



Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

March 22nd 2017

**RE: 125 Sumner Street, East Boston, MA 02115
Expanded Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed the Expanded Project Notification Form that was submitted for 125 Sumner Street in East Boston. Since the proposed project is planned to be a vibrant destination area for affordable housing and retail, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

- **Accessible Group 2 Units:**
 - We support the proposal for the Group 2 unit as a Boston Housing Authority 4-bedroom family unit.
 - We support the inclusion of accessible Group 2 condominium units to be part of the Inclusionary Development Policy.
- **Accessible Parking:**
 - We support moving the accessible parking spots closer to Building 1's main entrance, to provide better access to the proposed Group 2 unit.
- **Accessible Sidewalks, Route and Entry:**
 - Per our comments during the Intradepartmental Scoping Session, we support a flush entry condition with the incorporation of internal ramps in Building 1 & 2, to negotiate the challenges of the site grading as well to support the intent of MAAB 521 CMR Section: 20.2: Location of Accessible Routes to provide a universal and integrated entrance/accessible route.
 - Consolidating the accessible entrances provides an opportunity to increase the accessibility/visitability to more units in Building 2 (condominiums), as well as provides the opportunity for a more spacious sidewalk.
 - We support the inclusion of an accessible means of vertical circulation (ex. an elevator) to be installed in both Building 1 & 2 to increase the visitability of non-Group 2 units on Level 2 and Level 3.

- The project, as proposed, intends to satisfy the Inclusionary Development Policy requirements for the neighboring Clipper Ship Wharf development. As such, the amenity provided by an accessible means of vertical circulation (ex. an elevator) is not provided in this development, as it is proposed for the Clippership Wharf development. We encourage the proponent to consider the feasibility of including an elevator for this reason, as well.
- We encourage the exploration of integrating the access ramp (at the northwest corner of the site) to the plaza that faces the central corridor of Havre Street Extension, to provide better access to the raised patio from the suggested new location of the accessible parking and Building 1's main entrance.
- We encourage the exploration making Havre Street Extension a Shared Street, to address the grade change of the site. Special attention to material selection for the accessible route, bollard/tree placement and raised crosswalks should be key design considerations. We support the inclusion of a cast-in-place concrete route to ensure that the surface texture is smooth and continuous (to minimize joints) and for the ease of maintenance.
- We look forward to continuing to work with the Boston Planning and Development Agency, Boston Transportation Department and the Public Improvement Commission to discuss further the proposed improvements to Havre Street Extension and Clipper Ship Lane.

▪ **Community Benefits:**

- Is this project providing any funding or improvements to the surrounding neighborhood?
- We support the inclusion of ground-level accessible public open space, as part of the development design.
- What inclusion elements does this development provide for persons with disabilities in common social and open spaces?
- Are any restrooms planned for the common public spaces in the lobby or retail areas? If yes, will any be single-stall, accessible and designated as "Family" or "Companion" restrooms? If no, explain why not.

▪ **Wayfinding:**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

▪ **Variances:**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

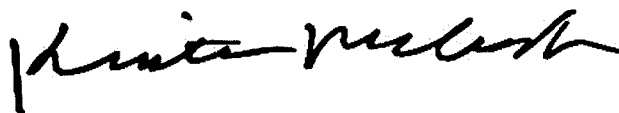
Commission's General Statement on Access:

The Mayor's Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" (*"easily accomplishable and able to be carried out without much difficulty or expense"*).

Proponents are encouraged to meet with Commission staff who are available for technical assistance and design review to help achieve accessibility compliance and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov
617-635-3682

Reviewed by:

Patricia Mendez AIA, Architectural Access Specialist
Mayor's Commission for Persons with Disabilities
patricia.mendez@boston.gov
617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
sarah.leung@boston.gov
617-635-3746

Constituent Information:

Name: Fran Riley Phone: _____
Email: normafrana@yahoo.com Neighborhood: _____
Address: _____ Affiliation: _____

Comments:

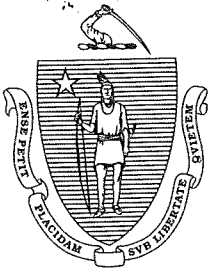
① Exterior architectural design should consist of mixed perennials. Several species of trees, once around Maverick Area from 1800s — 1980's. Replace w/ Hemlock, Chestnuts, Red Maple, weeping willow, Elm's,

No Pine, no Spruce, no Linden Trees, no oak either. Design w/ respect & integrity. No Brick, no Cinderblock. English Tutor, Dutch Colonial etc. Much better. Less Labor intensive. Brick work is expensive, labor costs, results are high costs. Time consuming.

Green building is the way to go.

Nautical Lights along, in & around entire area of development.

IRAG involvement.



