



# GLOBAL PROPERTY DEVELOPERS CORPORATION

4-7-2014

Boston Redevelopment Authority

One City Hall Square

Boston MA, 02201

Attn. Raul Duverge, Project Assistant

[raul.duverge@boston.gov](mailto:raul.duverge@boston.gov)

(617)918-4492

RE: Supplemental Information Package for The Seville on Boston Harbor, LLC East Boston MA 02128

Dear Raul;

Global Property Developers Corporation (Global), is pleased to present the following deliverable summarizing all supplemental information requested during the scoping portion of the Rule 80 process. The submission is a place to find comment letters from the public, issues raised at the scoping sessions by city agencies, comments introduced at public meetings and from representatives of the people including the BRA's appointed IAG, City Councilor's office and Mayor's office of neighborhood services. Reintroduction of the project with no significant changes has also been chronicled. The comments are also included here.

Within this format, Global has bundled in PDF format a summary of the project, its descriptions, the summary of received comments and responses, a description of project updates, and drawings that present the program of the project as it was submitted.

We appreciate the efforts put forth from the public, your office and those of the many city agencies.

Thank you for your time and consideration.

Regards,

Carl Pearson

Vice President

# **PNF Supplemental Information with response to comments**

## **1.1 Executive Summary**

The Project Notification Form was submitted on February 15, 2008 in accordance with Article 80 of the Boston Zoning Code. The Proponent - The Seville on Boston Harbor, LLC prepares this deliverable considered as the request for supplemental information document. It provides responses to comments received and answers questions from the public and city agencies.

The format for this deliverable, per our communication with the BRA and city agencies/departments, will include a summary that presents the project's program, its subtle modifications from original PNF submission, it will present the ongoing and past public process' to date, it's body will restate the project team, its team members, outlines the impact and mitigation issues of the project and present the public benefits and community contributions.

The document will also present comments received to date as submitted to the project including those from the public, agencies and more recently the BRA staff, IGBC and any city agencies. Per the follow up documents from our most recent meeting at the BRA, we will also include a copy of the updated LEED midrise checklist and Climate Change Preparedness documents which are new compared to our original submission back in 2007-2008.

The Supplemental Information deliverable will also include the most up to date floor plans of the project and they will include the scoping requested minor floor plan updates discussed recently. Our team acknowledges that we have worked hard to involve the local community and will present our most recent correspondences from the Eagle Hill Community Association and East Boston Chamber of Commerce.

Our team appreciates the inputs from all agencies and presents this final PNF submission for your review and technical recommendation.

## 1.2 PROJECT TEAM

PROJECT NAME: **THE SEVILLE ON BOSTON HARBOR, LLC**

### OWNERS:

THE SEVILLE MANAGEMENT, LLC  
AND  
THE SEVILLE FAMILY, LLC

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RICHARD O'DWYER, AIA PRINCIPAL

### ENGINEERING TEAM MEMBERS AND CONSULTANTS

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BRA PROJECT MANAGERS

ORIGINAL PROCESS 2007-2008 TAI LIM  
COMPLETION RULE 80 RAUL DUVERGE

MAYOR'S OFFICE  
OF NEIGHBORHOOD  
SERVICES COMPLETION OF RULE 80 CORINNE PETRAGLIA

### 1.3 SUMMARY OF THE PROJECT

The Project proposes the development of a new building know as The Seville on Boston Harbor. It will be a redevelopment of the footprint of the existing old Seville Theater and a two story infill building that span between Border and Meridian Street in East Boston MA off central sq and across from Liberty Plaza.

The existing buildings will be removed saving partial foundations and the redevelopment will create a new six story mixed-use residential and retail/commercial center on its foot print. The project is brought forward in condominium format.

The building program includes 66 residential units of 2BR and 1BR housing and is inclusive of a 13% allocation (with designation of 8 condo units) as deed restricted affordable housing. The building includes approximately 13K sf of street level commercial/retail space and will include parking for ~44 vehicles and 68 controlled and secure storage places for bikes and a common roof deck for owners.

| Table 1-1: Approximate Dimensions |                         |
|-----------------------------------|-------------------------|
| Lot Area (square feet):           | 17,481 ± SF             |
| Number of Housing Units           |                         |
| Studio:                           | 0 units                 |
| One Bedroom:                      | 29 units                |
| Two-Bedroom:                      | <u>37 units</u>         |
| Total:                            | 66 units                |
| Total Gross Floor Area            |                         |
| Parking Levels:                   | 15,000 ± SF             |
| Retail Space:                     | 14,000 ± SF             |
| Residential Housing:              | <u>72,000 ± SF</u>      |
| Total:                            | 101,000 ± SF            |
| Building Height:                  | 69'- 6" Feet/ 6 stories |
| Parking Spaces:                   | 44                      |
| Floor Area Ratio:                 | 5.78                    |

## 1.4 SUMMARY OF THE PROJECT – PROCESS

### PUBLIC PROCESS TO DATE – SUMMARY

Outreach to local representatives and mayor's office to introduce the project concept  
Introduction letter sent to the BRA in August of 2007 – BRA Scoping process begins in November 2007.

Several meetings in house deal with issues of permitting, design, program, BCD review.  
BRA assigns an independent group of local residents and business representatives to serve as the local advocate for the neighborhood to comment to.

Mayor's Office of Neighborhood Services provides input and suggestions for public process and members to serve on Independent Advocate Group (IAG)

BRA assigns Greg Iaeza (resident on Meridian Street) as chair of 5 person group  
Proponent begins public process and reaches out to two local business groups; Main Streets and Chamber of Commerce as well as direct abutters to site.

Informal open coffee house at Olivera's on Chelsea Street held for leafleted neighborhood residents within 200 foot of building - presentation is made on project to interested neighbors – attendance ~50

2 BRA assigned proponent two Public meeting(s) that were sponsored and advertised by proponent in Boston Herald held at the UMANA/BARNES Middle School in East Boston at the Community Room over a 6 month October to March time span.

Boston Civic Design accepts design submissions – March 2008

Economic market crash – May – July of 2008

Reintroduction of project to local representatives and mayor's office in August 2013

BRA process of reintroduction Oct – March 2014

Reintroduction of project to Eagle Hill Neighborhood Association – Jan and Feb 2014

Outreach to abutting neighbors and East Boston Chamber of Commerce – March 2014

## 1.5 SUMMARY OF THE PROJECT & UPDATES

The Development Team responds to the received letter of request for additional materials from Tai Lim, Senior Project Manager from the Boston Redevelopment Authority and now Raul Duverge. The attached BRA letter requests that additional materials be submitted to the BRA for review after which, the project will be considered for a scoping determination. The letter presents a summary of received comments by the BRA from the internal City agencies, comments at public meetings from attendees and any other written comments presented through letters from the general public.

The BRA letter asks the proponent to respond to each of the comments from agencies and the public. This section of the supplemental information provides them below.

The proponent our follows the BRA letter in order to present the responses in the sequence received. Effectively, the reader will follow the letter from the BRA and then see the response by the proponent. It creates a format and ability to understand the original reference. All letters are provided a title and referent with the response comments also provided number.

As a mixed-use redevelopment near the waterfront, the commercial and residential mid-rise Project will continue the ongoing modernization of East Boston's new waterfront. Positioned on a main street and adjacent to East Boston's commercial hub, the addition of residential development will better the village by adding a 24-hour presence. The new retail/commercial spaces will encourage the community to modernize and upgrade their street fronts. The upscale modern residential component should immediately increase property values and help promote/sustain the area's economic viability.

The Proponent has filed a letter of intent with Boston Redevelopment Authority notifying them that the Project Notification Form was to be filed February 15, 2008. The Proponent has started the Large Project review process under Article 80 with the filing of the Letter of Intent. The Proponent has also spoken to city agencies, politicians, the Mayor's Office, and neighborhood groups per the direction of the BRA and Mayor's Office of Neighborhood Affairs. The Proponent has also held two well-attended open public forums where the majority of attendees spoke in favor of the project and wished it to proceed.

## 1.6 Impacts and Mitigation

### Summary of Project Impacts

#### 1.3.1 Urban Design Impacts

The Development Team has given careful consideration to the design of this new mixed-use building. The massing of the proposed building is similar to the masonry building it replaces. The form and multiple new facades together with a palette of fenestration new materials will endow this site with a much-needed transformation. The residential units are lodged on three levels above the main street and then stepped back on the upper floors to maintain the scale of the local neighborhood. Many of the units will have decorative balconies or terraces with views of the Inner Harbor or Airport. Affordability will be included in the program of the project with an overall 13% of the units being deed restricted and affordable and available to households that meet the BRA's affordable housing income limits. The Seville at Boston Harbor is graphically illustrated by ICON architecture with plans, perspectives and photographs (Sheets A-100 to A-301 – 14 total) that are included at the end of Section 3.

The site is located in the Community Commercial District that overlooks Boston Harbor to the west and at higher elevations to the east, with Logan's airport traffic patterns to the east. The residential units take advantage of these exceptional viewpoints. The location of the building, with entries provided on both Meridian and Border Street, allows direct access to north and south bound routes. The new design updates older commercial settings with needed attractive street front at Central Square.

The proposed mixed-use building will be an investment in an eco-centric area of the city that will benefit greatly from retail and residential stimulation. The concept meets the intent of local zoning and will balance a cadre of site elements needed to provide economic stimulus in the area.

The existing building's massive masonry presence and façades will be replaced with a structure of new textures incorporating a modern architectural vocabulary with a blending of traditional materials. This retail/commercial and residential function will create urban energy in a formerly underutilized site overlooking the Harbor and Central Square. Its impact on the neighborhood should increase area prosperity and property values and be a stepping stone to the renaissance of the waterfront so long stalled.

The building's name and orientation will resonate as its central theme, The Seville on Boston Harbor. The design of the new structure will utilize repeating elements of the existing area and integrate a new masonry character with an architecturally pleasing modernist styling.

The schematic elevations submitted and accepted by Boston Civic Design reflect a commitment to the future end users. We have integrated neighborhood comments on maintaining elements and history by saving embossed theater seating and utilizing photos in the lobby of the building to retell its' history.

Modern elements include maximized views of the harbor, concern for the environment, with the use of LEED concepts, employing building security, lighting and adding tempered and secured parking elements.

The Project plan intends to build roughly 73,000sf of residential space and 13,000-14,000sf of commercial- retail/flex space on the site. The Project is planned to incorporate ~44 parking spaces serving residential owners. Residential owners should enjoy harbor or airport views from decks, either common or for their exclusive use.

### **1.3.2 Transportation Impacts**

Section 5.0 of the PNF provides a transportation study completed by Howard/ Stein-Hudson Associates Inc. (HSH). The study was performed to meet the BTDC Transportation Access Plan Guidelines (2001).

Transportation issues remain the most discussed issues of any new project. Due to the densities of traffic in the Central Square area the current Project has no significant impact on the area. It is never quite that simple.

The study outlines actual traffic counts at the building as well as proposed new vehicle trips during peak times. The transportation plan proposed addresses the integration of the revitalized site with its road systems. Improvements, mitigation and justification with existing road systems are presented for review.

Impacts have been discussed with the general public and BTDC as part of the transportation impact review. With 22 parking spaces planned for each plate to minimize road impacts peak traffic is only expected to have a handful of additional drive time trips. A parking ratio of 0.7 vehicles per residential market rate unit will service the project to balance the LEED process which proposes zero added spots with the marketing and neighborhood inputs of 1.5 spots. This proposal is consistent with the city's master plan recommendations and meets the intent of LEED to reduce urban footprint and carbon emissions.

The Proponent will re-explore proactive transportation demand management measures (TDM). The Applicant has added 68 bicycle storage units within its building to encourage usage per the comments made in our recent meeting with city agencies. Our project will consider the use of zip car placement next to the site, and other amenities to encourage and support resident use of mass transit, walking and bicycling in an effort to minimize the Project's carbon footprint.

### **1.3.3 Wind**

The proposed Project is similar in mass and therefore does not significantly modify existing wind patterns established in the 1910s. The redevelopment of the site is projected to mass in a similar but lesser fashion along the north, south and west facing elevations. Building height will not exceed 70 feet from average grade, classifying the structure as a mid-rise. The current building's heights range from 50 to 88 feet from the streets, with the main portion of the largest building's flat roof at 80 feet off a street elevation of 19.

There are no hi-rise buildings in the Project's vicinity. Since the Project and its surroundings do not historically create any wind velocities that are dangerous or exceed acceptable levels, the overall wind environment is not expected to have impact to the neighborhood or change as a result of the Project.

### **1.3.4 Shadow**

The Project shadow profile will remain similar to the historic structures. Shadow lines cast in the afternoon are currently the only ones that effect residential units in mixed-use buildings along Meridian Street. The commercial area is abutted on all sides by two-story street level retail, institutional and some second story retail with village/urban residential at the second through fourth stories of several abutting structures along Meridian. There are no residential abutters along Border Street. The study indicates minimal impact due to the similar nature of the structures in mass.

### **1.3.5 Daylight**

No adverse impact from daylight on streets or pedestrian ways is noted, or has been noted from the existing structure into public record. Therefore the proposed building mass and size provides no noted daylight obstruction. The existing structure creates the context for the area. No significant massing change for the proposed building indicates there will be no variation in potential daylight obstructions keeping the Project consistent in its relationship with the commercial mixed-use neighborhood setting,

### **1.3.6 Solar Glare**

No solar glare impacts will result from the Project because traditional building materials are to be considered.

### **1.3.7 Air Quality Impacts**

The proposed Project will not require preparation of a micro scale (carbon monoxide) air quality analysis, because there is no intersection abutting the site. Transportation study information will indicate nearby traffic grids are near impact status and the level of service impacts cannot deteriorate to a 10% impact in traffic. The Project is on two bus routes that stop at Central Square, which is one block away from the site.

Construction air quality impacts will be addressed in the Construction Management Plan.

### **1.3.8 Noise Impacts**

The Project will comply with Mass DEP noise policy and City of Boston noise regulations. The site sits on a 24/7 eco-center one block from Central Square. The noise routinely received includes busses along Meridian, vehicle traffic at Central Square and foot traffic. Logan does not contribute as the flight path patterns are outside this section of East Boston. The Project's traffic and functional uses will require zero known mitigation to meet City of Boston and Mass DEP noise regulations. The Project design will not have any adverse impact on existing sound levels of the surrounding environment. Construction impacts will be addressed in the Construction Management Plan.

### **1.3.9 Wetlands/Flood Hazard Zones Impacts**

The existing Project Site is not part of any wetland resource area regulated by the Mass Wetlands Protection Act. No portion of the Project lies within the new proposed 2013 FEMA flood zones.

The Project will not require conservation review. It exists on an urban block with no existing flood plain issues and is outside the jurisdiction of the Wetlands Protection Act.

### **1.3.10 Storm Water Management/Water Quality Impacts**

The Project will include a Storm Water Management program designed to meet compliance with Boston Water and Sewer Commission (BWSC) requirements. As a mature urban site in East Boston, the drainage of storm water falls outside the article 32 recharge zones.

The Construction Management Plan will include detailed operational procedures to assure construction controls, proper recharge, and no adverse impact to local water quality. Erosion and sediment control measures during construction will eliminate the transport of site soils uncontrolled off site. Controls to local catch basins will be inspected and maintained throughout construction until all disturbed areas have been stabilized.

Future building mitigation plans include the use of recharge catch basins with sumps, and a parking level oil/water/grease trap, with use of an operations and maintenance plan. Signage will be placed at garage areas once built and where construction work is done bearing the phrase, "Don't dispose oil – it will drain to Boston Harbor."

Improvement to the environment is anticipated as the building under this new design will re-establish a recharge of water from roofs. The design is also to minimize the use of the combination system that currently serves the building due to its age.

### **1.3.11 Solid and Hazardous Materials Impact**

The Proponent will accommodate recycling measures meeting or exceeding the city's recycling guidelines. Construction contracts will include specific requirements for contractor compliance with recycling.

The Project Site is not in violation of the Mass Contingency Plan (MCP) and is not listed on the List to Be Investigated, LTBI, nor is it a known RCRA polluter or superfund listed site. Due to the age of the structure, asbestos and PCB light ballasts exist and will be removed prior to any demolition to remain in compliance with the EPA NESHAPS, The Clean Air Act as well as EPA - The Toxic Substance Control Act, (TSCA).

### **1.3.12 Geotechnical & Groundwater Impacts**

Based on the knowledge of the subsurface soil conditions it is known that the existing structure is a traditional foundation supported on, what appears to be, spread footings. The footings are supported by continuous bearing. Borings indicate compact to dense sand and silt, some gravel with cobbles and boulders under the glacial outwash. New building support needs will substantially mirror those of the existing building and portions of the foundation are tentatively planned to remain.

