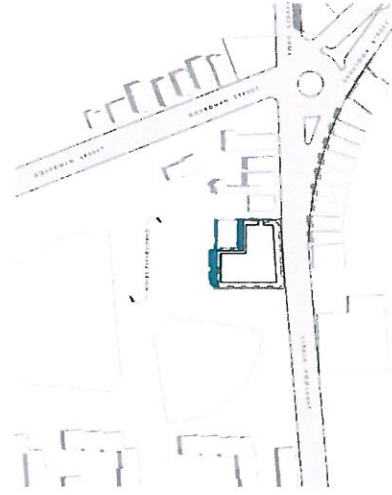
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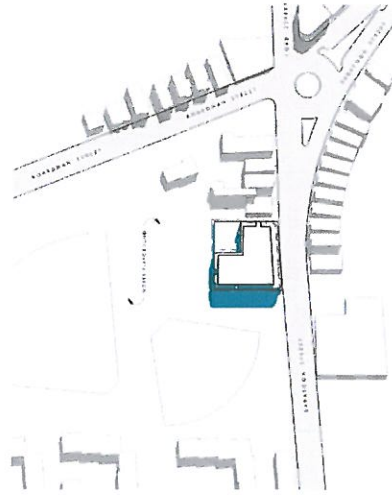
3PM



SUMMER SOLSTICE: 9AM



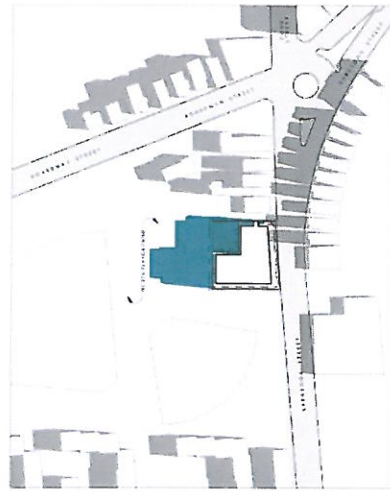
12PM



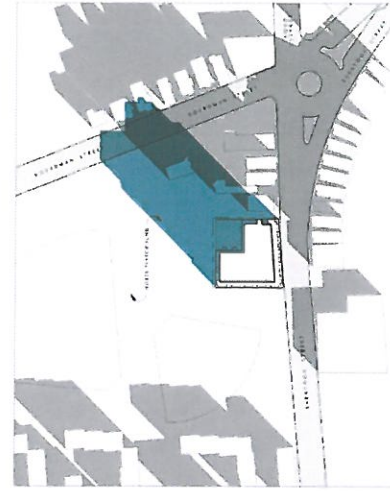
3PM



WINTER SOLSTICE: 9 AM



12 PM



3 PM

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

Article 80 | ACCESSIBILITY CHECKLIST

1. Project Information:			
<i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	944-946 Saratoga Street		
Primary Project Address:	944-946 Saratoga Street East Boston, MA 02128		
Total Number of Phases/Buildings:	1		
Primary Contact (Name / Title / Company / Email / Phone):	Jeffrey Drago / Drago & Toscano, LLP / jdrago@dtlawllp.com / 617.391.9450		
Owner / Developer:	CB Equities Saratoga Street, LLC		
Architect:	Embarc Studio LLC.		
Civil Engineer:	TBD		
Landscape Architect:	Verdant Landscape Architecture		
Permitting:	Drago & Toscano, LLP		
Construction Management:	TBD		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	No		
2. Building Classification and Description:			
<i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	17,801 SF	Building Area:	47,600 GSF
Building Height:	56 Ft. 6 inches	Number of Stories:	5 Flrs.

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First Floor Elevation:	0' Elev.	Is there below grade space:	No	
What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	<i>Residential Lobby, Bike Storage, Parking</i>			
<p>3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The proposed site is in East Boston, situated next to Noyes Park to the northwest. The neighborhood is primarily multi-family residential and retail use.			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Orient heights Station, Blue Line, .2 mile walk / Bennington St @ Trident St, 120 Bus, 0.1 mile walk.			
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Surrounding institutions include the Curtis Guild School approximately 0.3 miles to the east, the East Boston YMCA 0.2 miles to the northeast as well as the BCYF Martin Pino Community Center just under ¼ of a mile from the site down Boardman Street.			
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	The nearest facility in the neighborhood is the BCYF Martin Pino Community Center just under ¼ of a mile from the site down Boardman Street. Another public amenity is the Boston Public Library's East Boston Branch, approximately 1.2 miles west, and Constitution Beach approximately 0.2 miles to the south.			
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				