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR JOSEPH A. BONCORE
First Suffolk and Middlesex District

STATE HOUSE, ROOM 109D
BOSTON, MA 02133-1053
TEL. (617) 722-1634
FAX (617) 722-1076

JOSEPH.BONCORE@MASENATE.GOV
WWW.MASENATE.GOV

March 6, 2017

Raul Duverge
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Dear Mr. Duverge,


I am writing to express my support for the redevelopment of the Clippership Apartments at 125 Sumner Street. As the state senator for the First Suffolk and Middlesex District, which includes East Boston, I am excited by the improvements happening along the waterfront.

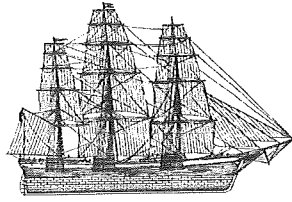
The Clippership Apartments, located at 125 Sumner Street, currently consist of four deteriorating BHA buildings. The proposed development will transform the structures and surrounding streetscape into a welcoming place to live and shop. Retail shops, restaurants, improved views of downtown Boston, safer and wider sidewalks and a direct connection to the waterfront will attract visitors who may not otherwise travel to East Boston, thereby generating increased tax revenue from tourism.

The plans also include much needed residential units that are affordable. All across the Boston, reasonably priced apartments are in high demand and difficult to find. This development will help to alleviate the stress on the market by creating 50 new units of housing; 20 affordable rental units and 30 affordable and mixed income condos. The Maverick T stop is a short walk away, making these residences even more attractive to commuters.

As the state senator for the First Suffolk and Middlesex District, I welcome developments that improve the communities in my district. I am confident that the transformation of the Sumner Street streetscape will benefit the community for years to come.

Sincerely,


Joe Boncore
State Senator,
First Suffolk and Middlesex District



EBCDC, INC.

March 7, 2017

Raul Duverge
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Dear Mr. Duverge,

I am writing to express my support for the redevelopment of the Clippership Apartments at 125 Sumner Street. I have served as the President and Executive Director of the East Boston Community Development Corporation (EBCDC) since 1976, which has allowed me to advocate for projects that will complement and benefit the community. Renovating the Clippership Apartments and the surrounding streetscape is one such project, as it will positively transform the area for years to come.

The site of the proposed project currently houses four deteriorating public housing facilities. The project will replace these structures with 50 units of mixed income rentals and condominiums. This residential development is desirable not only because of the oversaturated Boston housing market, but also due to the fact that it is a short two minute walk from the blue line, making it easily accessible to downtown Boston. Transit oriented development is much needed and will appeal to both current and prospective residents.

I am impressed by the numerous other benefits this project will bring to the community as a whole. The development plans include a retail storefront on Sumner Street, improved street lighting, wider sidewalks, and an internal street to connect the neighborhood to the waterfront. These renovations will make the community a safer and more appealing place to live and visit.

As the head of the East Boston CDC, it is always my goal to ensure that East Boston is a place where people want to live, work, and raise a family. The benefits this project will bring to the community will help to achieve this goal.

Sincerely,

Albert F. Caldarelli
President

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

March 3, 2017

Raul Duverge
Boston Planning & Development
One City Hall Square
Boston, MA 02201

Re: 125 Sumner Street, PNF

Dear Mr. Duverge:

The Boston Water and Sewer Commission ("BWSC" or the "Commission") has reviewed the Project Notification Form ("PNF") for the proposed 125 Sumner Street Project (the "Project"). The Project will replace four existing buildings owned and operated by the Boston Housing Authority (BHA) as Clippership Apartments, part of Heritage Apartments affordable housing. The Project site is roughly bounded by Sumner Street on the north, Clipper Ship Lane on the east, Jacobbe Road (private way) and the Clippership Wharf residential development under construction on the south, and an existing 7-story residential building on the west.

The Project will consist of the demolition of the existing four buildings (20 units) on site and reconfiguration to accommodate the new construction of two buildings: Building 1 will provide 15 3-bedroom units and 5 4-bedroom units for a total of 20 rental apartments. Building 2 will provide 30 units of mixed income condominiums. The condominium units will include a mix of Studios, 1-bedrooms, 2-bedrooms, and 3-bedrooms. The ground floor of Building 1 will contain approximately 3,400 square feet (sf) of retail space fronting on Sumner Street, plus an approximately 1,040 sf Community Room. Open space is proposed between Building 1 and the neighboring Carlton Wharf residential building. A grilling area and community garden are envisions for this space. The Project will include approximately 19 surface parking spaces.

Water, sewer, and storm drain service for the site is provided by the Boston Water and Sewer Commission. For water service the Project site is served by 12-inch water main on Sumner Street and a 12-inch water main on Clipper Ship Lane. Water demand for the Project is estimated at 13,937 gpd.

For sanitary sewer service the Project site is served by and a 24 by 30 inch sewer on Sumner Street and a 10-inch sanitary sewer on Clippership Lane. Sewage generation for the Project is estimated at 12,670 gpd.