The groundwater sheds from Meridian Street toward the harbor at levels that are not currently proposed to be disturbed. Discharge to BSW of site storm water should not be required, however if site treatment become needed a dewatering permit will be applied for prior to "discharging to the system." No blasting is anticipated for the Project.

### **1.3.13 Construction Analysis**

The Seville on Boston Harbor will be built and staged over a projected twelve to fourteen (12-14) months. The Construction Management Plan (CMP) will be the center of construction control policy. The CMP is created to safeguard the process through strict adherence to schedule and gaining contractor synergies. As a site with a common party wall, and by being within an urban setting, only methodologies that ensure public safety across the site will be accepted. Demolition contractors with an ability to show a history of safety on urban settings will be given consideration in early contractor selection.

The CMP will be submitted to BTD for review and acknowledgement prior to construction commencement. The CMP will address the following:

1. Safety Policy
2. Schedule

3. Construction worker commuting
4. Construction worker parking
5. Delivery routes for trucks and idling
6. Acceptable delivery schedule times
7. Site dust control—maintenance
8. Staging of materials
9. Impact analysis to abutters with mitigation
10. Control policies for noise, air quality, and storm water (if necessary)

### **1.3.14 Historic Resources**

The Project does not contain historic structures that are listed on the National or State Register of Historic Places, or in the MA Historic Commission's (MHC) Inventory of Historic and Archeological Assets of the Commonwealth.

The abutting, City of Boston property, known as the East Boston Public Library is known as the oldest branch library in the city, per conversations with local abutters. The city and neighborhood civic groups are discussing library options for the future.

The Proponent has conferred with the Boston Landmarks Commission regarding the need for filing a Request for Determination of Applicability under Article 85 Demolition Delay of the Boston Zoning Code prior to building demolition. The process is complete and a letter of completion has been received acknowledging the completion of the process with no delays required.

### **1.3.15 Infrastructure Systems**

Infrastructure systems review of this PNF supplemental information regarding water, sewer, gas, electric and other utilities outlines a reuse of several systems. Preliminary contact and subsequent research have been initiated with the agencies responsible for the area's utility systems including BWSC to preview the availability of utilities to serve the Project.

The Proponent will submit a site plan and application to BWSC for review and approval. In addition, a site preparation plan will be submitted specifying best management measures for protecting the BWSC drainage system during construction. All engineering work for utility connection, including BWSC will continue as design finalization moves forward with Howard Stein Hudson the civil engineer.

### **Probable Project Neighbor Impact and Mitigation Measures**

The Seville buildings are abutted on two sides by Meridian and Border Streets. Along the Seville's north elevation the property abuts an open space stair and the City of Boston's East Boston Public Library. The buildings are separated by open space of approximately 40 feet, building to building. No adverse impact is expected on it or utilities to it.

On the direct north, another abutter exists. The mixed-use house is addressed at 272-274 Meridian Street and owned by Mr. Bruce Yochum. Approximately 62 feet 44 inches east from the Border Street property corner, running on a North-South line, to a common party wall which exists as a property line. The wall is by record the original wall of the Seville.

The project recognizes the challenges with new construction. The project intends to minimize the impact with the abutter during the new construction, as possible. Project plans have included a design to leave the existing wall in place and build behind the wall and insulate to today's standard the structure. The process will protect the wall throughout the process of demo and construction and measures will be taken to assure no structural disturbance of the existing wall. Visual impacts and fenestration applications to the abutting walls may be required. Decorative fenestrations to complete the new systems at high elevations are anticipated.

On the south elevation, the Seville buildings have two abutters. The Border side is a two story commercial structure with retail Tello's clothing and its rear there is an alley coming from Central Square. The commercial building is owned by H. T. Realty Trust.

Off Meridian Street is a mixed-use 3-story wood structure. The Taco maker building ownership is by Luis Vasco. He purchased the 3 story wooden structure, which stands independent of the Seville. No adverse impacts are expected on either structure or the utilities that run to them.

### 1.7 Public benefits and Community Contributions

The Seville on Boston Harbor, LLC provides multiple benefits to the East Boston community. The site and design occupy a prominent and visible position in the community. It abuts Liberty Plaza and will provide opportunity for additional retail convenience to the neighborhood by improving shopping selection. The BCD and East Boston Main Streets business community lauded the need in their reviews for modern and updated retail opportunity for the community.

The proponent has requested the ability to light and landscape the stair area to its west in lieu of a contribution to a park improvement as the area is a public amenity that currently is under managed due to its real estate designation.

The BRA and office of City Councilor have recently requested the area of planting along Border Street at the Liberty plaza be improved. We have confirmed with its ownership on completion of construction landscape improvements will occur. Additionally, per the PNF commitment in 2007/2008 the project team negotiated the upgrade of facades at Liberty Plaza and the work was completed in winter 2012. The pylon sign has also been removed and a lighted marquis will be added for the plaza soon.

The City of Boston bicycle policy will be implemented providing residential and commercial bike storage with the new project. Additionally, the project will seek to add zip car/shared cars as a commitment to public transportation.

The privately funded project will include compliance with the City's affordable housing goals. The allocation of 13% of the stock produced will allow for the addition of 8 deed restricted condominiums. The units are condominiums and will be sold at median Boston area rate, in line with BRA and HUD policy.

1.8 Letters of comment and communications 2007-2008 (see attached 1.8B)  
Comments from meetings with city agencies 2014

BRA – Meridian Street storefront space near the garage entry should be increased at the street front where the street storefront glass systems are to be able to house a small retail space. Complied – see plans 300+sf added Meridian plate

Add new roof plan identifying roof deck open space – see plans

Add new BTB Bicycle Guideline compliance to plans – see plans

Follow up on overlay of the East Boston Main Streets District – Carlos Montanez from BRA confirms the site is within the district. See Memo 03-18-14

Add updated site plan – see plans

Comments from Affordable Housing coalition - Units are to be condominium so they are not subject to percent of units being made Handicap FHA ready. ICON verifies market condo's not subject to needs of rental FHA

Verify FEMA flood plan new lines done not within incursion zones

IGBC present summary of climate change planning and update LEED design checklist including article 37 considerations. (see attached)

1.8A LEED Checklist and Climate Change Preparedness Documents (see attached)

1.8 B Previous Letters of comment and communications 2007-2008L

The following section presents a response to all written and presented requests for information and follow up received by the BRA, IAG, and the proponent. The format identifies the letter or comment, and then follows the format of the writer/presenter. We have attached all the letters herein to cross reference. In addition to the documents from 2007 and 2008, the proponent also includes those recent received issues of agencies and includes responses for the BTB Bicycle Guideline compliance on the Drawings. The LEED checklist is included for follow up and a summary of the climate change preparedness and resiliency checklist for new construction responses.

## **1.2 Boston Fire Department**

### **Letter dated 2-22-08**

- Item 1.       Emergency vehicle service to the building will be provided. Elevator and Annunciated panels for the mixed-use applications will be located per the Department's requests in lobbies for speed and access efficiencies. Lobby and garage access will be presented as will code access.**
- Item 2.       Hydrant locations are reviewed and placed on existing conditions plans for review by the department. The team will verify with BFD during design their recognition and review of existing site conditions.**
- Item 3.       Siamese connections are currently located on the building and will be designed onto the new building. The BFD will be consulted during design where they would prefer to have them located.**
- Item 4.       No transformer vault is anticipated for the building. The current building and future building is currently feed from both streets with a series of boxes in both Meridian and Border. Our electrical engineer in consultation with Boston Edison (NSTAR) indicates that if a Transformer is needed it would be placed in a room built at the outside corner of the building off Meridian. Design discussions continue as we prepare this response.**
- Item 5.       BFD permit requirements will be reviewed with engineering and processed per regulations.**
- Item 6.       The structure is not an air-supported structure.**
- Item 7.       Consultation with the BFD will be held regarding Emergency Communications Rooftop equipment placement and access. The building is a mid-rise six story building and not a hi-rise.**

**1.3 Boston Water and Sewer Commission  
Letter dated 03-17-08**

- General**      **The BWSC advises that the site is served by a 20” combined Sewer and a 12” Northern low water main with are both in Meridian Street. Recent work in Border Street includes a new water main and significant work on sewer.**
- A request to participate with an infiltration and inflow program with like member agencies is made of the proponent. Similar to MWRA and MDEP programs the hope is to control extraneous flows such as I/I into the Wastewater system. The development team will work with BWSC and together develop a reduction plan that attempts to achieve the goals of the affiliated group’s community policies.**
- With the following items, the development team acknowledges the general comments made by the BWSC (1-14).**
- Item 1.**      **Prior to partial demolition, water, sewer, and storm drain connections will be identified for cut and cap in accordance with the Commission’s policies. The Termination Verification Approval form will be completed and submitted as part of the demo permit process with Inspectional Services for all non essential services.**
- Item 2.**      **The development team acknowledges that both BWSC and EPA/DEP will receive request for drainage discharge per their regulation. Our civil engineer Howard Stein Hudson is experienced in City of Boston and State/Federal dewatering and drainage discharge protocols.**
- Item 3.**      **No petroleum products are anticipated. However, we acknowledge that there is a RGP should we encounter them, we will comply with the statute. “ In the final sentence we believe there is a typo (Oxford Ping On) it has no meaning to us.”**
- Item 4.**      **The site plan will include all proposed connections from city lines and outline their paths, services and sizes into the building. Per the letter, water, sewer, storm will be shown and the development team confirms sanitary and storm water are separate.**

- Item 5.**        **The commission recommends submission of the general service application, and it be submitted to the commission at ~50% design and the development team will follow this recommendation.**
- With the 50% design submission, an update of the proposed estimates for usage will be included. Waster, sanitary sewer, and storm water preliminary calculations will be presented for review. The project does not anticipate any irrigation requests.**
- Item 6.**        **The proponent acknowledges that the site plan noted in item 4 will also include estimates for water demand, sanitary sewer flows, storm water runoff generation. Analysis of the impact to the Commission systems is a requirement that is technically insignificant however we will work within the confines of its intent as the project consists of only a single building.**
- Item 7.**        **Water conservation measures will be reviewed by the engineer and proposed to the proponent. The proponent is committed to finding ways to minimize water usage in both residential and commercial spaces. LEED water conservation concepts are incorporated into the design of the program. The project covers a city block and is without need for irrigation.**
- Item 8.**        **The proponent and it's MEP engineer will work closely with BWS on issues and placement of the MTU's.**
- Item 9.**        **Sewer and Drain differentiation will be clearly labeled on the site plan noted earlier in items 4 and 6. Roof and storm water runoff will be conveyed separately from sanitary waste at all times.**
- Item 10.**       **A storm water pollution prevention plan will identify specific best management measures for controlling erosion and preventing discharge of sediment, and contaminated construction drainage. The plan will include a site map that identifies proposed areas of storage and treatment of construction debris, and any needed treatments of run offs during construction. The CMS plan will also include post construction compliance discussion.**
- Item 11.**       **The proponent will follow the BWS requirements regarding discharge from oil traps to a sanitary sewer. All information will be provided by the civil engineer in the site plan mentioned in items 4, 6 and 9 previously.**

- Item 12.** No commercial kitchen is proposed at this time.
- Item 13.** The proponent will work with the commission regarding NPDES compliance and the preparation of a prevention pollution plan.
- Item 14.** The proponent does not intend to add any new catch basins, however we will consider the request should design change.

**1.4 Boston Transportation Department  
Letter Dated 3-28-08**

**Item 1. Parking Accommodations**

The project will accommodate expected increases in parking demand. As presented at our public meeting, commercially, the building has a lesser design of ~13,600 sf of active retail and institutional use. Parking is currently accommodated by on street and off street parking at Meridian and the Liberty Plaza.

Proposed retail sf size by definition will be less than current retail uses, and parking needs will therefore remain generally the same.

However, relief of retail traffic and parking will be realized along Meridian due to a shift in logistical placement. The shift in retail/institutional space is now less on Meridian, the new site shifts the storefront loading to the plaza side and traffic and parking will be reoriented to the plaza.

Only a small volume of retail is planned for Meridian and church and retail/institutional use will be minimized. Border will receive the majority of new storefront face 6500sf and therefore the parking. High volume church loads or retail parking should matriculate off Meridian to some extent and shift with the retail load more to the plaza. Retail loading while similar in volume will be improved as it is a better solution per our public meetings.

Residential parking accommodations have been discussed during several interactive meetings. The City has approved the Boston East program with a parking ratio of .7 spaces per Unit. With similar consideration, The Seville on Boston Harbor was to be afforded equal accommodation for market rate units. The formula discussed and accepted was inclusive of 66 total units less 8 affordable equal 58 units

with .7 per equaling a minimum of 41 parking spaces. All units and bike storage would be placed in secure settings.

The Seville has two bus routes that stop at or near its site and the buses provide connections to the MBTA's Maverick Station and the Blue Line. Per requests of the City and residents attending the public meeting, the proponent has negotiated a deal in principal (not executed), with Zip Car to also assist new residents to use public and shared transportation systems. Those agreements will be revisited with the finalization of the process.

The proponent understands the concerns expressed by BTM and residents regarding parking ingress and egress. Like most urban settings, the balance must be developed between pedestrian safety measures, and the creation of appropriate project managed parking that must egress across city sidewalks.

The proponent, BTM and its engineer are agreed and committed to installing audible and visual warning systems at both driveways while also meeting applicable AAB and ADA standards, per the discussions.

A further address of concerns regarding access onto Meridian Street will include a single way entry system designed to eliminate multiple in and out scenarios. Only one car will pass at a time and will be able to use the driveway.

The East Boston Action Plan is discussed as something the business community needs and hopes will be implemented soon. The same traffic engineering firm represents both the city and this proponent. We anticipate coordination of the work of both projects to add to the improvement of Central Square.

Regarding the comment of service to commercial entities on Boarder and Meridian, the discussion of existing conditions was had. Loading and unloading anticipates correctly that commercial and residential loading and unloading will occur on Border Street. Currently loading and offloading are done on both streets, now and are anticipated to continue. With the reduction of active retail space on Meridian, the situation there should improve whereas the Border situation will allow for a more planned approach utilizing the parking lot on occasions.

Transportation Demand Management will be applied by this proponent toward the project where situations can be improved through the use of public services. Alternative systems including the MBTA buses and Zip cars are to be available. Room for Bicycles will

also be made for those interested in storing and using like/direct transportation.

The proponent recognizes the TAPA plan scope was sent for our review. We recognize that a filing will need to be made w/receipt of the BRA and Zoning approvals.