Article 80 | ACCESSIBILITY CHECKLIST

<p>Is the development site within a historic district? If yes, identify which district:</p>	<p>No</p>
<p>Are there sidewalks and pedestrian ramps existing at the development site? If yes, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>Yes, existing 9' wide sidewalk is asphalt with no curb, in poor condition.</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes, provide description and photos:</p>	<p>No</p>
<p>5. Surrounding Site Conditions – Proposed <i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort 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. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>Yes, Neighborhood Main/Connector</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>15' – 4", Frontage Zone to be 7' – 4", Pedestrian Zone to be 8' – 0", and the Furnishing Zone 7' – 4".</p>
<p>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?</p>	<p>Frontage/Furnishing Zone to have planters and bike racks, the Pedestrian Zone is to be standard concrete paving, to replace existing asphalt, with brick paving accents at building entrances and along curb. Brick accent to be on City of Boston pedestrian right-of-way</p>

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<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>No</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>N/A</p>
<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p>N/A</p>
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>43</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>2 with 1 Van accessible spot</p>
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>No</p>
<p>Where is the accessible visitor parking located?</p>	<p>N/A</p>
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	<p>N/A</p>

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<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	Flush condition at entryway
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	Yes, residential Lobby to be a flush condition with the sidewalk at building exterior. The rear entry to the lobby is to be a flush doorway condition from the garage, from the Lobby elevator access will provide access to upper floors.
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	N/A
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	42
<i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i>	42 units for rent. IDP TBD.
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	3 units will be Group 2
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	IDP TBD
<i>If a hospitality development, how many accessible units will feature a</i>	N/A

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<p>wheel-in shower? Will accessible equipment be provided as well? <i>If yes</i>, provide amount and location of equipment.</p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes</i>, provide reason.</p>	<p>No</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i>, describe:</p>	<p>No</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>The development team will be making a \$25,000 contribution to the Parks Department. They have also agreed to shovel the sidewalk on Saratoga Street in front of Noyes park for 10 years. In the spring and fall they will provide grass seed for over seeding in Noyes Park and they will provide portable toilets for the little league. The project will be adding street trees and adding five legal street parking spots to the neighborhood</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>There will be an accessible common room as well as an accessible outdoor common deck</p>

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<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <i>If no</i>, explain why not.</p>	<p>No, the building is small and therefore all residential units are very close by.</p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>Meeting to be scheduled</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>Meeting to be scheduled</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <ul style="list-style-type: none"> • 	

Article 80 | ACCESSIBILTY CHECKLIST

<ul style="list-style-type: none">•••

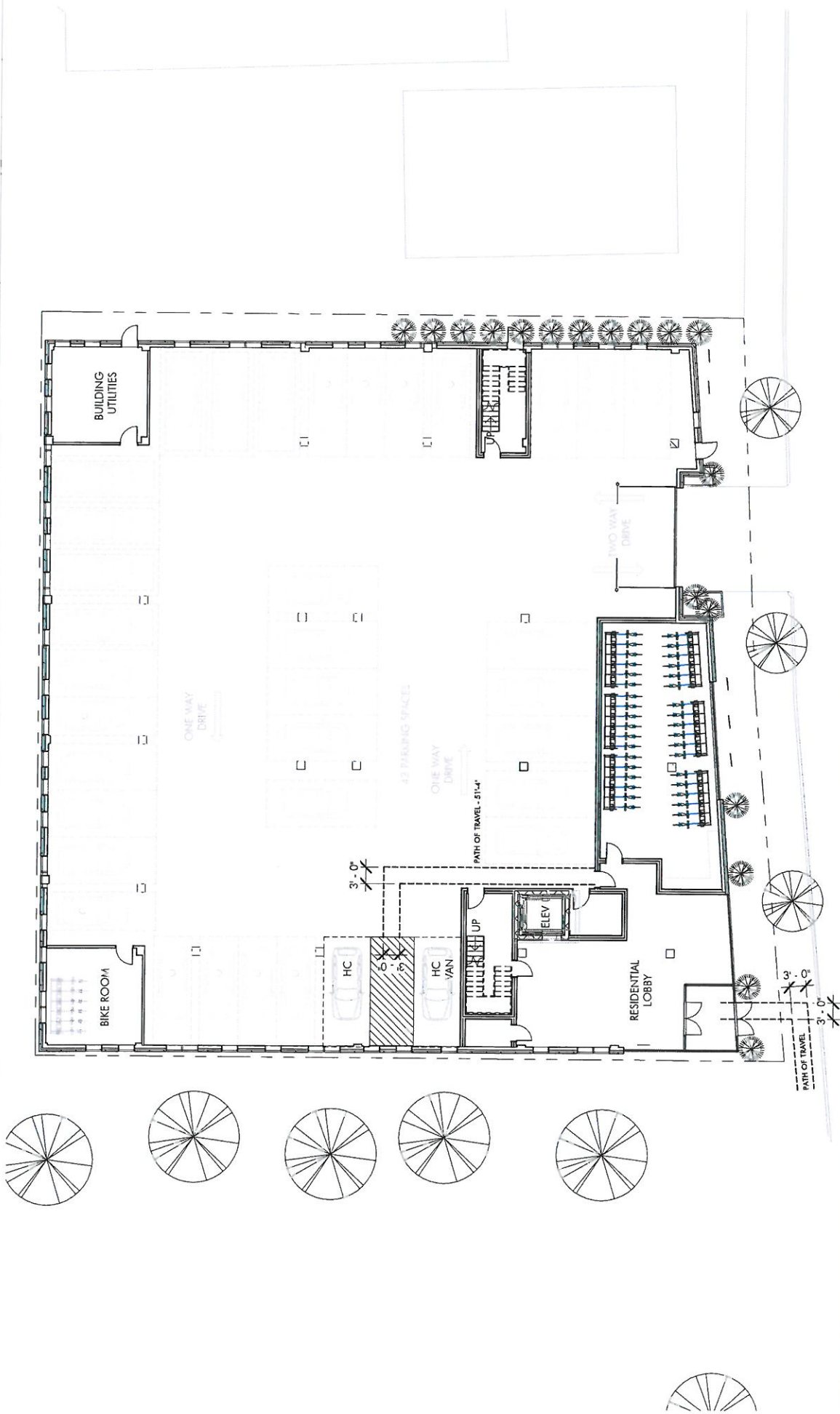
This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