For drainage the Project site is currently served by a 36-inch storm drain on Sumner Street and a 24-inch storm drain on Clippership Lane. As part of the proposed Clippership Wharf project an new 48-inch storm drain will be installed which will connect to a new 48-inch outfall discharging to Boston Harbor.

The Commission has the following comments regarding the proposed Project:

General

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. The site plan must show the location of the water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections. To assure compliance with the Commission's requirements, the Proponent should submit the site plan and General Service Application to the Commission's Engineering Customer Service Department for review when the design for the Project is at 50 percent complete.
2. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.
3. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscaping), wastewater generation, and stormwater runoff for the Project.
4. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
5. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
6. Before the Proponent demolishes the existing structures existing water and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued.

Sewage/Drainage

7. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.

8. The site plan must show in detail how drainage from the building's roof top and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.
9. The Proponent must fully investigate methods for infiltrating stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project.
10. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.
11. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Specifically identify how the Project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
12. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.
13. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

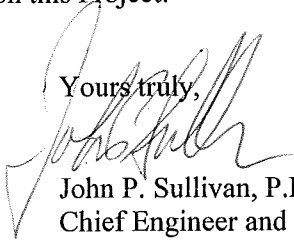
Water

14. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
15. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.

16. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer and Operations Officer

JPS/as

cc: Chris Fleming, WinnDevelopment
Marianne Connolly, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Phil Larocque, Boston Water and Sewer Commission



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 125 Sumner Street

1 message

no-reply@boston.gov <no-reply@boston.gov>

Thu, Mar 2, 2017 at 9:11 AM

To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1570

Form inserted: 3/2/2017 9:11:31 AM

Form updated: 3/2/2017 9:11:31 AM

Document Name: 125 Sumner Street

Document Name Path: /Development/Development Projects/125 Sumner Street

Origin Page Url: /projects/development-projects/125-sumner-street?utm_source=Neighborhoods&utm_campaign=0d049e12bb-125_Sumner_IAG_Public_Meeting3_2_2017&utm_medium=email&utm_term=0_bccda74844-0d049e12bb-139567021

First Name: Mary

Last Name: Primeau

Organization:

Email: mary.primeau@gmail.com

Street Address: 306 Maverick Street

Address Line 2: 3

City: Boston

State: MA

Phone: (508) 450-3729

Zip: 02128

Comments: There should definitely be one parking space per unit. The data point about residents who will move there will not have cars is using skewed data and is not valid. Everyone I know who lives in Eastie has a car. I'm sick of hearing about units being built without parking.

PMContact: raul.duverge@boston.gov



February 3, 2017

BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721
BOSTON, MASSACHUSETTS 02201
617-635-4680 • FAX 617-635-4295

Raul Duverge, Project Manager
Boston Planning & Development Agency (BPDA)
Boston City Hall 9th Floor
Boston, Massachusetts 02201

Re: 125 Sumner Street Project Notification Form (PNF), East Boston, Massachusetts

Dear Mr. Duverge:

The Boston Transportation Department (BTD) has reviewed the above document and is pleased to submit the following comments for your review.

Project Description

The proposed project calls for the demolition of the existing 20 units on site and the reconfiguration to accommodate the new construction of 50 residential units in two separate buildings.

Parking and Access

The project will include the construction of a new roadway connection between Sumner Street and Fr. Jacobbe Road through the middle of the project site. This new roadway will be located opposite of Havre Street and will be called Havre Street Extension.

The project will also include 18 surface parking spaces and secure storage for approximately 40 bicycles, as well as publically accessible bicycle storage for visitors.

BTD has approved the study take a streamlined approach to our Transportation Access Plan Guidelines and the BPDA Article 80 development review process. The study will use the Clippership Wharf February 2015 Notice of Project Change (NPC) build condition as the baseline for this traffic study. The traffic expected to be generated by the proposed project will then be added to this baseline to determine overall traffic data.

MARTIN J. WALSH, Mayor



The parking goals developed by BTM for East Boston are a maximum of 0.75 to 1.25 parking spaces per residential unit. The parking ratio of 0.36 spaces per residential unit for this project is consistent with the district based parking goals. Also, the proximity of the project in relationship to Maverick Station justifies the lower than normal parking ratio.

As a result of the 30 new units and ground floor retail use, there will be approximately an increase of one vehicle trip every seven minutes during the a.m. peak hour and one vehicle trip every four minutes during the p.m. peak hour. BTM believes this low level of traffic volume will not have any negative impacts on the local roadway network.