### **1.5 City of Boston Environmental Memo of April 30, 2008**

- 1. Wind – no impact anticipated**
- 2. Shadow – the shadow study prepared by ICON Architects is satisfactory and its findings indicate acceptable conditions will not generate major impact on the neighborhood in any significant way.**
- 3. Solar Glare – solar glare impact will not be a factor due to use of restricted amounts of reflective materials. Should design change, mitigation is required.**
- 4. Air Quality – the request for air quality analysis in this instance is w/o contaminant basis. While BE could be interested in having some additional data, the proponent would submit data that only mirrors that already collected by the City for their upcoming work at Central Sq. Air quality samples could only simulates existing conditions – conditions already present are not representative of those in the future.**

**BTD engineering has studied Central Square significantly and understands peak traffic times are times where emissions from traffic are greatest. Projection of resultant conditions is not statistically prudent. The proponent has accurately submitted both sound and traffic study.**

- 5. Noise – The proponent has solicited and studied existing noise levels at the Proposed project site and in the vicinity to create future noise level models and compare them with Federal, State and Local regulation. The study is included for your review and comment.**
- 6. Storm Water Management – Multiple storm water filings will be required across the project. In accordance with Federal and State regulation, the proponent recognizes the civil engineer will be required to file such plans including analysis of the 2,10,25, and 100 year events. Construction storm water management planning will clearly indicate via site plan the plan to retain on site and where to discharge off site all storm water and minimize any contamination.**
- 7. LEED Certifiable – ICON Architecture has prepared and submitted as a supplement to the PNF its new LEED-multifamily checklist for review and**

**comment. Our project will meet the requirement for certifiable needed on Rule 80 filings. The proponent will not pursue Certification by LEED.**

**1.6 Boston Environmental Memo  
May 6, 2008**

**Review of the PNF also received a 3+ page letter prepared by Bryan Glascock director of Boston's Environmental Department, who did not the scoping sessions or attend the PNF review session at City Hall.**

**In order to respond to Mr Glascock's comments, the letter's format will follow its narrative presentation and we present our supplemental information.**

- 1. Page 1 paragraph three indicates the building will be two stories higher than the existing building – its height does not exceed the current highest point of the existing building and BCD has stepped the massing of the two upper stories.**
- 2. Page 2 paragraph one states the requested noise analysis has not been received. We have provided it and attach it again herein.**
- 3. Page 2 paragraph two, we have stated to the BRA and in all open public presentations that parking spaces will be provided to market rate residential customers of the Seville.**
- 4. Page 2 paragraph three, the proponent has negotiated the introduction of several zip cars for the site, we will renegotiate the issue as the project comes forward again and look to place them at Liberty Plaza.**
- 5. Page 2 paragraph five and six, the proponent will make space for bicycle storage and a changing area per LEED protocol as part of our site credits and per the Mayor's initiative.**
- 6. Page 2 paragraph six and bullet two, the zip car answer from #4 pertains**
- 7. Page 2 paragraph six and bullet three, the proponent is unclear of the point the director was making - commercial space will be properly equipped.**
- 8. Page 2 paragraph six and bullet four, the architect as certifying LEED criteria is different and the Accredited professional does not share that interpretation**
- 9. Page 2 paragraph eight, no new catch basins are anticipated at this time, if engineering requires one we will work with the BWSC**
- 10. Page 2 paragraph nine, the proponent is familiar with the Kone EcoSpace model and will look at the style elevator for environmental purposes**
- 11. Page 3 paragraph one, the proponent is not in agreement that air quality testing above that done by the city already is germane. The areas identified traffic wise are being addressed by the city and referred to in BTD's letter.**

**Page 3 paragraphs three through five, Boston Landmark Commission has been contacted and has approved demolition.**

## **1.7 Memorandum 3-24-08**

### **IAG Recommendations and Comments**

#### **1. Traffic Issues**

- A. Pre-existing Traffic will be bettered with the inclusion of traffic engineering issues proposed.**
- B. Response – BTB was not available for both open public meetings and they did come to one and agreed to work with the proponent to commit to address areas of congestion at Central Square**
- C. Retail Loading – the applicant falls outside the IAG recommendation for the area. Meridian is anticipated to have no loading with the exception of garbage collection and Border will continue to have the commercial off loading from the street to the storefronts or from the parking lot on a self restricted basis.**
- D. MBTA bus recommendations are a solution to evaluate, the proponent is amenable.**
- E. Umana Barnes Middle School bus's are outside this project's scope.**
- F. Dunkin Donuts issues are outside this project's scope.**
- G. New Traffic Issues**

**Traffic issues at Border and Meridian for the residential parking will be managed with the institution of audible and visual warning systems, similar to 10 PO Square downtown.**
- H. Meridian Street Entry – the proponent has heard the issues and will continue to address the issue with visual and audio engineering solutions utilized in other areas of the city and found reasonable particularly on the Meridian plate.**
- I. On-street Parking – in response to the issue, design has incorporated entry of residential areas on both Meridian and Border. The proponent agrees with the IAG assessment and does not project any parking load to occur on either street particularly with the empty parking areas at Liberty and at the Square in the evening. Comments from the public clearly expressed a hope to balance and minimize a daily load of parking and encourage less traffic trips being generated per day, all acknowledged no such issues exist in the evening.**
- J. Construction Traffic – The construction management plan will address the concerns that the neighborhood has regarding trucking of materials. The load outs times will be included in the plan and sequenced to minimize the congestion at the square.**
- K. Zip Car – The proponent had negotiated successfully with Zip Car and will reengage the process of adding additional shared cars to East Boston.**

**2. Lombardo Family Properties**

- A. Liberty Plaza was agreed to be given an upgrade in appearance at the last public meeting. Recommendations will be reviewed next year during planning. The work was completed in the fall of 2013.**
- B. Steel Structure at the entrance to Sumner Tunnel**  
The structure has been removed.

**Liberty Park?**

While the proponent understands the intent of the comments, they are inaccurate. The land referred to is owned by the City. The proponent has asked its council to reach out to the Library Board of Governors and request a working session. Due to ongoing issues with the board, no meeting has yet been convened.

Improvements and lighting can be arranged if the discussions occur during the design of the project.

**3. Green Space**

Sidewalk trees will be considered, we will work with BTB on the issue. Alternate heat reduction roof options will be also be considered. Items C and D are outside our control.

**4. LEED Gold Certification**

The proponent will meet the intent of LEED Certification but is not market enriched enough to pursue Gold Certification due to cost and a recovering economic climate.

**5. Building Height Issues**

Height and Mass were addressed by the BRA Boston Civic Design review process. The committee which is a group of volunteer architects that serve as the committee whose function is to maintain civic design continuity for large project designs across the city. Many of the exterior and interior of the features were modified to respond to their comments on the building.

**6. Historic Qualities of the Seville**

The proponent will salvage pieces of the Theater's seating and utilize them within the building as placards and weave in art work to modernize its turn of the century look.

The proponent has met with and the Eagle Hill Civic Association and asked for its assistance with finding photos or community inputs. At our meeting of January 29, 2014 we specifically asked to have any of its members suggest or share/contribute any known old photos of the theater to create a common

space area of memory. To date (going back to 2008 –an original request - or as a follow up from last Wed.) we have not yet received any contributions or pieces, but we will be following up again with them.

The Chamber of Commerce and Eagle Hill Association also agreed at our meeting of last week to submit letters of support/approval for the project to the BRA.

## 7. Postitives of the Project

We agree with the IAG's assessment of the positives for the project.

| Table 1-1: Approximate Dimensions |                         |
|-----------------------------------|-------------------------|
| Lot Area (square feet):           | 17,481 ± SF             |
| Number of Housing Units           |                         |
| Studio:                           | 0 units                 |
| One Bedroom:                      | 28 units                |
| Two-Bedroom:                      | <u>38 units</u>         |
| Total:                            | 66 units                |
| Total Gross Floor Area            |                         |
| Parking Levels:                   | 15,000 ± SF             |
| Retail Space:                     | 14,000 ± SF             |
| Residential Housing:              | <u>72,000 ± SF</u>      |
| Total:                            | 101,000 ± SF            |
| Building Height:                  | 69'- 6" Feet/ 6 stories |
| Parking Spaces:                   | 44                      |
| Floor Area Ratio:                 | 5.78                    |

# Boston

Tai Y. Lim  
Economic Development  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201-1007

February 22, 2008

Dear Tai Y. Lim:

Regarding the Project Notification Form for the 248 Meridian Street East Boston project submitted to the BRA on February 15, 2008 the Boston Fire Department requires the following issues addressed by a qualified individual.

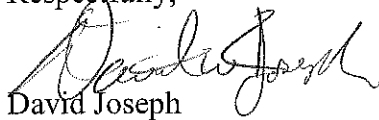
1. Emergency vehicle site access to the new buildings as well as existing buildings that might be affected.
2. Impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted.
3. Impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted.
4. Impact that a transformer vault fire or explosion will have on the fire safety of the building. Particularly as it relates to the location of the vault.
5. Need for Boston Fire Department permit requirements as outlined in the Boston Fire Prevention Code, the Massachusetts Fire Prevention Regulations (527 CMR), and the Massachusetts Fire Prevention Laws (MGL CH148).
6. For projects involving air-supported structures, it is critical that the impact of the design has on fire safety relative to the interaction of the area underneath the structure to the structure as well as to the interaction of the structure to the area underneath the structure.
7. Due to the increasing popularity of private wireless communication services, it has become increasingly difficult and costly for the Fire Department to locate our emergency communications equipment at appropriate sites. At the same time, the need for antenna sites has grown as development continues in downtown/Back Bay. We would appreciate it if the BRA, as part of its development review process for high-rise towers, could assist the Fire Department in obtaining rooftop access for our communications equipment as a public benefit too meet this critical public safety need.



Thomas M. Menino, Mayor/FIRE DEPARTMENT/115 Southampton Street 02118

These items should be analyzed for all phases of the construction as well as the final design stage. This project will need permits from the Boston Fire Department as well as the Inspectional Services Department.

Respectfully,

A handwritten signature in black ink, appearing to read "David Joseph", written over the printed name.

David Joseph  
Acting Fire Marshal

Pjm

Cc: Paul Donga, FPE, Plans Unit, BFD

**Boston Water and  
Sewer Commission**



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

March 17, 2008

Mr. Tai Y. Lim  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201-1007

Re: 248 Meridian Street, East Boston

Dear Mr. Lim:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for 248 Meridian Street Project. The project site is located at 248-270 Meridian Street just outside of Central Square in East Boston.

This is the location of the Seville Theater which was built in the 1920's but has not been used as a theater since the 1980's. Currently, the building's use has been limited to commercial and retail services on the first two floors. The project site is bordered by Meridian Street on the east and Border Street on the west.

The proponent proposes to redevelop this site with mixed-use residential and retail/commercial center. The Seville will have two ground level floors providing a range of potential retail and commercial uses with 65 residential units above. The proposed project will match the height of the existing Seville Theater building.

The proponent estimates that the project will generate about 10,700 gallons of sewage per day. The project site is served by a 20-inch combined sewer and a 12-inch Northern Low water main both of which are in Meridian Street.

The proponent is advised that the Massachusetts Department of Environmental Protection (DEP) routinely requires proponents to assist the agency in its program for reducing infiltration and inflow (I/I). In cooperation with this effort, the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to control extraneous flows such as I/I into the wastewater system. In this regard, the DEP has routinely required projects that add a significant amount of new wastewater flows to offset the increase with a reduction in I/I. Typically, the DEP uses a minimum ratio of 4 to 1; 4 gallons of I/I removed for each gallon of proposed wastewater. As a member community, the Commission supports the DEP and the MWRA, and will require the proponent to develop an I/I reduction plan that is consistent with their policy.

The Commission has the following general comments regarding the proposed 248 Meridian Street project:

General Comments

1. Prior to demolishing any structures that may exist below grade, all water, sewer and storm drain connections must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Termination Verification Approval Form for the Demolition Permit, available from the Commission, and submit a completed form to the City of Boston's Inspectional Services Department before the Demolition Permit will be issued.
2. The proponent is advised that the discharge of any dewatering drainage to the Commission's drainage system, whether it is temporary or on a permanent basis, requires a Drainage Discharge Permit issued by the Commission. *An NPDES Permit issued by the EPA and/or DEP does not relieve the proponent of the responsibility to obtain authorization from the Commission.* Failure to obtain a Drainage Discharge Permit from the Commission for any dewatering discharge may result in a fine of up to \$ 1,000 per day per violation.
3. The 248 Meridian Street Project should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, Oxford Ping On will be required to apply for a RGP to cover these discharges.
4. The 248 Meridian Street Project must submit a General Service Application and site plan to the Commission for review and approval. The site plan should show the location of all existing and proposed water lines, sewers and storm drains that serve the site. Separate service connections for sanitary flow and storm water will be required.
5. To assure compliance with the Commission's requirements, site plans and General Service Applications should be submitted to the Commission for review when project design is 50 percent complete.
6. With the site plan, the proponent must provide detailed and updated estimates for water demand, sanitary sewer flows and stormwater runoff generation for the proposed project. The amount of potable water required for landscape irrigation must be quantified. The proponent must also provide an analysis of the impacts of the proposed project on the Commission's water, sewer and storm drainage systems.

## Water

7. 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 outdoor landscaping which requires minimal water. 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.
8. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. If a new water meter is needed for the proposed project, 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.

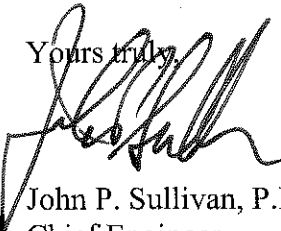
## Sewer and Drains

9. The site plan must show in detail how drainage from building roofs and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.
10. 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:
  - 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.
  - 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.
11. The Commission requires oil traps on drains within an enclosed parking garage. Discharges from oil traps must be directed to the sanitary sewer and not to a storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.

12. In accordance with the Commission's Sewer Use Regulations, grease traps will be required in any restaurant or commercial kitchen. The proponent is advised to consult with Mr. Richard Fowler, Supervisor for the Commission's Grease Trap Program, prior to preparing plans for a restaurant or commercial kitchen.
13. The project proponent will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction.
14. The Commission requests that the proponent install a permanent "Don't Dump, Drains to Boston Harbor" castings next to any new catch basin installed as part of the project.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.  
Chief Engineer

JPS/pwk

c.

Carl Pearson - Global Property Developers Corp.  
Katie Pedersen - BRA  
M. Zlody - Boston Environment Department  
P. Laroque - BWSC



BOSTON  
TRANSPORTATION  
DEPARTMENT

ONE CITY HALL PLAZA/ROOM 721  
BOSTON, MASSACHUSETTS 02201  
(617) 635-4680/FAX (617) 635-4295

March 28, 2008

Tai Lim, Senior Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, Massachusetts 02201-1007

Re: 248 Meridian Street Project, East Boston, Project Notification Form (PNF)

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

The proposed project is a mixed use building to be located on the site of the old Seville Theatre. The theatre will be demolished to make way for the construction of a six-story building, which will accommodate retail/commercial space, as well as 65 one and two bedroom residential condominiums with structured parking for 40 parking spaces for residential owners which represents a parking ratio of 0.7 spaces per unit.

The project plan intends to build approximately 74,000 square feet of residential space and roughly 14,000 square feet of commercial-retail/flex space on the site.

### **Parking accommodations**

BTD will expect the proponent to outline in detail how the project will accommodate the expected increase in parking demand from both a residential and commercial perspective. Based on BTD Guidelines appropriate for this project, the numbers of parking spaces for residential use range from 1.00 to 1.25 spaces per unit. This would result in a minimum requirement of 65 spaces provided for the residential owners. This is an important concern based on the level of parking demand for Central Square, which has a high demand for commercial use during the day, but transfers to residential demand during the evening hours as residents return home from work. BTD supports access and egress to the parking garage via Border Street. However, we will require a visual and audio alarm at the entrance to protect pedestrians, especially those with physical disabilities from on-coming vehicles.

BTD is extremely concerned about the proposed access point to the garage on Meridian Street. Although the plan may meet various transportation models, Meridian Street is a main route to and from Logan Airport and the North Shore.

Also, Meridian Street handles a tremendous amount of pedestrian traffic throughout the entire day including many children visiting the public library.

THOMAS M. MENINO, Mayor



BTD will soon release our East Boston Action Plan. This action plan will include traffic control and physical improvements that will result in more efficient and safer traffic and parking environment for both neighborhood residents and commercial use. BTD will look forward to establishing a dialogue with the Seville developers to assist city officials in creating a new Central Square that will be more attractive, safer and more efficient to better serve East Boston residents.

BTD will expect all loading and unloading to occur on Border Street. Due to the commercial use included in the building's design the proponent will also be expected to provide a detailed plan of how and at what times all loading, unloading and trash removal will occur.

Transportation Demand Management (TDM) will be an important component of this project. BTD is pleased to read the proponents commitment to reduce dependency on the automobile by encouraging travelers to use alternative modes of transportation to gain access to the site. Tenant and Resident Orientation Transportation Packets will serve to reduce traffic and parking impacts associated with the project.

Any residential project with at least nine (9) dwelling units in a single building shall include a secure bicycle parking area that accommodates at least one (1) bicycle per three (3) dwelling units in the building. The secure bicycle area may be located inside the building or in a parking garage.

BTD suggests the proponent supply a minimum of two (2) car-sharing spaces for the project. Although the Seville Building will have excellent access to public transportation, BTD believes there will be times when a resident without access to a vehicle will require an automobile for personal reasons.

Sincerely,

## Senior Planner

**BOSTON TRANSPORTATION DEPARTMENT**  
**TRANSPORTATION ACCESS PLAN GUIDELINES**

**And**

**SCOPE OF WORK**

Boston is a dense city, with high levels of vehicular congestion, pedestrian traffic, and parking demand. New development of all types increases travel demand, and will have transportation impacts that require analysis, review, and mitigation. Through the City of Boston's Article 80 development review process, the Boston Transportation Department (BTD) works with development team (the "project proponent") to ensure that they thoroughly evaluate the transportation impacts associated with the proposed project, propose and analyze ways to mitigate these transportation impacts, and implement appropriate mitigation measures.

The project proponent is responsible for assessing and mitigating the short-term and long-term impacts of the proposed project. Submitting the following documentation to BTD:

1. **Transportation Access Plan.** The Transportation Access Plan shall fully describe all transportation-related issues surrounding the proposed project. It should include the following principal components:
  - **Description of Existing Transportation Conditions.** A summary of existing traffic, public transit, pedestrian, bicycle, and parking conditions in the study area.
  - **Evaluation of the Proposed Project's Long-Term Transportation Impacts.** A detailed description of the proposed project and a detailed analysis of the project's long-term impacts on traffic, public transit, pedestrian, bicycle, and parking conditions.
  - **Mitigation of the Project's Long-Term Transportation Impacts.** Identification of appropriate measures to mitigate project impacts, including physical and operational improvements, travel demand management (TDM), and long-term project impact monitoring.
  - **Description of the Project's Short-Term Construction Impacts and Proposed Mitigation.** General overview of the project's construction impacts, construction schedule and phasing, and measures to mitigate the short-term impacts. This is a summary of the more detailed Construction Management Plan (CMP) to be submitted to BTD under separate cover.