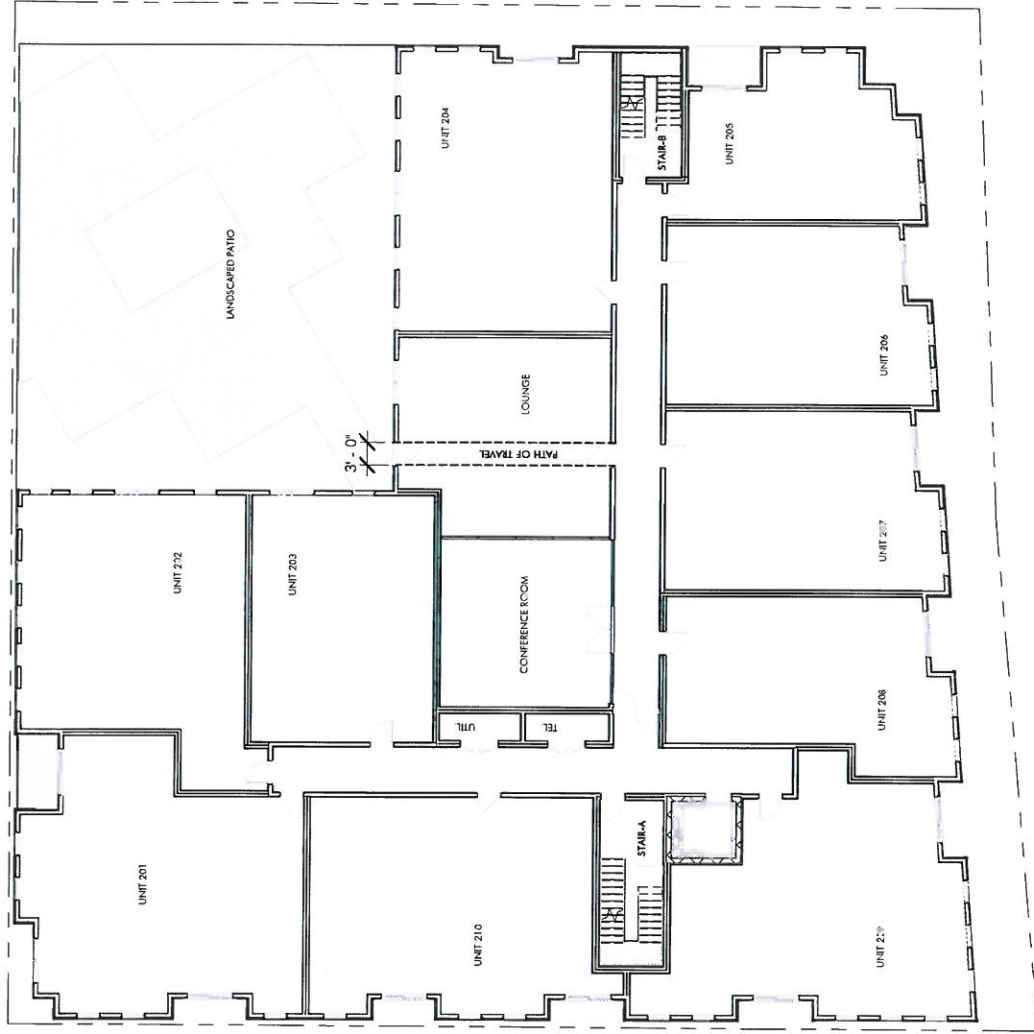
For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682







To: Robert Macnamara
John Conley

Date: March 21, 2017

Memorandum

Project #: 13849.00

From: David Black

Re: Proposed Residential Development
944 – 946 Saratoga Street, East Boston, MA
Traffic Study

As requested, VHB has reviewed the proposed redevelopment by CB Equities Saratoga Street LLC of a site at 944-946 Saratoga Street in East Boston for residential use (the Project). The Project would include up to 46 residential apartments, totaling approximately 49,500 SF, supported by 36 parking spaces on the first level. The existing buildings on the site comprises approximately 7,765 SF, which, until about a year ago, were used as an auto repair, detailing shop and industrial machine shop. The auto-related uses would be extinguished by the proposed Project.