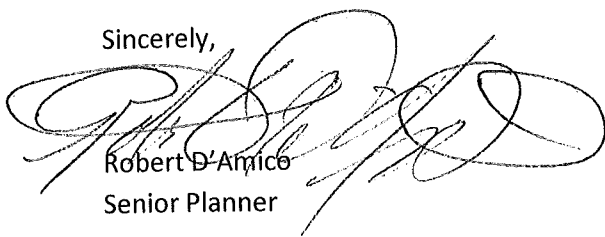
Transportation Mitigation Measures

As part of the project, the proponent will bring all abutting sidewalks and pedestrian ramps to the City of Boston standards in accordance with the Boston Complete Streets design guidelines. This will include the reconstruction and widening of the sidewalks where possible, the installation of new accessible ramps, improvements to street lighting, planting of street trees and providing bicycle storage racks surrounding the project site, where appropriate.

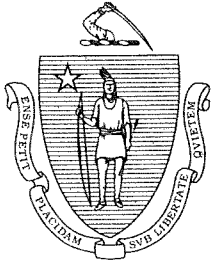
BTM will expect the proponent to implement a Transportation Demand Management (TDM) plan to reduce the dependence on automobiles. The on-site management team should keep a supply of transit information (schedules, maps and fare information) to be made available to the residents and patrons of the project site. While the traffic impacts associated with the new project generated trips are minimal, the proponent will continue to work with the City of Boston to create a project that efficiently serves vehicle trips, improves the pedestrian environment and encourages transit and bicycle usage.

Finally, the proponent will be required to submit a Transportation Access Plan Agreement (TAPA) for BTM review as required as a part of the Article 80 process.

Sincerely,



Robert D'Amico
Senior Planner



The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

ADRIAN C. MADARO
REPRESENTATIVE
1ST SUFFOLK DISTRICT
ROOM 544
TEL: (617) 722-2637
FAX: (617) 722-2922

Adrian.Madaro@MAhouse.gov

February 6, 2017

Raul Duverge
Boston Planning and Development Agency
1 City Hall Square
Boston, MA 02201

Dear Mr. Duverge,

I am writing to express my support for the redevelopment of the Clippership Apartments at 125 Sumner Street. During my time representing the First Suffolk District in the State House, the East Boston waterfront has been undergoing an exciting revitalization. I am confident that this proposed project will complement recent developments and positively impact the surrounding community.

The development of 125 Sumner Street will replace four deteriorating BHA public housing facilities with two sustainably designed buildings. The project will create 50 units of residential housing; 20 of which will be affordable and 30 that will be affordable and mixed income. With the Maverick T Station a short two minute walk away, residents will be able to easily access downtown Boston and beyond via the Blue Line. These new, transit-oriented units are crucial at a time when affordable housing in Boston is scarce and in high demand.

In addition to tackling the problem of affordable housing, this project will create over 230 construction jobs and transform the streetscape for years to come. The development plans include a retail storefront on Sumner Street, improved street lighting, wider sidewalks, and an internal street to connect the neighborhood to the waterfront. These improvements will help bring new visitors to the area and make the neighborhood more attractive to current and prospective community members.

As the State Representative of the First Suffolk District, it is always my goal to ensure that East Boston is a place where people want to live, work, and raise a family. I truly believe that these changes will help make that a reality.

Sincerely,

A handwritten signature in dark ink, appearing to be "AM" or "Adrian Madaro".

Adrian C. Madaro
State Representative



Raul Duverge <raul.duverge@boston.gov>

125 Sumner St

1 message

John Dalzell <john.dalzell@boston.gov>

Mon, Mar 6, 2017 at 5:09 PM

To: astebbins@architecturalteam.com

To: astebbins@architecturalteam.com
Cc: Kathleen Pedersen <kathleen.pedersen@boston.gov>, Maura Zlody <maura.zlody@boston.gov>, Bob D'Amico <bob.damico@boston.gov>, Raul Duverge <raul.duverge@boston.gov>

Hi Andrew,

In follow up to today's meeting the, IGBC will issue a comment letter on the PNF and our discussion today.

Two immediate follow up items:

1. Please forward an energy model as soon as possible. Preliminary energy models are fine.
2. Attached are the Boston Bicycle Storage Guidelines. While they are BTDC / city of Boston guidelines, they reflect a key action to reducing GHG emissions in Boston and are a priority of the IGBC.

Given the proximity to the Harborwalk and the East Boston Greenway, secure and safe bicycle storage will be critical to both casual and commuting cyclists. This is especially important for children whose use of bicycles (and tri-cycles) is determined by ease of access to bicycle storage. You might even consider the differing users and what storage solutions would work best.