The Access Plan typically comprises the transportation component(s) of the proposed project's various environment filings, such as the Draft Project Impact Report (DPIR) or the Final Project Impact Report (FPIR); in special cases, the Access Plan may be a separate document. In any case, the Access Plan should adhere to the guidelines and scope of work set forth below. The analysis and reporting guidelines below are designed to be general enough that they will apply to most or all major development projects; they are also designed to be specific enough to ensure adequate information and equitable review of all development projects. These guidelines shall be followed as closely as possible. If the project proponent believes that certain provisions are not applicable to the development in question, the proponent shall obtain BTD's explicit approval to forego those provisions.

2. **Construction Management Plan.** The Construction Management Plan (CMP) shall include a detailed proposal for the proposed project's construction: schedule, phasing, and occupancy of the public right-of-way, access and delivery requirements, transportation impacts, and mitigation. The proponent shall submit the CMP to BTB, under separate cover from the Access Plan. The project's general contractor typically prepares the CMP. Guidelines for preparation of the CMP are available from BTB. The CMP shall be completed prior to the issuance of a Building Permit from the City of Boston's Inspectional Services Department (ISD).
3. **Transportation Access Plan Agreement.** The Transportation Access Plan Agreement (TAPA) is a formal legal agreement between the project developer and BTB. The TAPA formalizes the findings of the Access Plan, the mitigation commitments, elements of access and physical design, and any other responsibilities of the developer and BTB. Since the TAPA must incorporate the results of the technical analysis, physical design, and assessment of mitigation requirements, it must be executed after these processes have been completed. However, the TAPA must be executed prior to approval of the project's design through the City of Boston's Public Improvements Commissioner (PIC). An electronic copy of the basic TAPA form is available from BTB. It is the proponent's responsibility to complete the TAPA so that it reflects the specific findings and commitments for the project, and to get BTB review and approval of the document.

## STUDY AREA

The Access Plan shall consist of a thorough analysis of the proposed project's transportation impacts throughout the relevant study area. The study area shall comprise the public right-of-way and important transportation elements of the area described by the following list of intersections and driveways:

- a. Saratoga Street/Meridian Street @ Central Square
- b. Porter Street/Bennington Street @ Central Square
- c. Liverpool Street/Meridian Street @ Central Square
- d. Border Street (South)/Liberty Plaza Driveway (South)/Central Square
- e. Border Street (North)/Central Square
- f. Liberty Plaza Driveway (North)/Border Street
- g. Border Street/Meridian Street/Condor Street
- h. Border Street @ Umana School Driveway

The proponent shall review all relevant project proposals and planning studies that would affect the study area, and incorporate these into the transportation analysis, as appropriate.

## DEFINITION OF TASKS

### Task 1. Description of Existing Transportation Conditions

The Existing Conditions component shall summarize the current status of the transportation system within the study area. It shall focus on the issues listed below, and shall identify any existing problems or deficiencies in the transportation system. The Existing Conditions analysis will form the basis for projecting future conditions, and enable comprehensive assessment of the proposed project's transportation impacts.

- 1.1 Project Site Conditions. Describe general conditions in the vicinity of the project site, including:
  - Existing land use, including existing site square footage, building square footage, number of employees or residents, zoning provisions, and other applicable information
  - Physical condition of the site, existing access and egress
  - Major streets and intersections in the vicinity of the site
  - On-street regulationsInclude a survey of existing conditions.
- 1.2 Traffic. The Access Plan shall include traffic volume counts at the study area intersections for weekday morning and evening peak periods under existing conditions. These shall be classification counts in areas with high volumes of heavy vehicles. The morning and evening peak volumes represent a minimum for traffic impact analysis. Depending upon the nature of the proposed project or local conditions, BTM may require traffic analysis for additional conditions, such as the Saturday afternoon peak.

Existing capacity analyses shall be performed to determine level of service at all study area intersections. Analyses shall reflect realistic peak period characteristics, including pedestrian volumes, requirements for pedestrian phases, curb operations (bus stops,

pick-up / drop-off), usable lanes, grade, and percentage of heavy vehicles. Appropriate traffic models will be discussed below.

- 1.3 Parking. The Access Plan shall summarize the parking supply within ¼ mile of the project site. The parking inventory shall focus on publicly available spaces, but shall also include private resident or employee spaces as well, if the information is available. The parking inventory shall include:
- a. Location (block face for on-street spaces, facility for off-street spaces). Include a graphic representation of the parking supply locations with respect to the project.
  - b. Type of Space
    - On street (metered, resident parking, unregulated, etc.)
    - Off-street (surface lot or garage, user type: resident, employee, commercially-available, customer, etc.)
  - c. Parking Fees, by Type of Space
  - d. Percentage Utilization During Parking Peak (assume 12 noon)

This inventory can be supplemented with data from published sources such as the BTD's 1987 Downtown Parking Inventory Study, updated as necessary with survey data.

If there is currently parking associated with the project site, the Access Plan shall summarize the parking use and management. The description of existing on-site parking use shall include: number of spaces, occupation of spaces by user type, hour of peak occupancy, turnover rate, parking fees, and any high-occupancy vehicle spaces.

- 1.4 Transit. The Access Plan shall describe the study area's mass transit system:
- a. Transit Supply
    - Massachusetts Bay Transportation Authority (MBTA) services, proximity to site
      - Service (mode of transit, line, closest station stop)
      - Service characteristics (frequency during peak periods, geographic connections)
      - Physical characteristics (station conditions, rolling stock)
    - Private transit services (summarize characteristics above)
    - Other transit and high-occupancy vehicle (HOV) services
  - b. System Utilization
    - Capacity by line during peak periods
    - Current ridership and percentage capacity utilization by line during peak periods

- 1.5 Pedestrians. The Access Plan shall include a description of pedestrian conditions on sidewalks and intersections adjacent to the site, including major pedestrian routes and desire lines in and around the site, volumes of pedestrians on these routes, and the conditions of these corridors, including any deficiencies or barriers.

Pedestrian volumes shall be counted and pedestrian level of service shall be calculated at the following intersection crossings and sidewalk locations:

- a. All intersections listed above included in the study area
- b. Mid-block crossing on Border Street @ Central Square
- c. Mid-block crossing on Meridian Street @ Central Square

- d. Central Square crossing to Social Center
- e. Border Street @ Umana School

Describe pedestrian accommodation at signalized intersections in the study area (i.e. exclusive vs. concurrent, crossing time provided).

- 1.6 Bicycles. The Access Plan shall describe existing bicycle usage, primary bicycle routes, accommodation of bicycles in the public right-of-way, and the current supply and location of any existing bicycle racks on or adjacent to the project site. On a day with good weather (record date and weather conditions), survey bicycle rack utilization by location. Document storage of bicycles in locations without bicycle racks. Include bicycle volume counts at the following intersections and bike routes:
  - a. Border Street north and Border Street south @ Central Square
  - b. Meridian Street north and Meridian Street south @ Central Square
  - c. Porter Street @ Central Square
  - d. Bennington Street @ Central Square
  - e. Border Street @ Umana School
- 1.7 Loading and Service. The Access Plan shall describe any existing loading and service uses on the site, as well as any special conditions relative to loading and service in the surrounding area.

## Task 2. Evaluation of Proposed Project's Long-Term Transportation Impacts

The central component of the Access Plan is the evaluation of the proposed project's long-term transportation impacts. The Access Plan must evaluate these impacts in detail, for all the transportation modes and aspects that will be affected, including traffic, parking, public transit, pedestrians, bicycles, and service and loading. These impacts must be compared to the appropriate baseline condition, the Future No-Build Condition. The following are the principal issues, modes, and conditions that must be analyzed.

2.1 Project Description. The Access Plan shall include a summary of the key project characteristics that are relevant to the project's transportation impacts. These include:

- Project name and street address
- Study area, including critical intersections
- Anticipated construction start and completion dates
- Relevant zoning regulations with respect to use, parking and other characteristics
- Required permits, variances, and licenses
- Site area
- Project's gross square footage and floor-area ratio (FAR)
- Gross square footage by use
- Other relevant variables (e.g. number of dwelling units, number of hotel rooms, number of employees)
- Number of parking spaces, specified by use type
- Number of loading bays, dimensions of bays, design loading vehicle

2.2 Trip Generation Analysis. The Access Plan shall include a clear and detailed trip generation analysis for the proposed uses of the site. This analysis shall include:

- a. Person-Trip Generation. The Access Plan shall summarize the proposed project's person-trip generation, for daily, AM peak, and PM peak trips. For certain uses, person-trips shall also be calculated for other time periods, such as Saturday afternoon peak hour (e.g. cultural or entertainment use in an area with significant weekend congestion).

The person-trip calculations shall be based on appropriate trip generation rates, typically the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 6<sup>th</sup> Edition. The ITE manual includes comprehensive vehicle-trip generation rates based on surveys in suburban locations throughout the United States. Because Boston benefits from an excellent public transit system and pedestrian access, ITE vehicle-trip generation rates are not directly applicable to resulting vehicle trips. ITE rates shall be used to generate total person-trips by correcting for vehicle occupancy rate (VOR). Appendix xx includes a compilation of the most common ITE trip generation rates and corresponding VOR. The proponent shall use these trip generation rates whenever possible. Where necessary, these trip generation rates may be supplemented by survey data or information from other sources (subject to BTM requirement and/or approval). The person-trip generation analysis shall be summarized in a clear table, in the body of the Access Plan, including all of the following information:

- Land use type
- Square footage, by land use type

- Vehicle-occupancy rate (VOR) assumption, by land use type (for translation of vehicle-trip rates to person-trip rates)
  - Daily person-trip generation (by land use and overall)
    - Daily person-trip generation rate (per 1,000 square feet, or per unit)
    - Resulting daily person-trip ends
  - AM peak hour person-trip generation (by land use and overall)
    - AM peak hour person-trip generation rate
    - AM peak hour person-trips, entering
    - AM peak hour person-trips, exiting
  - PM Peak Hour person-trip generation (by land use and overall)
    - PM peak hour person-trip generation rate
    - PM peak hour person-trips, entering
    - PM peak hour person-trips, exiting
  - Source for trip generation rates
- b. Mode Split and Vehicle Occupancy Rate. Person-trips shall be apportioned among the various principal modes (automobile, public transit, walking, bicycling) using an appropriate mode split. The mode split shall be presented as percentages of automobile, public transit, and walk / bicycle travel. Working with BTB, the Central Transportation Planning Staff (CTPS) has compiled appropriate mode split assumptions for various sections of Boston, according to trip type. These mode splits, along with VOR for automobile trips, are included in Appendix xx. The mode split calculation shall be based upon these assumptions. If the proponent wishes to adjust these mode splits based upon specific project characteristics, the adjustment must be supported by accepted evidence and by appropriate mitigation commitments (e.g. enhanced travel demand management to justify a higher public transit mode share). BTB must approve any adjustments to the mode split and VOR assumptions in Appendix xx. The Access Plan shall include a clear, easily understood table that summarizes the assumptions and the resulting trips by land use type, by trip purpose, and by mode.
- c. Trip Distribution. The trip distribution shall identify the directional split (i.e. north, south, west) of person-trips and vehicle-trips for the specific location and trip types of the proposed project. Detailed trip distribution information for trips to and from all areas of Boston is included in Appendix xx. The trip distribution is allocated by individual mode, and should be applied to the resulting trip totals by mode. The Access Plan shall use this information for trip distribution assumptions, unless BTB recommends or approves other trip distribution assumptions.
- d. Trip Assignment. The distributed trips shall be assigned to the appropriate means of accessing the project: highway routes, surface streets, surface intersections, sidewalks, crosswalks, site access / egress points, and public transit lines. If the project expects to rely upon an off-site parking supply, trips shall be assigned appropriately to these locations. Drop-off, pick-up, and valet trips shall also be assigned appropriately, i.e. both entering and exiting the site access, and entering or exiting an off-site parking area.

Attached appendices include the base assumptions that the project proponent shall use for trip generation rates, mode splits, trip distribution, and vehicle occupancy rate for specified areas of Boston. The proponent may believe that other assumptions should

be used due to specific circumstances, such as proximity to public transit (not relevant for downtown zones) or exceptional travel demand management commitments. Where such special circumstances warrant, the proponent may propose alternative assumptions, which are subject to explicit BTD approval.

2.3 Future No-Build Condition. The analysis of the proposed project's transportation impacts must be based on a comparison with an appropriate baseline condition. The proposed project's impacts would be felt fully during some future "horizon year" when the project is expected to be complete, occupied, and operating. The effects of the proposed project (under the "Future Build Condition") are most appropriately demonstrated in comparison to projected transportation conditions during the horizon year without the effects of the proposed project.

- The horizon year shall be five years in the future, unless specific circumstances require that a different time frame be used.
- The Future No-Build Condition shall be based on the Existing Conditions assessment, with the addition of development and infrastructure projects that have been proposed and are expected to be complete and operational by the horizon year (per BTD and BRA instructions).
- The Future No-Build Condition traffic, transit, and pedestrian volumes shall also include a background growth rate of 1 – 1 ½ % per year (depending upon local conditions) added to existing traffic volume counts, transit ridership, and pedestrian counts, unless otherwise specified by BTD.

2.4 Future Build Condition. The central component of the Access Plan is the assessment of the proposed project's long-term impacts. This shall include evaluations of the project's effects on all transportation modes and aspects, throughout the study area.

a. Traffic Impacts.

i) Traffic Volumes. The traffic analysis shall include diagrams of turning movement volumes generated by the proposed project at all study area intersections, and total turning movement volumes for the Future Build Condition. Therefore, the Access Plan shall include turning movement volume diagrams for AM peak volumes, PM peak volumes, and any other required period, of each of the following:

- a) Existing Conditions (based on current traffic counts)
- b) Future No-Build Conditions (Existing Conditions, plus appropriate future changes and growth factor)
- c) Project-Generated Traffic Volumes (based on trip generation)
- d) Future Build Conditions (Future No-Build Conditions, plus Project-Generated Traffic Volumes)
- e) Future Build Conditions with Mitigation (if the proponent plans to undertake any roadway or signalization changes in order to mitigate traffic impacts of the proposed project)

ii) Traffic Capacity Analysis Software. The Access Plan shall include traffic capacity analyses for Existing Conditions, Future No-Build Conditions, and Future Build Conditions. The capacity analysis shall be performed using an approved and appropriate capacity analysis software program.

- For intersections that are widely spaced and will operate in isolation, the proponent shall use software based upon the *Highway Capacity Manual* (HCS), 1997 edition.
- For closely spaced intersections with long queues that create interaction between intersections, the proponent shall use a computer model, such as Transyt-7F (version 8) or Synchro that can accurately model these effects. In such cases, the proponent shall model all of the intersections that would interact.

The computer model output shall be attached to the Access Plan as an appendix.