VHB has performed a review of the Project and preliminary site plan to inform the transportation aspects of the project, including a Trip Generation Analysis to estimate the level of traffic generation associated with the Project. In addition, VHB has performed field observations and reviewed the site plans and proposed access arrangements. The purpose of this memorandum is to summarize the key findings of this traffic analysis.

Transit Access

The site is well served by public transportation, being located within a short walk of the MBTA Orient Heights Blue Line station. In addition, service is provided by MBTA bus routes 120, 712 and 713, with bus stops located close by on Boardman Street, Bennington Street and Saratoga Street (east of Bennington Street).

Trip Generation

A description of the trip generation methodology and calculations is attached. Almost half of the Project trips are expected to be non-auto trips, reflecting the site's good access to transit services. In summary, the analysis indicates that a relatively limited number of vehicle trips are expected to be generated by the Project, with a projected total of approximately 144 daily vehicle trips (total inbound and outbound). During the critical commuter peaks on the local roadway network, 14 morning peak hour vehicle trips and 17 evening peak hour vehicle trips are projected, equivalent to 1 vehicle trip every 3 or 4 minutes, approximately.

These levels of trip generation would not be expected to have any noticeable impact to traffic operations in the vicinity of the site. As Project trips would be split in both directions on Saratoga Street (and further dispersed to Boardman Street and Bennington Street), the maximum peak hour increase in two-way traffic on Saratoga Street is expected to be limited to approximately 12 Project trips. Based on available 2012 traffic data, this section of Saratoga Street carries approximately 1,400 vehicles (total both directions) during the evening commuter peak hour. Therefore, the expected increase due to the Project would be less than 1%, or 1 vehicle trip every 5 minutes.

It is also worth noting that the previous use of the site for auto-based uses, which would be permanently extinguished, most likely generated similar or greater numbers of vehicle trips.

Site Access

The Project will provide a significant improvement due to the elimination of the existing extensive curb-cut along the site frontage on Saratoga Street. The proposed site plan shows the Project driveway towards the eastern end of the site frontage, thereby locating it further from the nearby crosswalk at Noyes Playground. Sight distances along Saratoga Street are generally good because of its straight alignment.

Parking

The Project will provide thirty-six (36) parking spaces at a parking ratio of 0.75 spaces per unit. This ratio reflects the Project's location within a short walk of the Orient Heights MBTA Blue Line station, and is consistent with the Boston Transportation Department's (BTD) *Parking in Boston (2011)* guidelines of 0.75 – 1.25 spaces per unit. In addition, four or five (4 or 5) new on-street parking spaces will be created as a result of the significant reduction in the existing curb-cut along the entire frontage of the site on Saratoga Street. These new spaces are expected to be designated as Resident Permit parking for East Boston residents, thereby increasing the supply of resident spaces.

In addition, the Project will provide long-term bicycle parking spaces at a ratio of 1.00 spaces per unit in accordance with BTD's *Bicycle Parking Guidelines*.

Conclusion

Based on this functional traffic evaluation, no significant transportation issues are projected as a result of the proposed Project, and the site's conversion to residential use likely represents a reduced vehicle dependence than the previous auto-based uses. If re-activated, the previous auto-based use would most likely generated similar or greater numbers of vehicle trips.

TRIP GENERATION ATTACHMENT

Trip-generation estimates were developed based on standard Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition) rates for Land Use Code 220 (Apartment). Unadjusted ITE vehicle-trips were converted to person-trips by application of a 1.13 Average Vehicle Occupancy (AVO), to reflect the national basis for ITE data. The resulting adjusted person trip generation for the proposed project is summarized in Table 1.

Table 1: Person Trips

	Daily	AM Peak	PM Peak
Entering	160	5	19
Exiting	<u>160</u>	<u>20</u>	<u>10</u>
Total	320	25	29

Source: ITE

Mode Share and Average Vehicle Occupancy

To break down the person trips by mode, local mode share data was applied to the person trips. Mode-share characteristics for the project are based on US Census 2011-2015 American Community Survey 5-year Estimates for Census Tract 510. Table 2 presents the mode-shares used as a basis for estimating project trip generation. Drive-alone and rideshare were combined to determine overall automobile mode share. The AVO for automobile trips is 1.07 based on the 2009 National Household Survey (NHTS).

Table 2: Mode-Share

Mode	Percentage of Trips (Residential)
Automobile (SOV)	48%
Automobile (HOV)	3%
Transit	47%
Walk/Other	2%

Source: 2011-2015 American Community Survey 5-year Estimates

Project Trip Generation

The resulting project trip generation by mode for the proposed project is summarized in Table 3.