Thanks,

John



**boston planning &
development agency**

John Dalzell, AIA, LEED Fellow

<Senior Architect for Sustainable Development

617.918.4334 (o)

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

EPositiveBoston.org

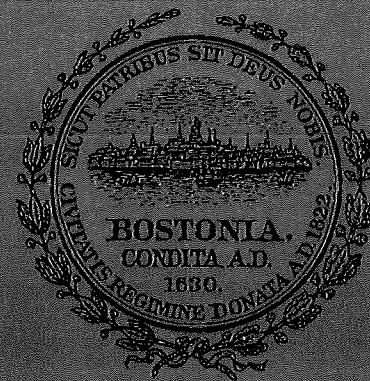
BostonLivingWithWater.org



Boston Bike Guidelines - reduced file.pdf

944K

OFF-STREET BICYCLE PARKING GUIDELINES



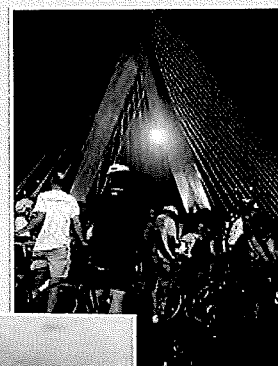
GUIDELINES AND APPLICATIONS

This policy is provided to encourage bicycling, promote physical exercise and reduce energy use and carbon emissions from personal-vehicle use in Boston.

The Guidelines are intended to facilitate adequate and secure short- and long-term bicycle parking for residents, workers in office and commercial buildings, students and staff in institutional buildings, and tourists. They will serve as a template for those building owners who would like to add parking facilities in existing structures and for all new buildings. The provision of parking facilities directly encourages people to use their bicycles as a means of transportation. More people are likely to bicycle if they are confident that they will find convenient and designated parking areas at their destinations.

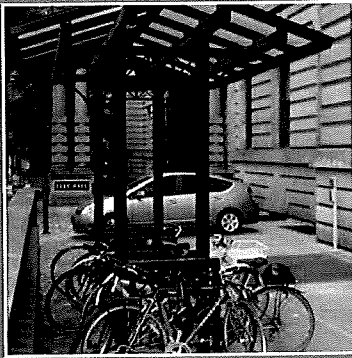
The following Bicycle Parking Requirements are applicable for accommodating bicycles in all buildings in the City of Boston. They are required in all projects subject to Transportation Access Plan Agreements and Site Plan Review administered by the Boston Transportation Department in parallel with BRA Article 80 Small and Large Project review and Zoning Board of Appeal permits. The Requirements set standards for bicycle parking, bike-share stations and shower facilities.

BTD compliance to the requirements will be determined by the Director of Boston Bikes.



All bicycle parking racks, signs, and secure bicycle parking areas installed per these requirements shall conform to BTD standards.

REQUIREMENTS



Sheltered, Indoor & Secure

Weather protected bicycle parking and shower facilities are appealing to cyclists, and is twice as likely to be used as unprotected parking options. Public bicycles are a mobility service, that remove the difficulties of daily cycling use including home parking, theft and maintenance of a private bicycle.

The following are *minimum* requirements according to building type. Exceeding these minimum requirements is encouraged but not required.

One to Three-Unit Residential Buildings:

- One Secure/Covered bicycle parking space per unit located in an easily accessed basement storage area or adjacent / attached garage or shed.
- Shower / changing facilities as included in each residential unit.

Multi-Unit Residential (4 or more units) Buildings:

- One Secure/Covered bicycle parking space per unit located in an easily accessed dedicated storage area.
- One Outdoor/Covered or Outdoor/Open parking space per five units with a minimum of 2 Outdoor/Covered or Outdoor/Open spaces per building.
- Shower / changing facilities as included in each residential unit.
- Provide at least one bike share station (standard size) for any residential building with 100 or more units. Bike share station requirements *may* be waived if another station is within 200 yards.



Bike-share Programs



Office, Commercial & Industrial Buildings:

- One Secure/Covered parking space per worker for 10% of the planned part- and full-time worker occupancy (or 0.3 parking spaces per 1,000 square feet of development), but no fewer than 4 Secure/Covered parking spaces per building.
- One Outdoor/Covered or Outdoor/Open parking space for patrons and visitors for 2.5% of estimated daily building users but no fewer than 4 Outdoor/Covered or Outdoor/Open spaces per building.
- Provide at least one shower / changing facility for any building with 100 or more planned part- and full-time workers (or over 40,000 square feet of development) and one additional shower / changing facility per every 200 planned workers (or 80,000 square feet of development), thereafter. Shower / changing facility requirements may be met by providing the equivalent of free access to on-site health club shower facilities where health club can be accessed without going outside.
- Provide at least one bike share station (standard size) for any development with 100 or more planned worker occupancy (or 50,000 square feet of development). Bike share station requirements may be waived if another station is within 200 yards.

Retail Buildings:

- One Secure/Covered bike parking space per worker for 10% of the planned part- and full-time worker occupancy (or 0.3 spaces for 1,000 square feet of development) but no fewer than 2 Secure/Covered parking spaces per building.
- One Outdoor/Covered or Outdoor/Open parking space for patrons and visitors per 5,000 square feet, but no less than 2 Outdoor/Covered or Outdoor/Open spaces per building.
- Provide at least one shower / changing facility for any development with 100 or more planned part- and full-time workers (or over 40,000 square feet of development) and one additional shower / changing facility per every 200 planned workers (or 80,000 square feet of development), thereafter. Shower / changing facility requirements may be met by providing the equivalent of free access to on-site health club shower facilities where health club can be accessed without going outside of buildings.
- Provide at least one bike share station (standard size) for any development over 50,000 square feet. Bike share station requirements may be waived if another station is within 200 yards.