- iii) **Traffic Capacity Analysis Results Summary.** The Access Plan shall include a tabular summary of the traffic capacity analysis, for all conditions (Existing, No-Build, Build) for each intersection as a whole and for each approach of every intersection. The summary shall include the volume-to-capacity ratio (v/c), level of service (LOS), delay, and estimated queue lengths for each study intersection, and for each approach of every intersection. The summary table shall also highlight changes to intersection and individual approach LOS that result from site-generated traffic.
  - iv) **Traffic Counts.** The proponent shall submit, under separate cover, turning movement count summary sheets for each intersection in the study area.
- b. **Parking Impacts.** The Access Plan shall include an analysis of projected parking demand and proposed parking supply.
- i) **Parking Demand Analysis.** The Access Plan shall include an analysis of total parking demand in the horizon year, broken down by land use and user type (e.g. office employee vs. visitor, hotel employee vs. guest, retail employee vs. patron). The parking demand analysis shall include
    - Daily vehicle-trip generation by land use and user type (consistent with mode split and VOR)
    - Parking turnover by land use and user type (cite source)
    - Parking demand peaks by land use and user type
    - Overall parking demand and peak parking demand, based on shared parking among all land uses and user types included in the proposed projected
  - ii) **Proposed Parking Supply.** The Access Plan shall include a summary of the project's proposed off-street parking supply. Parking supply, and parking costs, plays a central role in determining mode split and vehicular traffic impact. In general, parking shall be limited to minimum supply that is appropriate to the neighborhood, the project's transit access, and the project's mode split. Appendix xx includes a map of parking ratio guidelines by land use and area of the city. The project's parking ratio shall remain within these guidelines. If the parking supply exceeds these guidelines, the proponent must justify the excess parking based on circumstances specific to the project. Higher parking ratios may increase transportation impacts, and necessitate enhanced mitigation measures. The information below shall be summarized in a clear table.
    - Total Spaces
      - Existing

- Future No-Build (if applicable)
  - Future Build Parking Conditions
  - Parking Allocation
    - Space allocation among various land uses
    - Parking ratios: spaces per thousand square feet or per unit, by land use
    - Specially-designated parking spaces, e.g. vanpools, livery vehicles, rental cars, car-sharing
    - Treatment of existing parking spaces, including displacement of existing parking spaces and how the parking demand for these spaces would be met in the Future Build Condition
  - Comparison of Parking Supply and Demand
    - Projected shortfall or surplus of parking spaces, by land use
    - Proposed management of shortfall or surplus
  - Provide a plan of all parking facilities, including layout, access, and size of spaces.
- iii) Off-Site Parking Supply. Describe any anticipated utilization of off-site parking supply (as described in the Existing Conditions section, amended to reflect Future No-Build Conditions) required to satisfy project-generated parking demand.
- On-Street Parking Supply
  - Off-Street Parking Supply
    - Number and type of spaces required (i.e. publicly-available, employee, residential)
    - Resulting parking utilization at 12 noon on a weekday (additional parking survey times may be required, depending upon the nature of the project)
- iv) Proposed Parking Management Plan
- Description of Proposed Parking Operations
    - Access control
    - Valet operations
    - Pass or payment medium
    - Management of operations to prevent illegal parking, violation of 5-minute idling law
  - Parking fees
  - Management of Specially-Designated Parking Spaces (e.g. vanpool, carpools, rental cars, car-sharing)
    - Location
    - Parking fees
    - Accommodation of increased supply if demand warrants
- c. Transit Impacts. Describe the anticipated impacts of the project on the mass transit system, based on the information about Existing Conditions and the projected transit person-trips (based on trip generation – trip distribution – mode split calculations). Future transit conditions shall be based on transit supply and capacity that is expected to be available in the horizon year; if there is some doubt, the proponent shall consult with BTM and/or the MBTA. The proponent may use generally available MBTA ridership data as a basis for this analysis. The Access Plan shall include the following information:

- i) Transit Trip Distribution
  - Distribution of project-generated transit trips by zone
  - Distribution of project-generated transit trips by transit line / route
- ii) System Utilization
  - Existing Conditions: Capacity and utilization by line
  - No-Build Conditions: Capacity and utilization by line
  - Build Conditions: Capacity and utilization by line
- d. Pedestrian Impacts. Describe future pedestrian conditions in the study area:
  - Pedestrian access to and from the project, pedestrian circulation routes
  - Pedestrian accommodation in the project's public spaces (e.g. sidewalk, adjacent intersections, plaza spaces, benches, etc.)
  - Pedestrian level of service (LOS) at all surveyed crosswalks, sidewalks and other locations
    - Existing Conditions
    - Future No-Build Conditions
    - Future Build Conditions

NOTE: The traffic capacity analyses must also assume appropriate accommodation of pedestrians in all signalization assumptions. The pedestrian impacts analysis shall describe the assumptions regarding accommodation of pedestrians in the traffic analysis, i.e. pedestrian walk rate and percentage of cycles in which pedestrian phase is called (verify with BTD).
- e. Bicycles. Describe bicycle access to, from, and within the project site. Describe bicycle storage and other amenities (e.g. shower and changing facilities) to be provided. BTD will provide guidelines on bicycle storage requirements based on project type and size.
- f. Loading and Service. The project must accommodate loading and service facilities in an off-street location. The loading and service plan shall not rely upon loading facilities and truck back-up maneuvers in the public right-of-way. Describe service and loading requirements:
  - Number of loading bays
  - Services to be provided (e.g. garbage compactor, garbage collection, restaurant service, move-in / move-out, etc.)
  - Level of loading and service activity (number of trucks per day or per week)
  - Loading and service schedule, schedule restrictions (proponent shall prohibit or strictly limit loading and service activities during peak periods)
  - Design vehicle(s)
  - Required truck turning movements (show design vehicle turning movements on site plan)
  - Major loading and service vehicle routes for site access and egress
  - Access for emergency vehicles
- 2.5 Site Plan. Provide an engineered site plan showing Build Conditions (contrast with existing conditions):
  - Public right-of-way layout

- Roadways
- Sidewalks
- Vehicular access and circulation
- Service and loading
- Parking
- Bicycle storage
- Proposed on-street regulations

### **Task 3. Mitigation of the Project's Long-Term Transportation Impacts**

Major development projects offer benefits, but they also consume public services and create impacts on public resources. Chief among these impacts is a development's effect on the transportation system. The project proponent is required to quantify and analyze these impacts through the Access Plan. It is then the responsibility of the project proponent, working with BTB, to develop strategies for reducing and mitigating these impacts. These strategies will typically include travel demand management (TDM) measures and improvements to Boston's transportation system.

These transportation system improvements and mitigation measures have associated costs. The proponent should view these costs as an integral component of the overall project cost, necessary to enable the transportation system to accommodate the project's impacts. The mitigation measures benefit the users of the transportation system, in particular the new users associated with the proposed project. Project proponents shall allocate appropriate funding for the mitigation. The mitigation measures associated with a development project will be specified in the project's Transportation Access Plan Agreement (TAPA) between the proponent and BTB.

- 3.1 Travel Demand Management (TDM). Travel demand management comprises a variety of strategies designed to reduce single-occupancy vehicle (SOV) travel and encourage "alternate modes" of transportation (public transit, walking, bicycling). TDM programs are critical due to the disproportionate impacts of SOV travel on congestion, parking demand, air quality, and quality of life. TDM programs are especially important for projects that generate higher trip volumes, create concentrated peaks of demand, and create more impacts related to roadway congestion, parking demand, and vehicle emissions. TDM programs are required even when proponent uses the default analysis assumptions for mode split and VOR; since these default assumptions reflect long-standing TDM efforts and Transportation Management Association programs.

Appropriate TDM measures and requirements will vary depending upon the type of development, the neighborhood, the impact analysis assumptions, and other circumstances. For example, many of the measures below would not apply to a residential development. In the case of commercial office development, some (but not all) of the measures below would be the responsibility of the tenants, rather than the proponent. The proponent will be required to implement those TDM measures that are within its control, and should at least encourage and facilitate such measures. However, if the proponent seeks to base its impact analysis on aggressive assumptions (e.g. a high transit mode share), the proponent must require appropriate TDM measures in its lease agreements with tenants.

In the TAPA, the proponent will be required to implement the following TDM measures (as appropriate to the specific project):

- a. Transportation Coordinator. Designate a full-time, on-site employee as the development's transportation coordinator. The transportation coordinator shall oversee all transportation issues. This includes managing vehicular operations, service and loading, parking, and TDM programs. In addition, the transportation coordinator will be responsible for the monitoring program and will serve as the contact and liaison for BTB and the Transportation Management Association (TMA).

- b. Ridesharing / Carpooling. Facilitate ridesharing through geographic matching, parking fee discounts, and preferential parking for carpools / vanpools. This may be accomplished through membership in a TMA, participation in CARAVAN for Commuters, and/or use of computerized ridesharing software.
- c. Guaranteed Ride Home Program. Offer a "guaranteed ride home" in order to remove an obstacle to transit use and ridesharing
- d. Transit Pass Programs. Encourage employees to use transit through the following measures:
  - Offer on-site transit pass sales or participate in the MBTA Corporate T-Pass Program
  - Offer federal "Commuter Choice" programs, including pre-tax deductions for transit passes and subsidized transit passes
- e. Information and Promotion of Travel Alternatives
  - Provide employees and visitors with public transit system maps and other system information
  - Provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options
  - Sponsor an annual (or more frequent) "Transportation Day" at which employees may obtain information on travel alternatives and register to participate in ridesharing programs
  - Provide information on travel alternatives for employees and visitors via the Internet
  - Provide information on travel alternatives to new employees
- f. Transportation Management Association (TMA) Membership. Investigate joining a Transportation Management Association. Encourage tenants to join the TMA as well. If no TMA is established in the project area, investigate starting a new TMA or becoming affiliated with an existing TMA. A TMA can provide many of these TDM measures, including ride matching, guaranteed ride home, and transit information and promotional materials.
- g. Bicycle Facilities and Promotion
  - Provide secure bicycle storage (number of spaces will be specified depending upon size of development and type of land use)
  - Provide additional publicly-accessible bicycle storage (number of spaces will be specified)
  - Provide shower and changing facilities for bicycle commuters
  - Promote bicycles as an alternative to SOV travel, provide promotional material on bicycle commuting and bicycle safety, and provide incentives for bicycle use
- h. Parking Management
  - Charge market-rate parking fees
  - Offer preferential parking to carpools and vanpools
  - Offer reduced parking rates to carpools and vanpools
  - Offer parking "cash-out" option
  - Offer garage space for car rentals
  - Offer parking space for car-sharing
  - Offer parking space, charging facilities for electric vehicles
  - Offer parking / layover space for livery vehicles (hotel development)
  - Enforce a 5-minute limit on vehicle idling for all users of the Development, in accordance with Massachusetts state law

- i. Trip Reduction Strategies. To the degree possible, the Developer shall implement the following strategies for its own on-site employees. The Developer shall also encourage tenants to implement these strategies as well.
  - Telecommuting. Reduce overall trip demand by enabling employees to telecommute.
  - Flexible Work Schedules. Reduce peak hour and overall trip demand by enabling employees to telecommute, work a compressed workweek, or work hours that enable off-peak commuting.
  - Local Hiring. Recruit and hire employees from the local area. Such local employees can more easily use alternatives to SOV travel, including walking, bicycling, and transit.
- j. Transportation Monitoring and Annual Reporting. Monitor transportation conditions, conduct employee transportation surveys, and provide BTM with an annual report on findings. This information will be useful to BTM in identifying and addressing issues with travel and access, including transit service, pedestrian and bicycle access, parking, and traffic. This information will enable BTM to pursue improved access for the project, and provide benefits to the proponent. BTM will provide employee survey forms and transportation monitoring forms to ensure uniformity of data.

3.2 Transportation System Improvements. In order to meet Boston's mobility needs as its population, density, and land development increase, Boston's transportation system requires improvements. These improvements offset the transportation impacts of new development. In addition, these improvements can make the traveling experience easier in the vicinity of the project, which accrues to the benefit of the proponent and the development's users.

- a. Geometric Changes and Improvements to the Public Right-of-Way. The proponent may be required to make geometric changes and improvements to roadways, sidewalks, and other elements in the vicinity of the proposed project. These changes and improvements may be necessary in order to enable new circulation patterns resulting from the project and mitigate impacts of new vehicle or pedestrian trips. The proponent's consultant in consultation with BTM shall design changes and improvements. The project proponent will be required to directly fund and implement all changes and improvements to the public right-of-way, and to obtain any required permits. The proponent shall obtain the approval of the City of Boston's Public Improvements Commission (PIC) for any changes to the public right-of-way. A contractor approved by BTM, and subject to final BTM inspection and approval shall make these improvements with input from BTM, per specifications provided by BTM.
- b. Traffic Signal Improvements. BTM operates most of the traffic signals in Boston. Improvements to traffic signals in the vicinity of the proposed project may be necessary to manage the increased travel demands placed on the intersection. Improving the operations of these signals can reduce congestion and improve conditions for pedestrians, bicycles, transit vehicles, and general traffic. Typical traffic signal improvements that BTM may require include:
  - i) Traffic signal equipment
    - Signal controller
    - Signal heads and pedestrian heads
    - Signal poles and mast arms
  - ii) Traffic monitoring equipment

- System detectors
- Video monitoring cameras
- iii) Traffic signal communications equipment
  - Communications conduit (4" PVC)
  - Signal interconnect cable

The project proponent will be required to directly fund and implement all traffic signal improvements, and to obtain any required permits. A contractor approved by BTB, and subject to final BTB inspection and approval shall make these improvements with input from BTB, per specifications provided by BTB.

- c. Public Transit System Improvements. New development can add significantly to public transit demand and have other impacts on the transit system. In order to manage this demand and mitigate the impacts, the proponent may be required to make or contribute to transit system improvements. These improvements shall be determined in consultation with BTB and the MBTA. Improvements may include:
- Physical improvements to MBTA system stations and stops
  - Water transportation
    - Dock and/or landside infrastructure improvements
    - Operating subsidy for water transportation services
  - Supplemental transit services. Public transit is the most desirable means of achieving transit access, and the proponent shall make every effort to facilitate transit access to the proposed project via public services. However, there may be some situations in which private supplemental transit services, such as shuttle buses, are necessary.
    - Overall transit demand in the area is too low to justify public transit service, but the proposed project requires transit access
    - The proposed project generates a concentration of trips to and from certain locations, such that a shuttle is feasible and useful in reducing auto trips (e.g. a hotel with airport and/or convention shuttles)

#### **Task 4. Description of the Project's Short-Term Construction Impacts and Proposed Mitigation**

The Access Plan shall include an overview of construction period transportation impacts and proposed short-term mitigation. This shall be a summary of the more detailed Construction Management Plan (CMP) that must be submitted to BTD under separate cover. The construction management summary in the Access Plan shall provide an appropriate level of information regarding the analysis and proposed management of the impacts of the project during the construction period, including:

- The need for full or partial street closures, street occupancy, sidewalk closures, and/or sidewalk occupancy during construction
- Frequency and schedule for truck movements and construction materials deliveries, including designated and prohibited delivery times
- Designated truck routes
- Plans for maintaining pedestrian and vehicle access during each phase of construction
- Parking provisions for construction workers
- Mode of transportation for construction workers, initiatives for reducing driving and parking demands
- Coordination with other construction projects in the area
- Distribution of information regarding construction conditions and impact mitigation to abutters

## **Bicycle Parking Guidelines**

Bicycle parking should be provided to encourage and facilitate bicycling. Bicycle parking requirements will vary depending on the type of development, as described below. Failure to comply with these requirements will result in a fine.

### **Definitions**

- Indoor/Secure 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 lockers, check-in facilities, monitored parking, restricted access parking, and personal storage.
- Outdoor/Covered facilities are defined as bicycle parking areas that provide some protection against the elements, such as an awning or tented roof, as well as access to bicycle racks to which the user can lock the bicycle frame and one wheel while the bicycle is supported in a stable position.
- 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.
- 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.

### **General Guidelines**

- All racks and other fixtures must be securely affixed to the ground or a building.
- Areas used for bicycle parking should be secure, well-maintained, well-lighted and easily accessible to bicycle riders.
- No bicycle parking areas should impede sidewalk or pedestrian traffic.

### **Location Guidelines**

- No bicycle parking shall be located farther from the entrance of a building than the closest automobile parking space.
- Retail establishments shall have Outdoor/Covered or Outdoor/Open facilities within 50 ft. of the primary entrance.
- All bicycle parking shall be separated by a physical barrier or sufficient distance from car parking and vehicular traffic to protect parked bicycles from damage.
- Prominently placed signs should direct users to all Class 1 facilities that are not immediately visible from the street.

## **Space Guidelines**

### **Residential Development:**

- Two bicycle parking spaces per unit
- 50% Indoor/Secure facilities (primarily for residents), 50% Outdoor/Covered or Outdoor/Open facilities (primarily for visitors)

### **Retail Development:**

- Spaces for 5% of the planned occupancy
- 25% Indoor/Secure facilities (for employees), 75% Outdoor/Covered or Outdoor/Open facilities (for patrons)

### **Commercial Office Development:**

- Spaces for 5% of the planned occupancy, with a minimum of 2 bicycle parking spaces
- 75% Indoor/Secure facilities (for employees), 25% Outdoor/Covered or Outdoor/Open facilities (for visitors and/or customers)

### **Industrial Development:**

- Spaces for 5% of the planned occupancy, with a minimum of 2 bicycle parking spaces
- 75% Indoor/Secure facilities (for employees), 25% Outdoor/Covered or Outdoor/Open facilities (for visitors and/or customers)

### **Transit Facility:**

- Spaces for 10% of the planned occupancy, with a minimum of 4 bicycle parking spaces
- 50% Indoor/Secure facilities, 50% Class Outdoor/Covered or Outdoor/Open

## **Enforcement**

- Bicycle parking guidelines will be enforced by XXX
- If Boston Bikes finds a violation of the requirements, he or she will provide written notice to the responsible party offering thirty days to cure the violation.
- If the violation has not been cured within the thirty days, a penalty of \$50/day will be assessed by XXX, commencing with the first date of the violation.
- All fines collected for violations will be deposited for expenditure by Boston Bikes.

## **Technical Information**

- When calculating average patron and employee load as well as number of bicycle parking spaces, round down to the nearest whole number.

March 24, 2008

## **MEMORANDUM**

To: Global Property Developers Corporation, The Lombardo Companies, Boston Redevelopment Authority

From: The Seville on Boston Harbor Impact Advisory Group

### **RE: Recommendations and Comments**

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As per the community process guidelines detailed in Article 80 of the City of Boston Zoning Ordinance, the members of the Impact Advisory Group to The Seville on Boston Harbor would like to make the following recommendations and comments in anticipation of the public meeting to be held on Thursday, March 27, 2008. This letter is designed to address some of the issues we believe will be raised by the residents at the meeting so that you can anticipate and develop effective responses to potential complaints about the project. This letter will also include several recommendations for the project that the Impact Advisory Group would like you to consider for the project.