Table 3: Project Trip Generation by Mode

	Automobile			Transit			Walk/Other		
	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Entering	87	3	11	85	3	10	4	0	1
Exiting	<u>87</u>	<u>11</u>	<u>6</u>	<u>85</u>	<u>10</u>	<u>6</u>	<u>4</u>	<u>1</u>	<u>0</u>
Total	174	14	17	170	13	16	8	1	1

The project at 944-946 Saratoga Street is expected to generate approximately 14 vehicle trips (3 inbound and 11 outbound) during the morning peak hour and 17 vehicle trips (11 inbound and 6 outbound) during the evening peak hour. The proposed 850 SF retail unit is not expected to attract a significant number of vehicle trips, particularly during the peak traffic hours, as it would not be destination retail.

SOIL BORING AND MONITORING WELL LOGS

PROJECT: 8990
 LOCATION: 944 946 Saratoga Street, Boston Massachusetts
 DRILLING CO: New England Geotech, Incorporated
 EQUIPMENT: Geoprobe 660 truck-mounted drill rig
 DRILLED BY: Hayes Rembina
 INSPECTED BY: Robert Sheldon

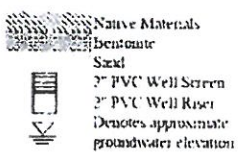
BORING NO: GP 01/CMW 01
 PAGE 1 OF 1
 DATE STARTED: 11/19/2015
 DATE FINISHED: 11/19/2015
 SURFACE ELEVATION: 9 feet above MSL

GROUNDWATER OBSERVATIONS

NOT ENCOUNTERED
 DEPTH: Approx 9'
 STABILIZATION TIME:

TYPE	ROD		CORE BAR
	Geoprobe	Macro-core	Geoprobe
SIZE ID	1" ID	2" ID	2.25" OD
PENETRATION	5'	5'	5'

DEPTH (ft)	SAMPLING DEPTH FROM TO	WELL DATA	WATER TABLE (ft)	SAMPLE DATA			
				LITHOLOGY (Description of materials)	SAMPLE ID	PEN RECOV (in ft)	FIELD SCREENING (ppm)
0.0				0-16": Concrete flooring			
				16-24": Gravelly Sand Fill 85% fine sand, 15% subangular gravel, black, dry slight odor, trace coal and coal ash	GP 01 (0-2)		1.5
				24-33": Concrete			
				33-84": Gravelly Sand Fill 85% fine sand, 15% subangular gravel, black, dry slight odor, containing trace anthropogenic material (coal and coal ash)	GP 01 (2-4)		0.5
> 0						60.76	
				84-105": Coal Ash and Slag Fill	GP 01 (4-6)		0.3
					GP 01 (6-8)		0.2
				105-123": Gravelly Silty Clay 60% clay, 10% silt, 10% subrounded gravel, gray brown, moist, wetland odor	GP 01 (8-10)	60.77	0.6
10.0				123-210": Peat and Clay 70% organic, 25% clay, 5% silt, gray brown, moist, peat odor	GP 01 (10-12)		0.3
					GP 01 (12-14)		0.1
						60.15	
					GP 01 (14-16)		0.2
				210-240": Boston Blue Clay 80% clay, 20% fine sand, blue gray, damp, marine odor	GP 01 (16-18)		0.2
20.0					GP 01 (18-20)	60.54	0.1



GENERAL REMARKS
 Soil samples submitted for laboratory analysis of EPH, VOC's, PCB's, and RCRA 8 Metals from the 8-10' depth interval. Headspace screening conducted using a MinRAI Model 3000 PID calibrated to a 100 ppm isobutylene standard.

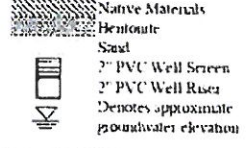
Bottom of Boring: 20'
 Screen Interval: 5-15'
 Sand: 4-5-20'
 Bentonite: 3-4-5'