Institutional Building & Campus Dormitory Buildings:

- One Secure/Covered parking space per student and staff for 15% of the planned part- and full-time campus

wide occupancy (or 0.5 parking spaces per 1,000 square feet of development), but no fewer than 4 Secure/Covered parking spaces per building.

- One Outdoor/Covered or Outdoor/Open parking space for patrons and visitors for 5.0% of estimated daily building users but no fewer than 4 Outdoor/Covered or Outdoor/Open spaces per building.
- Provide at least one shower / changing facility for any campus building with 100 or more planned part- and full-time students and staff (or over 40,000 square feet of development) and one additional shower / changing facility per every 200 planned students and staff (or 80,000 square feet of development), thereafter. Shower / changing facility requirements may be met by providing the equivalent of free access to on-site health club or gym shower facilities where health club or gym can be accessed without going outside.
- Provide at least one bike share station (standard size) campus-wide or one share station per 50,000 square feet of development.
- One Secure/Covered parking space per every two beds in a Dormitory building where such parking spaces



One space:
15% of planned
institutional
population

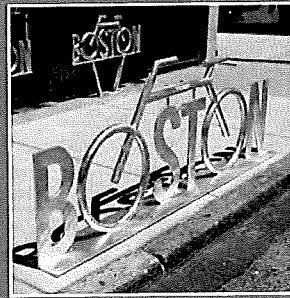
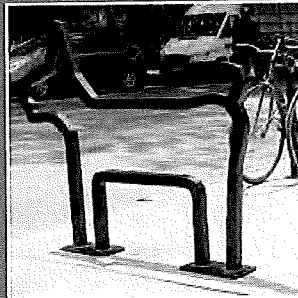
may not be counted in the campus wide total.

Mixed- Use Buildings:

- Provide facilities proportional to the mix of uses using the above requirements.
- Shared facilities may be provided for non-residential uses mixed within a single building or for non-residential uses within a single development that is under 50,000 square feet.

Specific requirements for unique uses such as senior or assisted living facilities, movie theaters, sports arena or conference venues will be determined on a case-by-case basis. Special provisions such as bicycle valet parking for single events such as concerts may be required.

Artistic, on-street & innovative design



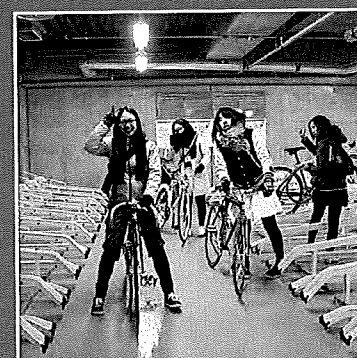
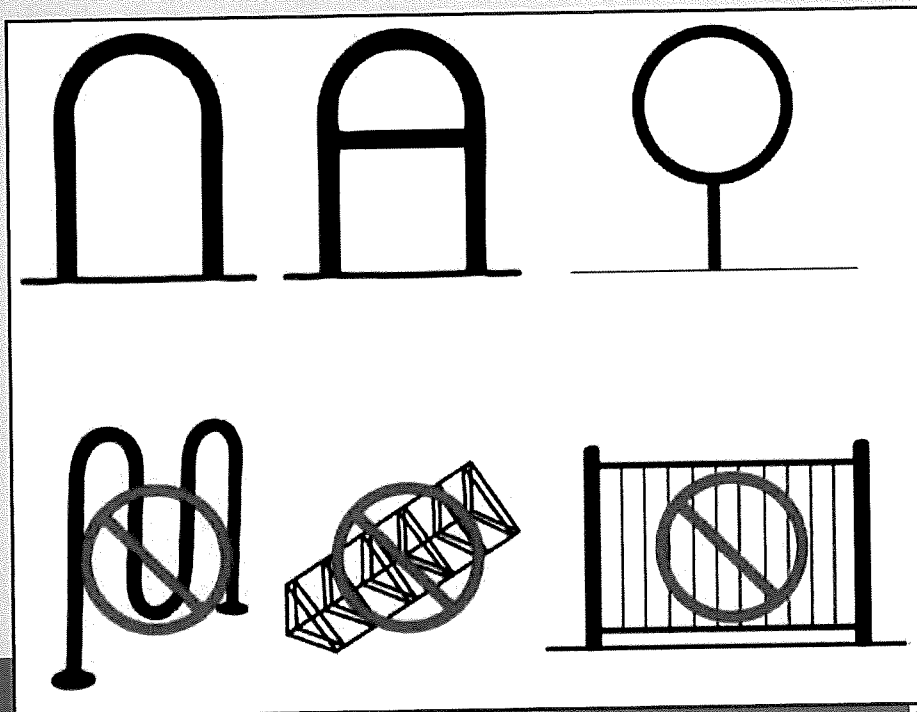
BIKE PARKING DESIGN