#### **I. Traffic Issues**

We believe this will be the primary issue raised at the meeting. However, many of the traffic issues in the Central Square area are preexisting and independent of the proposed project. Therefore, we suggest that the governmental entities responsible for the issues listed below be contacted prior to the meeting and preferably send a representative to address the issues that are unrelated to the Seville project. We would also like the governmental entities to send representatives so that the frustration and complaints over issues unrelated to the Seville are deflected to the appropriate agencies and not against the developers.

##### **A. Pre-existing Traffic Issues:**

1. Central Square Traffic Plan: An official from the BTD or relevant department should be present at the meeting to show their traffic plans for the Central Square area and address issues that fall under their responsibility as related to the current traffic problems in the area.
  - a. RECOMMENDATION: The BTD should not only show any existing traffic and parking plan for the area but should also be prepared to address how they will take affirmative steps to address any new traffic and parking issues that will be created by the Seville project.
  - b. RECOMMENDATION: The BTD should consider methods of improving traffic flow in the area that could include:
    - i. Creating one direction of traffic on Central Square
    - ii. Limiting the number of times the Meridian Street Bridge is elevated during the business day because the traffic backup frequently extends to Central Square.
    - iii. Changing the style of parking (parallel, angle, or perpendicular) appropriately in Central Square to alleviate problems caused by cars backing out into traffic or double parking.

2. Retail and Restaurant Loading: Much of the traffic issues are caused by the daytime loading and unloading of large trucks that service the various retail and restaurants in the area. This is one pre-existing issue that will be further complicated by the new Seville project because of the retail component. Thus, the need to adequately address this issue is very urgent and should be accomplished prior to construction of the Seville.
  - a. RECOMMENDATION: We would recommend that an area for loading be created on Meridian Street and/or Central Square that restricts parking to commercial vehicles during business hours for the purpose of loading and unloading. There should be a time limit for parking in that area. The BTD should also aggressively ticket both non-commercial cars who park in the restricted loading area as well as trucks who continue to double park on the street.
3. MBTA Bus Stop on corner of Meridian and Saratoga Streets: This bus stop is a source of traffic issues because trucks and cars park in the designated bus stop area and the bus is forced to stop on the street which affects traffic at the stop light, including traffic on Saratoga and Central Sq who are turning onto Meridian Street.
  - a. RECOMMENDATION: The MBTA should have an official present at the meeting to address the possibility of moving or eliminating this bus stop. We recommend that it be eliminated because there are already two other bus stops in Central Sq (in front of Liberty Plaza and the Walgreens). We also recommend that the BDT aggressively ticket cars and trucks that park in the designated bus stop area until it is moved.
    - i. If the stop cannot be eliminated, then the buses heading north on Meridian Street should change their route to go around Central Square and stop on Border Street opposite the existing bus stop for south-bound traffic that is next to Liberty Plaza.
  - b. RECOMMENDATION: The IAG members have also noticed that the bus will tend to stop in the middle of the road and not utilize any of the designated bus stop areas (even when free of cars) from Maverick Square to the Meridian Street bridge. We would like MBTA inspectors to more closely supervise bus drivers and direct them to utilize the designated bus stop areas.
4. School Bus Activity at the Umana School: The original plan for the Umana School development included ample space within school property for school busses to pick up and drop off students without parking on Border Street. Currently, all pick up and drop off activity is done directly on Border Street, which holds up traffic in that area.
  - a. RECOMMENDATION: We would like an official from the Boston Public Schools to attend the meeting and discuss how they will take steps to honor their original agreement to have all pick up and drop off activity take place on school grounds and off public streets.
5. Dunkin' Donuts parking issues: Contributing to the traffic congestion in Central Square is the fact that there are continually at least two cars parked improperly at the intersection of Meridian and Saratoga Streets going toward the Meridian Street Bridge, in front of the Dunkin' Donuts. The cars parked there extend out into Meridian Street and prevent cars from being able to maneuver around any car that is making a left onto Saratoga Street (to Liberty Plaza) at that traffic

light. Sometimes not even a single car makes it through a green light there. Unenforced parking at this precise spot is a major cause of back-ups.

- a. **RECOMMENDATION:** Improve explanatory signage and if possible construct some physical barrier to induce residents to park correctly in that area. Also improve enforcement of parking violations in that area.

#### **B. New Traffic Issues**

1. **Meridian Street Entrance:** Many residents will be opposed to an entrance to the Seville project on Meridian Street. After reviewing the alternatives, and in consideration of the fact that only 17 cars will use that entrance, the IAG supports the Meridian Street entrance.
  - a. **RECOMMENDATION:** Fully explain the decision of the developers to include the second entrance and emphasize that only 17 cars will use the entrance. Further emphasize (and show any renderings available) that without that entrance, numerous off-street spaces would be eliminated and those cars would otherwise be forced to park on-street.
2. **On-Street Parking:** Residents will also complain that the Seville residents will take up on-street parking in that area. The IAG believes that this will be a manageable burden on the number of on-street spaces available.
  - a. **RECOMMENDATION:** Use available data and if possible, take nighttime photos, showing that there are actually many on-street spaces available in the area surrounding the Seville at night in order to provide evidence that will appropriately address concerns raised at the meeting.
3. **Pre-existing Issues:** To the extent that the Seville will create a further burden on the pre-existing traffic issues discussed above, the IAG would strongly recommend that the developers clearly identify the responsible government agencies and recommend that the residents address their complaints to those agencies. If possible, encourage these agencies to address all pre-existing traffic issues prior to completion of the Seville project so that the overall impact of the project is limited.
4. **Construction Traffic:** The IAG recommends that the developers be prepared with some preliminary plans to address residents concerns over how construction-related traffic will be handled. This was not adequately address at the 303 Café meeting.
5. **Zipcar:** The IAG recommends that the developers consult with ZipCar about the possibility of locating a car in the Shaws parking lot for Seville and East Boston residents.

## **II. Lombardo Family Properties**

Based on preliminary conversations with residents, the IAG anticipates that several or perhaps many residents will attempt to link all of the Lombardo-owned properties together and make approval of the Seville project contingent upon cosmetic improvements at all family-owned properties. Although this may be unfair to the Lombardo family, we believe it is in their best interest to anticipate these issues and attempt to address residents' concerns so as not to distract the discussions from the Seville project. Further, as major land owners in the area, the family does have substantial control over large portions of East Boston and unlike smaller developers, it is reasonable that the family is held to a slightly higher standard. We do not believe that the family should be forced to take actions that would affect the profitability of their properties or require excessive expenditures. Merely, we recommend that they should take actions that benefit the community when those actions would result in a small or negligible financial impact.

- A. Liberty Plaza: This is the most well-known Lombardo property in the area and would likely be a major source of complaints. The retail outlets in the Plaza provide a service to the community, but the Plaza itself is somewhat outdated and would benefit from certain cosmetic improvements.
  - 1. RECOMMENDATION: Dedicate a small amount of funds to beautification of the Plaza parking lot area. Such improvements could include planting trees, bushes and flowers, creating some more small “islands” within the parking area for plants and trees, and increasing the number of trash barrels in the area to prevent litter.
  - 2. RECOMMENDATION: Consider completely removing the lighted “Liberty Plaza” sign and associated steel supporting structure above the Kappy’s store. The sign seems to have no commercial value and appears to be unnecessary. It is also extremely tall and may contribute to the overall “outdated” feeling of the Plaza property. On the higher floors of the new Seville, it would obstruct views of the Harbor and downtown Boston and would reflect on residents’ windows at night.
- B. Steel Structure at entrance to Sumner Tunnel: This steel structure has been unimproved for several years and many residents have expressed concern about the lack of attention to this property. This is reportedly the number one complaint about existing Lombardo properties. The IAG is seriously concerned that this issue of the steel structure might result in such excessive community opposition to the Seville project that it would derail or delay the project.
  - 1. RECOMMENDATION: Remove the steel structure immediately or introduce a timeline for construction on the property.
- C. Other Lombardo Family properties outside East Boston: The Lombard family developed several fine properties outside of East Boston. The IAG recommends that renderings or photographs of those properties be made available at the meeting to demonstrate the level of creativity and quality that the Lombardos bring to their developments as an indication of what to expect from the Seville project.

### **III. Library Park**

The park between the Seville and the Library is poorly maintained and underutilized. There have already been attempts made to coordinate a redesign of the park between the developers and the Library. Our recommendations for the park are as follows:

- A. Have a representative of the appropriate oversight body (presumably the Library Board of Trustees) attend the meeting and be prepared to discuss Library involvement or acceptance of the developer’s plans for the park.
- B. Discuss the details of what improvements will be made to the park. The IAG recommends that security cameras, ample lighting, benches, and ample grass, trees, bushes and flowers be installed in the area.
- C. We recommend that the developers and Library discuss and agree on who will be responsible for park maintenance and landscaping and that it be announced at the meeting.
- D. We also believe that a nicely improved park will be very beneficial to the marketing of the Seville condos and retail units.

### **IV. Green Space**

There are very few “green” elements in the renderings we have seen to this point. We understand that the building will be built out to the edge of the existing sidewalk and that this limits the potential area for green space. However, we also believe that having some trees

planted in the sidewalk or street corner areas would also help reduce residents' possible concerns over the height of the buildings as the trees would be overhead and block some of the sensation of a tall building. Considering the limitations on the site, the IAG recommends the following:

- A. In coordination with the City of Boston and East Boston Main Streets, the developers should plant trees in the sidewalk or street corner areas along Border and Meridian Streets. To the extent possible, we recommend that flowers be planted in the sidewalk areas and/or at the entrances to the Seville building.
- B. We recommend that a "green" roof be part of the building design both for environmental reasons and also for increased marketability of a green roof area that incorporates the outstanding city views.
- C. We recommend that the developers take responsibility of the small green "island" in Central Square in the area of Meridian and Saratoga Streets and regularly maintain the "island" with plantings and flowers. Two photographs of this "island" are included at the end of this document.
- D. We would like the Boston Redevelopment Authority to encourage the relevant city agency to consider "green" improvements to the park within Central Square.

#### **V. LEED Gold Certification**

The IAG recognizes that certain environmentally efficient and sustainable qualities will be incorporated to the design of the building. Due to our location next to the heavily polluting airport and in consideration of the pollution inherent in an urban area, the IAG would recommend that the project further mitigate its environmental impact by committing to achieve LEED Gold Certification. We also feel this would positively affect the marketability of the condominiums and commercial units as it would be located in one of the few LEED certified residential buildings in Boston. It would also help set a precedent for other large projects in East Boston and would help the community encourage other developers to match the Lombardos' efforts at environmental sustainability.

#### **VI. Building Height Issues**

The height of the building could be a concern for some residents. The IAG felt that the developers did an excellent job of explaining how they used the design of the building to eliminate the sensation of excessive height and also how the building height on Border and Meridian Streets would be different so as to coincide with the character of each street. We would recommend that the developers preempt any concerns by voluntarily raising the issue of height and explaining the considerations they made in building design as they did at the 303 Café meeting.

#### **VII. Historic Qualities of the Seville**

Some residents' opposition to the Seville project may be rooted in a sense of remorse over the loss of the Seville Theatre as they knew it from their youth. We would like to recommend that the developers consider ways that they might retain some of the historic elements of the theatre which meant so much to the neighborhood. The Seville project also abuts the Eagle Hill Historic District, a federally-recognized historic preservation area. There has thus been a precedent for historic preservation in the immediate surrounding neighborhood. The Eagle Hill Civic Association and several residents have performed substantial historical research on area buildings and presumably would be willing to work with the developers on historic preservation issues. The following are some ideas on how the developers could incorporate some historical preservation elements into the project:

- A. Create an “old time” movie theatre or art deco design in the new sign on the building designating the property as “The Seville on Boston Harbor”
- B. Utilize old photographs and other memorabilia within the common areas of the building and consider making some of it open to the public.
- C. Consider leasing one of the commercial spaces to a community theatre, or other business or non-profit that relates to the prior use of the building.
- D. Retain, if possible or appropriate, any historical elements in the façade of the building that evoke the old Seville theatre.

#### **VIII. Positives of the Project**

In the presentation at 303 Café, and in our review of the project proposal materials, there are several elements of the project that we found particularly positive and beneficial for the community. We would recommend that you emphasize the following benefits of the project at the meeting:

- A. Scope and size of project: The price range of the condominiums is very appropriate and will make the project more feasible, especially as compared to the stalled East Pier and Clippership Warf projects. The size of less than 100 units is also more appropriate in scale for the neighborhood.
- B. Benefiting Central Square: Central Square is the most important commercial area in East Boston, but is often overlooked for improvements. The Seville will be the first major improvement to this part of East Boston in many years and represents a positive step forward for the Central Square and Eagle Hill neighborhood.
- C. Library Park: The owners’ and developers’ willingness to address the Library park and surrounding areas, as well as address traffic issues that may or may not be caused by the Seville is appreciated.
- D. Architecture/Design: The architectural design of the building was very thoughtful. The staggering of the units so as to maximize views for all the units is creative and shows that the developers have an appreciation of the qualities that make East Boston a desirable place to live.
- E. Public Safety: The Seville is going to drastically improve public safety in the area because it will be a 24 hour use and will bring more foot traffic to the area.
- F. Affordability: There will be an affordability component so that different groups of people will be able to purchase units in the building.

**Lim, Tai**

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**From:** LaMattina, Salvatore  
**Sent:** Thursday, March 27, 2008 2:05 PM  
**To:** Lim, Tai  
**Subject:** FW: Lombardo Seville Project / Bruce Yochum property at 272-274 Meridian Street

FYI

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**From:** Bruce Yochum [mailto:bruce@a1prt.com]  
**Sent:** Thursday, March 27, 2008 1:57 PM  
**To:** Anthony.Petrucelli@state.ma.us  
**Cc:** LaMattina, Salvatore; Carlo.Basile@state.ma.us  
**Subject:** Lombardo Seville Project / Bruce Yochum property at 272-274 Meridian Street

Dear Senator Petrucelli, Councilor Sal LaMattina, and Representative Carlo Basile,

As you may be aware of already, I am a resident of E. Boston and have been for over twenty years now and I own a local printing business called A-1 Printing. Back in 1993 I bought a multi-unit mixed use residential/commercial building at 272-274 Meridian Street. I have resided and operated my printing business at that location since then.

I am writing you because in the Boston Globe and East Boston Times many local politicians are mentioned as supporters of the development of the new proposed Lombardo project that involves the Seville Theatre demolition and subsequent property development. I wanted to bring to your attention the fact that I am attached to the old Seville Theatre in a major way. We are more than just abutters, we have been actually sharing a common wall for a very long time (my guess is about 80 years or so). Of added concern, my building sits on significantly higher ground than the old Seville Theatre making gravity work against it. I was told about 3 years ago by Vincent Lombardo's proposed contractor on this project, Steve Callahan, that it wasn't possible to take down the Seville Theatre without destroying my property. He then proceeded to show me several different architectural art renderings of the proposed new building which all had my building as "not there anymore".

For the record, over the past 4 or 5 years, Carl Pearson of Global Properties (a Lombardo Company subsidiary) and Attorney Joe Tierney have made several contacts with me indicating their desire to acquire my building so that it also can be taken down and included in the proposed new Seville building project. Despite this, in that whole period of time, no one has ever really put an offer on the table. When we did meet, they would ask me what I wanted for my property to which I would respond it would have to be enough to have my life remain status quo. To maintain my current lifestyle is a fairly ascertainable figure based on what I have and what I make. Apparently, from their perspective, the number I needed to get involved paying me more than they wanted to. I respect Lombardo Companies' point of view and I hope that they, and everybody else, understands mine. I was not, and am not, looking for a windfall when it pertains to selling my property. My selling price simply comes down to not wanting to have my life go backwards from where I am presently.

I would like everybody to understand that I am not adamantly opposed to the construction of this new project. I just have viable concerns that if the building project does take place, that my tenants and I will be subject to living in a truly dangerous situation or at the very least, an extremely scary, disruptive situation. I am also justifiably concerned that my building will suffer significant damage. I am asking each of you, as representatives of the community we both live in, with help to oversee that I, my tenants, and my property are not ignored in the due process of this proposed construction project. Anything any of you can do to intercede on my behalf would be very much appreciated.

About 10 days ago a "community" meeting was held by East Boston's Mayor's liaison, John Forbes pertaining to another not totally unrelated issue. When we spoke, John Forbes told me that it was his job to look after my best interests and mentioned he would be happy to act as "go-between" if I wanted to talk any further about selling my building. We agreed to meet up prior to the community meeting being held tonight and I emailed him about 8 days ago, wherein I stated that I might have a creative solution to purchasing my property if those affiliated with the project were truly interested in acquiring it. To date, I haven't heard anything back.