CONECO ENGINEERS & SCIENTISTS **GEOPROBE SOIL BORING & MONITORING WELL REPORT**

PROJECT 8990 LOCATION 944-946 Saratoga Street, Boston Massachusetts DRILLING CO New England Geotech Incorporated EQUIPMENT Geoprobe 660 truck mounted drill rig DRILLED BY Hayes Rembjas INSPECTED BY Robert Sheldon	BORING NO. GP-02/CMW-02 PAGE 1 OF 1 DATE STARTED 11/19/2015 DATE FINISHED 11/19/2015 SURFACE ELEVATION 9 feet above MSI.
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GROUNDWATER OBSERVATIONS NOT ENCOUNTERED DEPTH STABILIZATION TIME: Approx 8 5'	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">TYPE:</td> <td style="text-align: center;">ROD</td> <td style="text-align: center;">SAMPLER</td> <td style="text-align: center;">CORF DIAR</td> </tr> <tr> <td style="text-align: center;">SIZE: ID</td> <td style="text-align: center;">Geoprobe</td> <td style="text-align: center;">Macro corer</td> <td style="text-align: center;">Geoprobe</td> </tr> <tr> <td style="text-align: center;">PENETRATION:</td> <td style="text-align: center;">1" ID</td> <td style="text-align: center;">2" ID</td> <td style="text-align: center;">2.25" OD</td> </tr> <tr> <td></td> <td style="text-align: center;">5'</td> <td style="text-align: center;">5'</td> <td style="text-align: center;">5'</td> </tr> </table>	TYPE:	ROD	SAMPLER	CORF DIAR	SIZE: ID	Geoprobe	Macro corer	Geoprobe	PENETRATION:	1" ID	2" ID	2.25" OD		5'	5'	5'
TYPE:	ROD	SAMPLER	CORF DIAR														
SIZE: ID	Geoprobe	Macro corer	Geoprobe														
PENETRATION:	1" ID	2" ID	2.25" OD														
	5'	5'	5'														

DEPTH (ft)	SAMPLING DEPTH FROM TO	WELL DATA	WATER TABLE (ft)	SAMPLE DATA			
				LITHOLOGY (Description of materials)	SAMPLE ID	PEN-RECOV (in/ft)	FIELD SCREENING (ppm)
0.0				0-2": Asphalt Pavement			
				2-22": Gravelly Sand Fill 70% fine sand, 25% subangular gravel, 5% silt, black, dry no odor containing anthropogenic material (brick fragments)			
				22-28": Silty Sand Fill 65% fine sand, 30% silt, 5% subangular gravel, brown, dry, no odor	GP-02 (0-2)		0.1
				28-32": Gravelly Sand Fill 80% fine sand, 15% subangular gravel, 5% silt, yellow brown, dry no odor			
				32-56": Gravelly Sand Fill 70% fine sand, 25% subangular gravel, 5% silt, black, dry no odor, containing anthropogenic material (brick fragments)	GP-02 (2-4)		0.0
5.0						60/36	
				56-72": Silty Gravelly Sand Fill 65% fine sand, 25% subangular gravel, 10% silt, dark brown, dry, no odor, containing anthropogenic material	GP-02 (4-6)		0.1
				72-76": Silty Sand Fill 65% fine sand, 30% silt, 5% subangular gravel, brown, dry, no odor			
				76-83": Silty Sand Fill 70% fine sand, 25% subangular gravel, 5% silt, black, dry, no odor, containing anthropogenic material (coal, coal ash, brick fragments)	GP-02 (6-8)		0.1
				83-100": Gravelly Silty Clay 75% clay, 15% subangular gravel, 10% silt, brown-gray, moist, low organics, wetland odor	GP-02 (8-10)	60/27	1.4
10.0				100-180": Peat and Clay 70% organics, 25% clay, 5% silt, gray brown, moist, peat odor			
					GP-02 (10-12)		1.6
					GP-02 (12-14)		1.0
15.0					GP-02 (14-15)	60/15	1.2
				150" Bottom of Boring			

 <p>Native Materials Bentonite Sand 2" PVC Well Screen 2" PVC Well Riser Denotes approximate groundwater elevation</p>	GENERAL REMARKS Soil samples submitted for laboratory analysis of FPH, VOC's, PCB's and RCRA 8 Metals from the 8-10' depth interval. Headspace screening conducted using a MumRAI Model 3000 PID calibrated to a 100 ppm isobutylene standard. Bottom of Boring: 15' Screen Interval: > 15' Sand: 4 > 15' Bentonite: 3.5-4.5'
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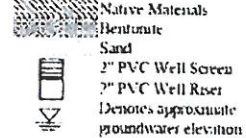
CONECO ENGINEERS & SCIENTISTS **GEOPROBE SOIL BORING & MONITORING WELL REPORT**

PROJECT	8990	BORING NO	GP-03:CMW-03
LOCATION	944-946 Saratoga Street, Boston Massachusetts	PAGE 1 OF	1
DRILLING CO	New England Geotech, Incorporated	DATE STARTED	11/19/2015
EQUIPMENT	Geoprobe 660 truck-mounted drill rig	DATE FINISHED	11/19/2015
DRILLED BY	Haves Rumbijas	SURFACE ELEVATION	10 feet above MSL
INSPECTED BY	Robert Sheldon		

GROUNDWATER OBSERVATIONS		ROI	SAMPLER	CORF HAR
NOT ENCOUNTERED		Geoprobe	Macro core	Geoprobe
DEPTH	STABILIZATION TIME	1" ID	2" ID	2.25" OD
Approx. 8'		5'	5'	5'