1. Acceptable bike rack designs must have a two point support system for easy access and locking of frame and wheels. The designs must present no sharp edges to pedestrians.
2. Developers are encouraged, but not required to use either a black-powder coated hitch style rack, or an artistic style rack to match City of Boston preferred designs.
3. All racks and other fixtures must be securely affixed to the ground or a building.
4. Areas used for bicycle parking should be secure, well-maintained, well-lighted and easily accessible to bicycle riders.

5. No bicycle parking areas should impede sidewalk or pedestrian traffic.

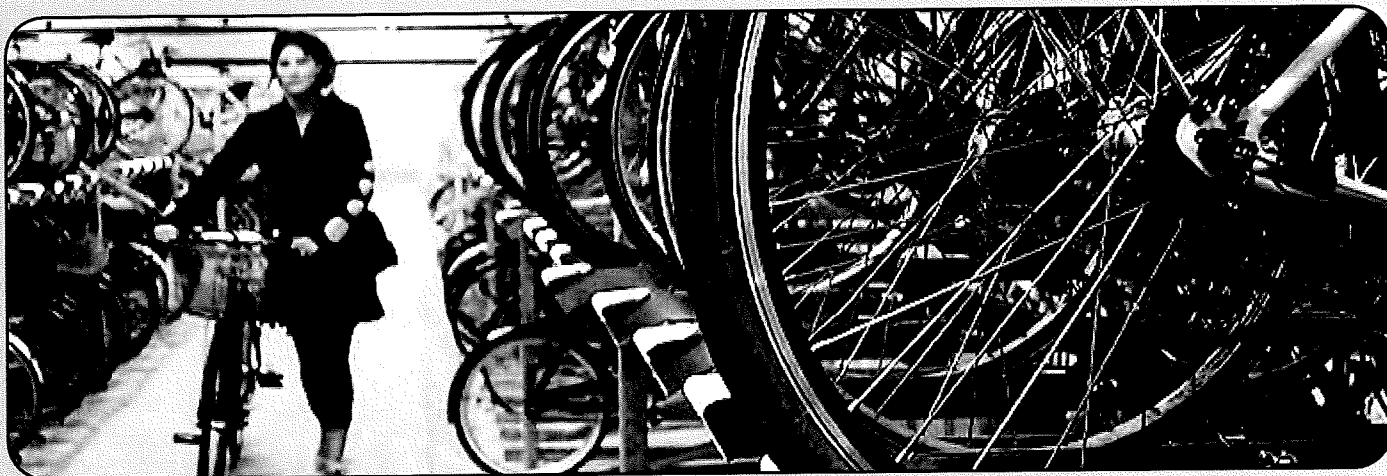
Designs that do not provide two-point supports for bicycles create unfit sidewalk conditions. Bicycles can fall over easily and become damaged, or hang out into the pedestrian right-of-way. Older tire racks are not functional and do not provide full support. Single post designs with sharp edges can also be hazardous to pedestrians with visual disabilities. Racks with one point of contact, like hitch racks need to be in-ground mounted.

Examples of recommended racks include: hitch rack, upside down U rack and multiple bike racks, pictured below.



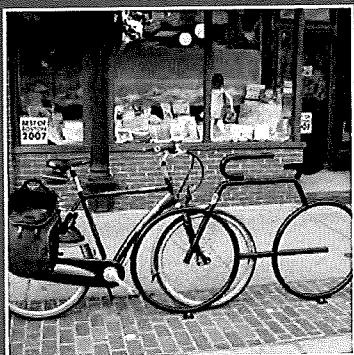
Accessible, Indoor & Secure

Accessible bike parking encourages daily use with well-maintained and well-lit easy access for riders. Converting on-street car parking to creative bike parking can accommodate up to eight bicycles, and encourage people to use their bikes for shopping and running errands-not just commuting.

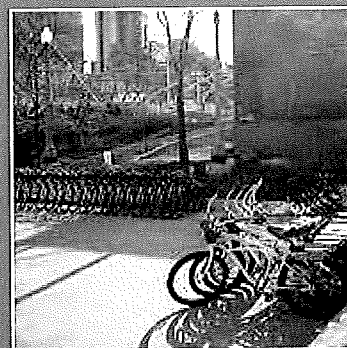


BIKE PARKING LOCATION, SIGNAGE AND SPECIFICATIONS

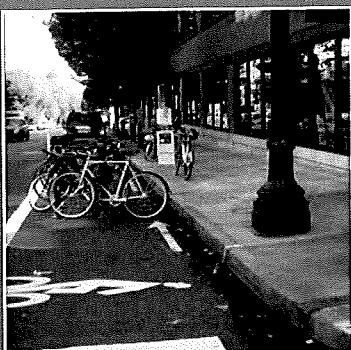
Retail establishments shall have Outdoor/Covered or Outdoor/Open facilities within 50 feet of the primary entrance(s). Racks must be 4-5ft away from hydrants & other street furniture



No bicycle parking shall be located farther from the entrance of a building than the closest automobile parking space (to include accessible parking spaces).