3/27/2008

Honestly, I'm not really interested in selling my building and never have been, as I really like both my building and my situation. I've worked extremely hard to get to where I am and it would be my first choice to have things remain the way they are. But, truth be told, I would consider selling because I don't like the potential prospects of having my building tumble down on those who reside in it or having to live through a long-term dangerous, extremely disturbing situation. I anxious to avoid the possible future unenviable position of trying to fight for my rights after things go wrong against a company that has the obvious resources that Mr. Lombardo has Another significant concern of mine is losing all my tenants because of this. I've already had one of my long-term tenants state to me that he is moving out if this project actually breaks ground and I can't say that I blame them. I would welcome any correspondence regarding this and can be reached at (617) 569-8550 or at [Bruce@A1prt.com](mailto:Bruce@A1prt.com).

Thank you very much for your time and I hope to see you or one of your representatives at the community meeting about the Seville Project being held tonight at the Harborside Community Center.

Sincerely,

Bruce Yochum

3/27/2008

**Lim, Tai**

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**From:** JMason023@aol.com  
**Sent:** Thursday, March 27, 2008 2:19 PM  
**To:** Donna.Loconte@state.ma.us; Anthony.Petrucelli@state.ma.us  
**Cc:** LaMattina, Salvatore; CarloBasile2@aol.com  
**Subject:** (no subject)

Hello

I am wondering if you guys are going to be at tonight's meeting on the Seville?

Its at the Harborside at 6 30 p.m..

I am concerned its moving way to fast ,and have enormous concerns about the amount of traffic trips across the side walk of Meridian Street.

His plans call for 47 parking spaces.With that being said and using a common traffic study technique on the lower end of 4 trips per car / truck per day times 356 days a year.

per day is 188 trips

per week is 1316 trips

per year is 68620 trips

These are unacceptable numbers to be going across a busy side walk only 20 feet from the Front door of the Library.

It will only be a matter of time before a pedestrian is hit ,or killed. THIS entrance must be on the Border Street side of the building,and not on one of the busiest side walks in Eastie.

They still have not given a detailed explanation as to how they are going to be able to tear it down without destroying the building attached on the left,and the right.

The one on the right is a poured concrete wall about 15 feet thick,and about 60 feet tall. That building as you all know is an owner occupied building that has 3 residential units ,the hardware store,and the printing company.

I have spoken to 2 engineers,and an architect who say it can not be done without a 90% chance of a full collapse of this building.

I hope to see you there,and hope the rights of people who live in the buildings they own count more than Mr. Lombados right to redevelop this site.

One final note ,Its a shame that he will be allowed to make tiny 450 square feet units,but normal people would be denied at the Board of Appeals if they did not have a minimum of 800 square feet and 8 ft tall ceilings.

These double standards are wrong.

Thank You  
Joe Mason

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Create a Home Theater Like the Pros. [Watch the video on AOL Home.](#)

3/27/2008

**Lim, Tai**

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**From:** PTAmom105@aol.com  
**Sent:** Friday, March 28, 2008 10:44 AM  
**To:** Lim, Tai  
**Subject:** 248 Meridian Street Project

Dear Mr.Lim:

I'm writing this letter in regards to the Meridian Street Project. I attended last nights meeting and I have a couple of concerns that I feel need to be considered.

First of all, the parking entrance/exit on the Meridian Street and Border Street side need to be carefully thought through. As a parent, who takes her children to the library regularly have concerns with crossing the street and the additional traffic that will be traveling thru the street. Also, on Border Street where there is a school located and where many children enter and exit during the day. In the past, many cars use Border Street as a raceway to avoid the traffic on Meridian Street and a child has been struck during dismissal time. Has anyone approached the school on Border Street to see if they have any concerns?

I'm all for the project and the revitalization the neighborhood but I hope these concerns are reviewed.

Lastly, in regards to Bruce @ A-1 Printing. I believe he has many issues that need to be addressed. That is his residence and lively hood and there should be communication to him in all regards.

Sincerely,  
Carol A. DiStefano  
Resident

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Create a Home Theater Like the Pros. [Watch the video on AOL Home.](#)

3/28/2008

**Lim, Tai**

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**From:** Thompson, Seth [Seth.Thompson@mpi.com]  
**Sent:** Friday, March 28, 2008 1:03 PM  
**To:** Lim, Tai  
**Cc:** LaMattina, Salvatore; Forbes, John  
**Subject:** FULL SUPPORT-Seville Theatre (East Boston) project  
**Importance:** High

Dear Tai,

I had to leave the Seville Theatre project meeting early last night so I didn't get a chance to hear the entire question and answer portion.

I am writing to express my wholehearted **SUPPORT** for this project. This will be a huge improvement for the area and for all of East Boston.

Any concerns that abutters (for instance the hardware store next door) have with the project should be worked out in one-on-one meetings between the abutters and the developers. The rest of East Boston shouldn't have to wait for this project to become a reality because individual abutters aren't proactively discussing, engaging and partnering with the developers!

I'm glad to see that this project is moving ahead quickly, while concurrently adapting their design to the concerns of the East Boston Community, not individuals who believe they speak on behalf of the community. If certain people who attend these meetings had their way, NOTHING in East Boston would ever be built.

I think this is a positive, well intentioned, well designed and hopefully well-executed project. Thank you for everyone's hard work to make this project a reality!

Sincerely,

Seth

*Seth Thompson  
107 Liverpool St*

This e-mail, including any attachments, is a confidential business communication, an

4/15/2008

**Lim, Tai**

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**From:** Alperen, Dara [Dara.Alperen@NEMoves.com]  
**Sent:** Tuesday, April 08, 2008 4:08 PM  
**To:** Lim, Tai  
**Subject:** Seville Project

Hi Tai,

I hope I am reaching the right person. I recently attended the public meeting to discuss the design of the developing the old Seville Theatre on Meridian Street in East Boston. I am an East Boston resident and also a realtor in the city of Boston. I am very excited of the new life that this building will bring to the Eagle Hill neighborhood and Liberty Plaza. I know there are concerns about the Meridian Street garage parking, but I hope the BRA sees the overall value that this project will bring to East Boston.

Best Regards,

**Dara R. Alperen**  
Broker/CNS

**Coldwell Banker Residential Brokerage - Back Bay**  
137 Newbury Street  
Second Floor  
Boston, MA 02116

P: 617-266-4430  
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[www.321WestSecondSt.com](http://www.321WestSecondSt.com)

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4/15/2008

**Lim, Tai**

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**From:** David Fernandes [dfernand@alum.mit.edu]  
**Sent:** Tuesday, April 08, 2008 9:47 PM  
**To:** Lim, Tai  
**Subject:** 248 Meridian Street Project

I am writing in support of the 248 Meridian Street Project in East Boston, also known as the Seville on Boston Harbor. This is an important project that will redevelop a long vacant structure into new housing units and commercial space.

However, I remain extremely concerned about the developer's plan to have a garage entrance on Meridian Street. The project is located on an extremely congested block of Meridian Street that has a large amount of pedestrian traffic. A garage entrance will be dangerous to both cars and pedestrians, and the beeping required to alert people with disabilities will be a disturbance to the neighbors (not just the abutter who spoke at the public meeting, but also to those who live in the apartment buildings across the street and elsewhere on the block). Although the property's section Border Street is also busy, it has less pedestrian traffic and is clearly the better alternative for vehicular access. One suggestion would be to swap the commercial space planned for the Border Street facade of the building with the parking planned for the Meridian Street side. Although I like the idea of enlivening the Border Street facade with retail, I would rather give this up than have a garage entrance on Meridian Street. Another option would be to provide some of the required parking with spaces at the Liberty Plaza shopping center across Border Street. Since the spaces closest to Border Street are also furthest from the stores, some of them could be reserved for 248 Meridian Street residents with minimal impact on shoppers. Alternatively, residents of 248 Meridian Street could be allocated (given, sold, or leased) non-reserved spaces at the shopping center. Since residents and guests are likely to park illegally at the shopping center in any event, this would at least allow the Lombardo Companies to receive some compensation for these spaces. Finally, I would support a reduction in parking for the project if it included a dedicated ZIP Car (or other car sharing) space and the reduction were necessary to avoid a vehicular entry on Meridian Street. Although Eagle Hill has parking issues, this section of the neighborhood does not have as much of a shortage of street parking and the project is close to public transportation (including the potential for ferry service to Liberty Plaza at some point in the future).

I also strongly support the suggestion to incorporate a green roof into the project, preferably over the single story portion along Meridian Street. This would not only help the project to meet its LEED requirements but would allow it to create at least a minimal amount of green space that is sorely missing in this section of the neighborhood. If the green roof were located over the single story section, it would be visible to neighbors and passers-by in addition to project residents. Without this amenity, the project would have no green space, whatsoever.

As a nearby resident, I am especially excited about the project's potential to bring a Zip Car or other car sharing space to East Boston. My neighbors and I would love to participate in such a service, but the nearest spaces are currently across the Harbor in the North End. The Zip Car space would also be a great benefit to shoppers at Shaw's and other stores at Liberty Plaza.

Thank you for your consideration of these suggestions.

- David Fernandes  
151 Brooks Street  
East Boston, MA 02128  
617 569 4042  
dfernand@alum.mit.edu

**Lim, Tai**

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**From:** Robert Fleming [Robert\_Fleming@emerson.edu]  
**Sent:** Tuesday, April 08, 2008 9:59 PM  
**To:** Lim, Tai  
**Subject:** Seville on Boston Harbor

To whom it may concern,

This is my comment on the proposal for the Seville on Boston Harbor proposal, presented Thursday March 27, 2008.

I have the following concerns about this project

First and foremost, in my opinion, the developer, Mr. Lombardo, has a poor track record in terms of developing high quality projects in East Boston. I understand that he is a businessman, and as such, he wants to make the minimum investment to realize the maximum profit. The result of his efforts so far has been structures whose architectural style can best be described as suburban strip mall. Witness the Shaw's Liberty Plaza project (look closely, the columns are fabricated from styrofoam pellets), and the Walgreens (which is equal parts parking lot and building). In short, he does not respect the history and historic character of this neighborhood.

Second, the scale of his proposed development is much larger than the existing structures that surround it in the Central Square neighborhood. What are the BRA standards for new projects in relation to the existing scale of the surrounding neighborhood. How do they measure the height of an existing structure? Is it to the top of the main structure, or does the developer get to count roof top air conditioning units and steel struts that used to hold up neon signs. The scale and mass of this structure is too large in relation to the surrounding neighborhood, especially considering the developers lack of sympathy for the existing historic architecture of the neighborhood and his history of using cheap looking materials. If a development of this scale and mass is to be approved, then it is imperative that the resulting structure be of the highest quality, and that it respect the historic character of the square, and elevate the quality of structures in the neighborhood, instead of dragging the neighborhood down to the level of strip malls on Route 1.

Finally, I find the membership of the IAG suspect. Who put this committee together and how were the members chosen? Their comments at the public meeting suggested that their real function is to be boosters for Mr. Lombardo's project, rather than representatives of the community's interests. They said that whatever they asked, Mr Lombardo granted. Perhaps they are being naive. If the goal was to represent the community, then perhaps some of the members of the IAG should have been residents who lived in East Boston when Mr Lombardo was seeking approval for the Shaw's at Liberty Plaza. That proposal showed lush landscaping and a functioning dock with a water taxi. Instead of that vision, the community received a barren parking lot surrounded by untended trees and shrubs, and a dock made inaccessible by a chain link fence.

In closing, I want to emphasize that I support development in East Boston. This is a prime location, and the structure that goes here can make or break this struggling neighborhood. I ask that you use the power of your office to compel the developer to deliver a high quality project that respects the existing neighborhood and residents, one that is viewed as an asset rather than a cheap effort to make a fast buck.

Sincerely,

Robert Fleming  
23 Princeton Street  
East Boston, MA 02128

**Lim, Tai**

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**From:** ebmainstreets [ebmainstreets@verizon.net]  
**Sent:** Thursday, April 10, 2008 2:42 PM  
**To:** Lim, Tai  
**Cc:** Flor Esturban; Luis Bravo; Alicia Saldana; Paul Koch; Allyson Gray; anna DiMaria; gmagoon@aol.com; mancadc@msn.com; manuelmacias@verizon.net; Michael Moscone; Mike Cataldo; mvitagli@sovereignbank.com; pedro@tonysrealty.com; Mary Berninger; James Gleason; Beda Diaz  
**Subject:** 248 Meridian Street project

Dear Tai,

The 248 Meridian Street project is a major development in the Main Street district. The Seville on Boston Harbor project is a positive step in continuing revitalization efforts in East Boston. Comments from the community and members of Main Streets have focused on 3 areas

1. Affect on abutters     Plans should reflect steps that will be taken so the project will not adversely affect abutting physical structures
2. Traffic                     The Parking entrance and exit on Meridian Street should be designed for pedestrian safety as the first priority
3. Comercial Space     Make an effort to attract businesses to the comercial space that reflect the needs and wants of the community.

Lastly we recommend that the project team or an appropriate City agency appoint an individual to be a point person to deal with issues during the construction period.

I hope these comments are helpful.

Respectfully,

Clark J. Moulaison  
Executive Director

East Boston Main Streets  
146 Maverick St. P.O. Box 584  
East Boston, MA 02128  
617-561-1044  
[www.ebmainstreets.com](http://www.ebmainstreets.com)

4/15/2008



Eckert Seamans Cherin & Mellott, LLC  
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www.eckertseamans.com

Stephen T. Kunian, Esq.  
617-342-6869  
skunian@eckertseamans.com

April 15, 2008

VIA HAND DELIVERY

Mr. Tai Lim  
BRA – 9<sup>th</sup> Floor  
City Hall Plaza  
Boston, MA 02201

Re: The Seville on Boston Harbor LLC  
248-270 Meridian Street Boston

Dear Mr. Lim:

Our office represents Bruce Yochum who is an abutter to the above project and owns the building located at 270-274 Meridian Street, East Boston. The following is an outline of Mr. Yochum's concerns about the proposed project. I would like to address Mr. Yochum's concerns about the project in general and then the impact of the project on Mr. Yochum and other abutters.

The general comments are as follows:

1. The building height which is one story over the current height of the building and the size of the project dwarfs everything on the block. The height and design is over-powering and has a negative effect on the character of the street because of its size and height.
2. The installation of a second parking garage entrance will negatively impact both on traffic on Meridian and eliminate parking spots currently there. As you know, the first floor on Mr. Yochum's building and the proposed first floor in the project will be retail establishments. To eliminate five to seven parking spaces because of the parking entrance would not only have a negative impact on these retail spaces but also will further eliminate public parking and be detrimental to the general public.
3. There is no description of the building which is being torn down or its history. We have no idea of the building's historical importance. The Seville Theatre has been in the neighborhood for almost one hundred years. Its historic and architectural significance should be carefully reviewed.
4. Architecturally there are too many windows in the building.

April 15, 2008

Page 2

5. Ratio of parking to residential and commercial units seems low. Will a variance be required? Mr. Yochum is concerned about an increase. Parking burden on the public and congestion.

Our concerns specific to Mr. Yochum's property are as follows:

1. The rear of Mr. Yochum's building which abuts the Seville Theatre contains a party wall. Any construction needs to comply with the terms and conditions of the party wall agreement.
2. The side of Mr. Yochum's building abutting the library contains a retaining wall which extends onto the Seville Theatre land. The integrity of that retaining wall needs to be preserved.
3. If the permits are granted, the manner in which the Theatre is demolished is of concern because there is a strong likelihood that it could seriously damage Mr. Yochum's property and impact negatively on the structural integrity of his property.
4. There is an open area between Mr. Yochum's property and the Seville Theatre and the developer's property in which Mr. Yochum has rights by virtue of an easement. Mr. Yochum's rights with respect to that area needs to be addressed as there should be no interference with Mr. Yochum's use of that open space or interference with the easement as to light, air and open space.
5. While there are no dimensions shown on the site plan it would appear that the proposed building will encroach on that open spaces. Also the space cannot be used during construction so as to interfere with the easement.
6. Mr. Yochum's property and the property of other abutters needs to be protected both during demolition and construction of the new building. An independent engineer should be hired to review the building plans in order to protect Mr. Yochum and the other abutters. Such a review should be based on plans stamped by a registered engineer.
7. Often demolition and new construction such work often causes a serious rodent problem for abutters. A rodent control plan should be presented.
8. There is reference to a construction management plan. None is presented. Given the impact of the proposed demolition and the subsequent construction such a plan should be presented now for review and approval. It also should contain a mitigation plan.
9. The demolition and subsequent construction may have a negative impact on Mr. Yochum and other abutter in terms of retaining tenants because of noise, dust and other negative

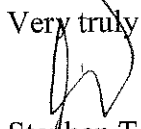
April 15, 2008  
Page 3

conditions which occur during a project such as this. The Developer must acknowledge that neither demolition nor construction will create a nuisance. The development should not interfere with Mr. Yochum's, his tenants', or other abutters' rights to peaceful use of their property.