DEPTH (ft)	SAMPLING DEPTH FROM-TO	WELL DATA	WATER TABLE (ft)	SAMPLE DATA			
				LITHOLOGY (Description of materials)	SAMPLE ID	PEN/RECOV (in./in.)	FIELD SCREENING (ppm)
0.0				0-2": Asphalt Pavement 2-36": Gravelly Sand Fill 70% fine sand, 25% subangular gravel, 5% silt, black, dry no odor, containing anthropogenic material (brick fragments)	GP-03 (0-2)		0.1
				36-49": Coal Ash and Slag Fill	GP-03 (3-4)		0.1
5.0				49-93": Gravelly Sand Fill 70% fine sand, 25% subangular gravel, 5% silt, black, dry, no odor, containing anthropogenic material (brick fragments)	60-42		
				93-125": Gravelly Silty Clay 75% clay, 15% subangular gravel, 10% silt, brown-gray, wet bare organics, slight petroleum sheen, petroleum odor	GP-03 (4-6)		1.5
				100-180" Peat and Clay 70% organics, 25% clay, 5% silt, gray-brown, moist, peat odor	GP-03 (6-8)		0.7
10.0					GP-03 (8-10)	60-30	3.4
					GP-03 (10-12)		0.8
					GP-03 (12-14)		0.3
15.0					GP-03 (14-15)	60-57	0.2
20.0				180": Bottom of Boring			

GENERAL REMARKS
 Soil samples submitted for laboratory analysis of LPH VOCs, PCBs, and RCRA 8 Metals from the 8-10' depth interval. Headspace screening conducted using a MurrAl Model 8000 PID, calibrated to a 100 ppm toluylene standard.


 Native Materials
 Bentonite
 Sand
 2" PVC Well Screen
 2" PVC Well Riser
 Denotes approximate groundwater elevation

Bottom of Boring: 15'
 Screen Interval: 5-15'
 Sand: 15-15'
 Bentonite: 3.5-4.5'

CONECO ENGINEERS & SCIENTISTS

GEOPROBE SOIL BORING & MONITORING WELL REPORT

PROJECT: 8990
 LOCATION: 944 946 Saratoga Street, Boston Massachusetts
 DRILLING CO: New England Geotech Incorporated
 EQUIPMENT: Geoprobe 660 truck-mounted drill rig
 DRILLED BY: Hayes Rembjas
 INSPECTED BY: Robert Sheldon

BORING NO: GP 04/CMW-04
 PAGE: 1 OF 1
 DATE STARTED: 11/19/2015
 DATE FINISHED: 11/19/2015
 SURFACE ELEVATION: 8 feet above MSI.

GROUNDWATER OBSERVATIONS

NOT ENCOUNTERED
 DEPTH: _____ STABILIZATION TIME: _____
 Approx: 6'

TYPE: _____
 SIZE ID: _____
 PENETRATION: _____

ROD	SAMPLER	CORRECTION
Geoprobe	Marx-core	Geoprobe
1" ID	2" ID	2.25" OD
5'	5'	5'

SAMPLE DATA							
DEPTH (ft)	SAMPLING DEPTH FROM-TO	WELL DATA	LITHOLOGY (Description of materials)	SAMPLE ID	FIN. RECOV (in/ft)	FIELD SCREENING (ppm)	
0.0			0-2": Asphalt Pavement 2-46": Gravelly Sand Fill 70% fine sand, 25% subangular gravel, 5% silt black, dry, no odor containing anthropogenic material (brick fragments)	GP-04 (0-2)		0.2	
5.0			46-62": Silty Fine Sand Fill 60% fine sand, 45% silt, 5% subangular gravel, brown moist no odor	GP-04 (2-4)	60.38	0.1	
			62-102": Silty Gravelly Sand Fill 40% fine sand, 25% subangular gravel, 25% silt, 10% anthropogenic material (wood and brick fragments), brown to black wet, no odor	GP-04 (4-6)		0.9	
				GP-04 (6-8)		1.0	
10.0			102-148": Peat and Clay 70% organic, 25% clay, 5% silt, gray brown moist peat odor	GP-04 (8-10)	60.18	0.7	
				GP-04 (10-12)		0.1	
			148-150": Boston Blue Clay 80% clay, 20% fine sand, blue gray damp, no odor	GP-04 (12-14)		0.0	
15.0				GP-04 (14-15)	60.39	0.1	
20.0				150": Bottom of Boring			