Prominently placed signs should be within 50ft of parking & immediately visible. Signs must direct users to all secure/covered or outdoor/covered facilities that are not immediately visible from the street.



All bicycle parking shall be separated by a physical barrier/parallel to curb or sufficient distance from car parking and vehicular traffic to protect parked bicycles from damage.





Covered/Secure



Outdoor/Secure



Outdoor/On-street



Covered/Secure



Secure/Valet



Outdoor/On-street

DEFINITIONS

- **Secure/Covered facilities** are defined as bicycle parking areas that protect the entire bicycle, its components and accessories against theft and against inclement weather, including wind-driven rain. Examples include but are not limited to: indoor bike room, indoor storage area, bike lockers, indoor or outdoor bike valet parking with weather protective cover and siding, areas with security camera linked to live viewers, and/or key access-covered cages with weather-protective siding.
- **Outdoor/Covered facilities** are defined as bicycle parking areas that provide some protection against inclement weather and may have added theft security. Covers include but are not limited to a building projection, an awning or tented roof. Siding is not required. Racks associated with covers will allow

the user to lock the bicycle frame and one wheel while the bicycle is supported in a stable position.

SPECIFIC REQUIREMENTS FOR UNIQUE USES MAY BE REQUIRED

- **Outdoor/Open facilities** are defined as bicycle parking areas that permit the locking of the bicycle frame and one wheel to a bicycle rack and which supports the bicycle in a stable position without damage to wheels, frame or components. Cover and/or security enhancements are not provided.
- **Bicycle parking spaces** refers to the number of bicycles that can be accommodated by the bicycle racks or facility, as defined by the users manual for the rack or facility referenced. For the remainder of this document, guidelines refer to spaces, or number of bicycles for which the facility is designed to accommodate.



CITY OF BOSTON

1 City Hall Plaza, Rm 932
Boston, MA 02111
617.918.4456





Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

Chris Fleming, Senior Project Director,
The Winn Companies
6 Faneuil Hall Marketplace
Boston, MA 02109

Re: 125 Sumner St., East Boston - Clippership Apartments
Boston Zoning Code Article 37, Green Buildings

Dear Chris,

The Boston Interagency Green Building Committee (IGBC) has reviewed the EPNF, submitted on February 1, 2017, and the Energy Model provided on March 22, 2017 for compliance with Boston Zoning Article 37, Green Buildings. The EPNF, which includes a Sustainability Narrative, LEED BD & C: Homes and Multifamily Lowrise v4 Checklist, and a Climate Change Resiliency and Preparedness Checklist, indicates intent to achieve LEED Gold Certification with 71.5 points.

The IGBC accepts the rating system selection and encourages the Project Team to continue to pursue additional credits and to achieve LEED Platinum.

The proposed project employs a range of energy efficiency strategies and systems and, as indicated in the energy model, will achieve an exemplary HERS score of 52. The IGBC greatly appreciates the effort and encourages your team to incorporate onsite solar PV and to continue the exploration of additional energy efficient strategies.

The Climate Change Resiliency and Preparedness Checklist indicates that the site may be vulnerable to coastal flooding and that planned resilience strategies will reduce the potential for related risks and adverse impacts. During the design development phase, the project team should:

- 1) investigate additional strategies to further reduce the risks of flood damage including increasing the building flood-proof elevation and maximizing the height of the private way between the two buildings, and
- 2) incorporating future adaptation strategies in the initial construction of the building including accommodations for temporary flood barricade(s).

Please note that prior to issuance of a building permit the Inspectional Services Department requires all projects to demonstrate compliance with Article 37 and have obtained approval from the IGBC. In order to demonstrate compliance, the IGBC requires that you submit a Design

Article 37 Interagency Green Building Committee

Green Building Report, an updated Climate Change Checklist, and a Design Affidavit. The Design Green Building Report shall describe in detail how the LEED prerequisites and selected credits will be achieved and include the corresponding LEED Checklist.

Please refer to the Boston Planning and Development Agency's [Article 37 Green Building and Climate Resiliency Guidelines](#) for information on submission requirements and review procedures.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Dalzell', written over a faint horizontal line.

John Dalzell, AIA, LEED Fellow

Cc:

Christina McPike, Winn Companies

Darien Crimmin, Winn Companies

IGBC