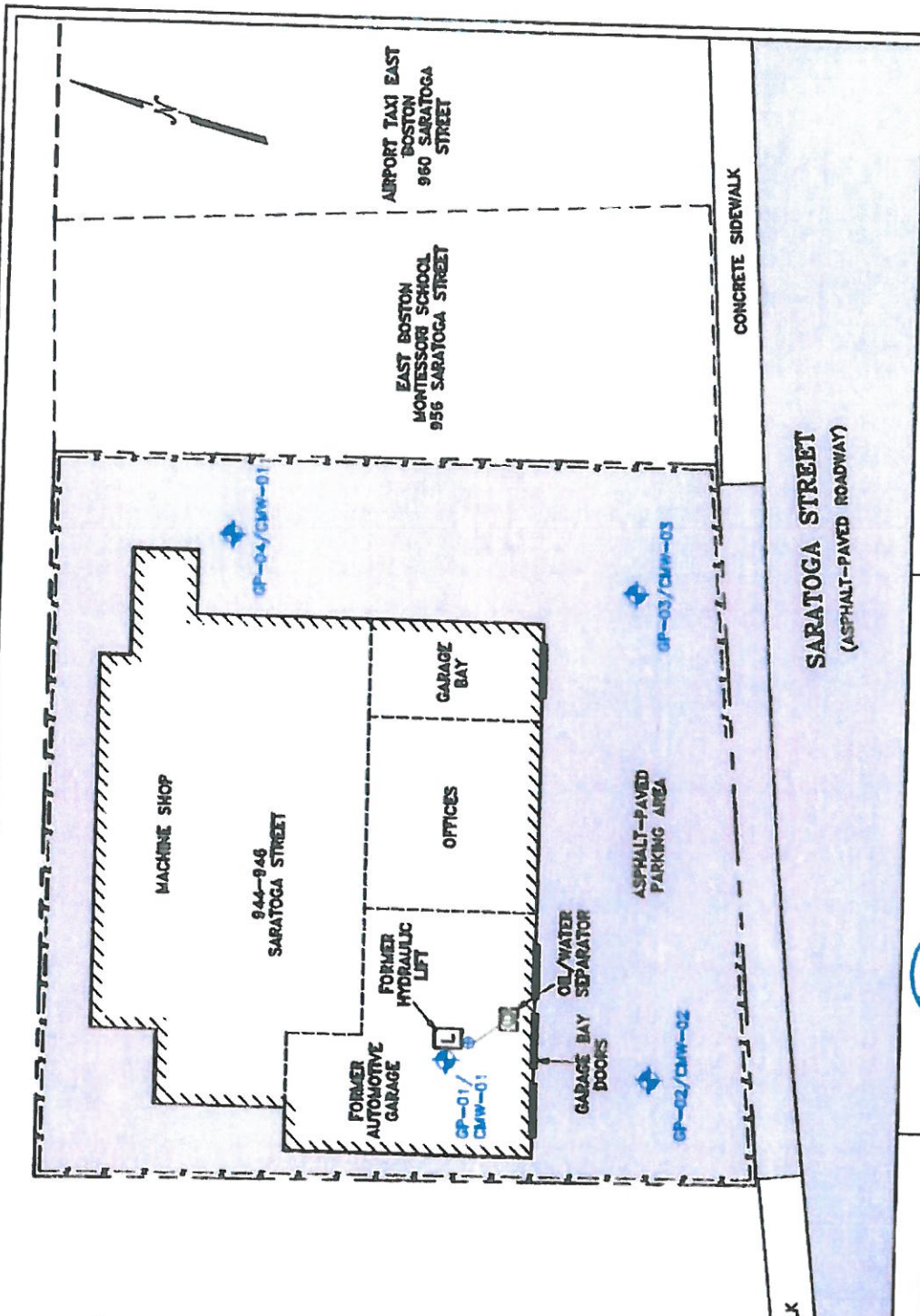
- Native Materials
- Bentonite
- Sand
- 2" PVC Well Screen
- 2" PVC Well Riser
- Denotes approximate groundwater elevation

GENERAL REMARKS

Soil samples submitted for laboratory analysis of E-PHE, VOC's, PCB's, and RCRA 8 Metals from the 0-8' depth interval. Headspace screening conducted using a MiniRAI Model 300C PID calibrated to a 100 ppm isobutylene standard.

Bottom of Boring: 15'
 Screen Interval: 3-15'
 Sand: 2-5-15'
 Bentonite: 1-5-15'

NOTE: THE LOCATION AND DIMENSIONS OF THE SITE AND VICINITY FEATURES ARE APPROXIMATE AND BASED UPON AN AERIAL IMAGE PROVIDED BY GOOGLE DATED APRIL 17, 2008, AND CONECCO FIELD OBSERVATIONS.



LEGEND

- SITE BOUNDARY
- - - CHAIN-LINK FENCE
- - - PROPERTY LINES
- ⊕ FLOOR DRAIN AND ASSOCIATED DRAINAGE PIPE
- ⊙ OIL/WATER SEPARATOR MANHOLE
- ⊕ SOIL BORING AND GROUNDWATER MONITORING WELL LOCATION AND IDENTIFICATION

SITE PLAN

COMMERCIAL/INDUSTRIAL PROPERTY
 944-946 SARATOGA STREET
 BOSTON, MASSACHUSETTS

OFFICES THROUGHOUT NEW ENGLAND (800) 948-3355	CAD FILE NO.	SCALE	PROJECT NO.	DRAWING NUMBER
	24/0000-Figure 2.dwg	AS NOTED	8990	FIGURE 2
DRAWN	CHECKED			
RHS	MEB			
DATE	12/15/15			

GP-02/CMW-02