I would be happy to review these comments with you and the developer in the hopes of coming to a solution which will protect the abutters and insure that their rights are not violated.

I look forward to hearing from you.

Very truly yours,



Stephen T. Kunian

STK/edt

# Climate Change Preparedness and Resiliency Checklist for New Construction

In November 2013, in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Redevelopment Authority adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at <http://www.cityofboston.gov/climate>

In advance we thank you for your time and assistance in advancing best practices in Boston.

## Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment ([www.climatechoices.org/ne/](http://www.climatechoices.org/ne/))
2. USGCRP 2009 (<http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/>)
3. Army Corps of Engineers guidance on sea level rise (<http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf>)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (<http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf>)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr\*, Kara S. Doran and Peter A. Howd, 2012 ([http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf](http://www.bostonredevelopmentauthority.org/planning/Hotspot%20of%20Accelerated%20Sea-level%20Rise%202012.pdf))
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 ([http://www.greenribboncommission.org/downloads/Building Resilience in Boston SML.pdf](http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf))

## Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BRA Approval. A PDF of your response to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

**Please Note:** When initiating a new project, please visit the BRA web site for the most current [Climate Change Preparedness & Resiliency Checklist](#).

## Climate Change Resiliency and Preparedness Checklist

### A.1 - Project Information

|                                                           |                                                                                                                                                       |
|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name:                                             | The Seville on Boston Harbor                                                                                                                          |
| Project Address Primary:                                  | 250 Meridian Street, East Boston, MA                                                                                                                  |
| Project Address Additional:                               |                                                                                                                                                       |
| Project Contact (name / Title / Company / email / phone): | Carl Pearson, Global Property Developers Corporation, email: <a href="mailto:cpearson@globalpdc.com">cpearson@globalpdc.com</a> , phone: 508-697-9300 |

### A.2 - Team Description

|                              |                                         |
|------------------------------|-----------------------------------------|
| Owner / Developer:           | Global Property Developers Corporation  |
| Architect:                   | ICON architecture, inc.                 |
| Engineer (building systems): | Building Facilities Engineering Company |
| Sustainability / LEED:       |                                         |
| Permitting:                  |                                         |
| Construction Management:     |                                         |
| Climate Change Expert:       |                                         |

### A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

|                               |                                                |                    |                              |
|-------------------------------|------------------------------------------------|--------------------|------------------------------|
| PNF / Expanded PNF Submission | Draft / Final Project Impact Report Submission | BRA Board Approved | Notice of Project Change     |
| Planned Development Area      | BRA Final Design Approved                      | Under Construction | Construction just completed: |

### A.4 - Building Classification and Description

|                                   |                                                  |
|-----------------------------------|--------------------------------------------------|
| List the principal Building Uses: | Residential over Commercial on the street levels |
| List the First Floor Uses:        | Commercial and parking                           |

What is the principal Construction Type – select most appropriate type?

|            |         |             |          |
|------------|---------|-------------|----------|
| Wood Frame | Masonry | Steel Frame | Concrete |
|------------|---------|-------------|----------|

Describe the building?

|                                                     |           |                                                       |                       |
|-----------------------------------------------------|-----------|-------------------------------------------------------|-----------------------|
| Site Area:                                          | 17,480 SF | Building Area:                                        | 100,905 SF            |
| Building Height:                                    | 65 Ft.    | Number of Stories:                                    | 6 Flrs.               |
| First Floor Elevation (reference Boston City Base): | 31' Elev. | Are there below grade spaces/levels, if yes how many: | No / Number of Levels |

## A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

|                        |                  |               |            |          |
|------------------------|------------------|---------------|------------|----------|
| Select by Primary Use: | New Construction | Core & Shell  | Healthcare | Schools  |
|                        | Retail           | Homes Midrise | Homes      | Other    |
| Select LEED Outcome:   | Certified        | Silver        | Gold       | Platinum |

Will the project be USGBC Registered and / or USGBC Certified?

|             |          |            |          |
|-------------|----------|------------|----------|
| Registered: | Yes / No | Certified: | Yes / No |
|             | NO       |            | NO       |

## A.6 - Building Energy

What are the base and peak operating energy loads for the building?

|                                                    |                     |          |                |
|----------------------------------------------------|---------------------|----------|----------------|
| Electric:                                          | 480 (kW)            | Heating: | 4.5 (MMBtu/hr) |
| What is the planned building Energy Use Intensity: | (kbut/SF or kWh/SF) | Cooling: | 175 (Tons/hr)  |

What are the peak energy demands of your critical systems in the event of a service interruption?

|           |          |          |            |
|-----------|----------|----------|------------|
| Electric: | N/A (kW) | Heating: | (MMBtu/hr) |
|           |          | Cooling: | (Tons/hr)  |

What is nature and source of your back-up / emergency generators?

|                                  |                   |              |                                |
|----------------------------------|-------------------|--------------|--------------------------------|
| Electrical Generation:           | N/A (kW)          | Fuel Source: |                                |
| System Type and Number of Units: | Combustion Engine | Gas Turbine  | Combine Heat and Power (Units) |

## B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

### B.1 - Analysis

What is the full expected life of the project?

|                          |          |          |          |          |
|--------------------------|----------|----------|----------|----------|
| Select most appropriate: | 10 Years | 25 Years | 50 Years | 75 Years |
|--------------------------|----------|----------|----------|----------|

What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

|                          |          |          |          |          |
|--------------------------|----------|----------|----------|----------|
| Select most appropriate: | 10 Years | 25 Years | 50 Years | 75 Years |
|--------------------------|----------|----------|----------|----------|

What time span of future Climate Conditions was considered?

|                          |          |          |          |          |
|--------------------------|----------|----------|----------|----------|
| Select most appropriate: | 10 Years | 25 Years | 50 Years | 75 Years |
|--------------------------|----------|----------|----------|----------|

Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

|       |      |
|-------|------|
| 0/100 | Deg. |
|-------|------|

What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?

|         |        |                |
|---------|--------|----------------|
| 95 Deg. | 5 Days | 4 Events / yr. |
|---------|--------|----------------|

What Drought characteristics will be used for project planning – Duration and Frequency?

|         |                 |
|---------|-----------------|
| 30 Days | .2 Events / yr. |
|---------|-----------------|

What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year?

|                 |          |                 |
|-----------------|----------|-----------------|
| 45 Inches / yr. | 4 Inches | .5 Events / yr. |
|-----------------|----------|-----------------|

What Extreme Wind Storm Event characteristics will be used for project planning – Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

|               |          |                  |
|---------------|----------|------------------|
| 130 Peak Wind | 10 Hours | .25 Events / yr. |
|---------------|----------|------------------|

## B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use below code:

|     |
|-----|
| 20% |
|-----|

How is performance determined:

|                   |
|-------------------|
| Hers Index Rating |
|-------------------|

What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:

|                                          |                                                 |                       |                                       |
|------------------------------------------|-------------------------------------------------|-----------------------|---------------------------------------|
| <b>High performance building envelop</b> | <b>High performance lighting &amp; controls</b> | Building day lighting | <b>EnergyStar equip. / appliances</b> |
| High performance HVAC equipment          | <b>Energy recovery ventilation</b>              | No active cooling     | No active heating                     |

Describe any added measures:

|                                                    |
|----------------------------------------------------|
| 96% AFUE Furnaces with 13-15 SEER Condensing Units |
|----------------------------------------------------|

What are the insulation (R) values for building envelop elements?

|             |               |                                |              |
|-------------|---------------|--------------------------------|--------------|
| Roof:       | R = 40        | Walls / Curtain Wall Assembly: | R = 20       |
| Foundation: | R = existing  | Basement / Slab:               | R = existing |
| Windows:    | R = / U = .27 | Doors:                         | R = / U = .3 |

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

|                                      |                             |                                |                         |
|--------------------------------------|-----------------------------|--------------------------------|-------------------------|
| On-site clean energy / CHP system(s) | Building-wide power dimming | Thermal energy storage systems | Ground source heat pump |
| On-site Solar PV                     | On-site Solar Thermal       | Wind power                     | <b>None</b>             |

Describe any added measures:

|  |
|--|
|  |
|--|

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems?

Select all appropriate:

|                                           |                                   |                                                    |                                  |
|-------------------------------------------|-----------------------------------|----------------------------------------------------|----------------------------------|
| Connected to local distributed electrical | Building will be Smart Grid ready | Connected to distributed steam, hot, chilled water | Distributed thermal energy ready |
|-------------------------------------------|-----------------------------------|----------------------------------------------------|----------------------------------|

Will the building remain operable without utility power for an extended period?

|                                   |                 |                       |      |
|-----------------------------------|-----------------|-----------------------|------|
|                                   | Yes / <b>No</b> | If yes, for how long: | Days |
| If Yes, is building "Islandable?" |                 |                       |      |
| If Yes, describe strategies:      |                 |                       |      |

Describe any non-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

|                              |                                               |                                            |                              |                                          |
|------------------------------|-----------------------------------------------|--------------------------------------------|------------------------------|------------------------------------------|
| Select all appropriate:      | Solar oriented – longer south walls           | Prevailing winds oriented                  | External shading devices     | Tuned glazing,                           |
|                              | Building cool zones                           | <b>Operable windows</b>                    | Natural ventilation          | Building shading                         |
|                              | Potable water for drinking / food preparation | Potable water for sinks / sanitary systems | Waste water storage capacity | <b>High Performance Building Envelop</b> |
| Describe any added measures: |                                               |                                            |                              |                                          |

What measures will the project employ to reduce urban heat-island effect?

|                         |                                            |                      |                                       |                 |
|-------------------------|--------------------------------------------|----------------------|---------------------------------------|-----------------|
| Select all appropriate: | High reflective paving materials           | Shade trees & shrubs | <b>High reflective roof materials</b> | Vegetated roofs |
|                         | Describe other strategies: Covered parking |                      |                                       |                 |

What measures will the project employ to accommodate rain events and more rain fall?

|                         |                                   |                                                  |                                 |                 |
|-------------------------|-----------------------------------|--------------------------------------------------|---------------------------------|-----------------|
| Select all appropriate: | On-site retention systems & ponds | <b><u>Infiltration galleries &amp; areas</u></b> | vegetated water capture systems | Vegetated roofs |
|                         | Describe other strategies:        |                                                  |                                 |                 |

What measures will the project employ to accommodate extreme storm events and high winds?

|                         |                                        |                                                              |                                        |                                                |
|-------------------------|----------------------------------------|--------------------------------------------------------------|----------------------------------------|------------------------------------------------|
| Select all appropriate: | Hardened building structure & elements | <b><u>Buried utilities &amp; hardened infrastructure</u></b> | Hazard removal & protective landscapes | Soft & permeable surfaces (water infiltration) |
|                         | Describe other strategies:             |                                                              |                                        |                                                |

## C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

### C.1 - Location Description and Classification:

Do you believe the building to susceptible to flooding now or during the full expected life of the building?

|                 |
|-----------------|
| Yes / <b>No</b> |
|-----------------|

Describe site conditions?

|                                   |                                             |
|-----------------------------------|---------------------------------------------|
| Site Elevation – Low/High Points: | Boston City Base<br>Elev.(<br>Ft.)18.5/34.7 |
|-----------------------------------|---------------------------------------------|

Building Proximity to Water: 650+/- Ft.

Is the site or building located in any of the following?

Coastal Zone: Yes / No  
Flood Zone: Yes / No

Velocity Zone: Yes / No  
Area Prone to Flooding: Yes / No

Will the 2013 Preliminary FEMA Flood Insurance Rate Maps or future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?

2013 FEMA Prelim. FIRMs: Yes / No

Future floodplain delineation updates: Yes / No

What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?

285+/-Ft.

**If you answered YES to any of the above Location Description and Classification questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!**

## C - Sea-Level Rise and Storms

This section explores how a project responds to Sea-Level Rise and / or increase in storm frequency or severity.

### C.2 - Analysis

How were impacts from higher sea levels and more frequent and extreme storm events analyzed:

Sea Level Rise: Ft.

Frequency of storms: per year

### C.3 - Building Flood Proofing

Describe any strategies to limit storm and flood damage and to maintain functionality during an extended periods of disruption.

What will be the Building Flood Proof Elevation and First Floor Elevation:

Flood Proof Elevation: Boston City Base Elev.( Ft.)

First Floor Elevation: Boston City Base Elev. ( Ft.)

Will the project employ temporary measures to prevent building flooding (e.g. barricades, flood gates):

Yes / No

If Yes, to what elevation Boston City Base Elev. ( Ft.)

If Yes, describe:

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

|                                              |                              |                                  |                                  |
|----------------------------------------------|------------------------------|----------------------------------|----------------------------------|
| Systems located above 1 <sup>st</sup> Floor. | Water tight utility conduits | Waste water back flow prevention | Storm water back flow prevention |
|----------------------------------------------|------------------------------|----------------------------------|----------------------------------|

Were the differing effects of fresh water and salt water flooding considered:

Yes / No

Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

Yes / No

If yes, to what height above 100 Year Floodplain: Boston City Base Elev. (Ft.)

Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

Yes / No

If Yes, describe:

Will the building remain occupiable without utility power during an extended period of inundation:

Yes / No

If Yes, for how long:

days

Describe any additional strategies to addressing sea level rise and or sever storm impacts:

#### C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:

Yes / No

Hardened /  
Resilient Ground  
Floor Construction

Temporary  
shutters and or  
barricades

Resilient site  
design, materials  
and construction

Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:

Yes / No

Surrounding site  
elevation can be  
raised

Building ground  
floor can be  
raised

Construction been  
engineered

Describe additional strategies:

Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:

Yes / No

Solar PV

Solar Thermal

Clean Energy /  
CHP System(s)

Potable water  
storage

Wastewater  
storage

Back up energy  
systems & fuel

Describe any specific or  
additional strategies:

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: [John.Dalzell.BRA@cityofboston.gov](mailto:John.Dalzell.BRA@cityofboston.gov)



07 April 2014

**DRAFT**

Brian Golden, Acting Director  
Boston redevelopment Authority  
One City Hall Square  
Boston MA 02201-1007

**RE: 250 Meridian Street, East Boston MA, Article 37 Certification, Permit ERT:279485**

Dear Mr. Golden:

As the lead architect overseeing the planning and design of The Seville On The Harbor Project, I, Richard O'Dwyer certify that I am knowledgeable of the project's green building strategies, designs, plans and details and that to the best of my knowledge this project has been planned and designed so as to meet the prerequisites and earn the credits necessary to achieve certified status (45 points) using the LEED specific Homes for Mid-Rise 2011 rating system.

Accompanying this affidavit are the LEED Simplified Project Checklist and Green Building Report for the project documenting our point score and approach to achieving the prerequisites and selected credits. An excel version of the final LEED Checklist and a PDF of these documents will be transmitted to the BRA. Although we will not be seeking USGBC Certification for this project, our Preliminary Project Total is presently 56.5 points with 15.5 "maybe" points and we anticipate being able to reach the Silver certification level.

We understand that it is our responsibility to notify the BRA of any changes in our green building strategies and LEED point score. Additionally we understand that we are required to provide a Construction Affidavit, final LEED checklist and Green Building Report upon completion of construction and prior to the application to ISD for a Certificate of Occupancy.

Sincerely,

ICON architecture, inc.

Richard O'Dwyer

Principal-in-Charge

ICON architecture, inc.  
38 Chauncy Street  
Boston, Ma 02111  
tel: 617.451.3333  
fax: 617.451.1328  
www.iconarch.com

cc : Kathleen Pedersen BRA, Raul Duverge BRA.



# LEED for Homes Mid-rise Simplified Project Checklist

for Homes

|                                            |                                                      |
|--------------------------------------------|------------------------------------------------------|
| <b>Builder Name:</b>                       |                                                      |
| <b>Project Team Leader (if different):</b> | Carl Pearson, Global Property Developers Corporation |
| <b>Home Address (Street/City/State):</b>   | 250 Meridian Street, East Boston, MA                 |

## Project Description:

Building type: **Mid-rise multi-family**

# of stories: **6**

## Adjusted Certification Thresholds

Certified: **45.0**

Gold: **75.0**

# of units: **66**

Avg. Home Size Adjustment: **0**

Silver: **60.0**

Platinum: **90.0**

| Project Point Total           |                      | Final Credit Category Total Points                |       |         |       |
|-------------------------------|----------------------|---------------------------------------------------|-------|---------|-------|
| Prelim: 56.5 + 15.5 maybe pts | Final: 8.5           | ID: 0                                             | SS: 6 | EA: 0   | EQ: 0 |
| Certification Level           |                      | LL: 0                                             | WE: 0 | MR: 2.5 | AE: 0 |
| Prelim: Certified             | Final: Not Certified | Minimum Point Thresholds Not Met for Final Rating |       |         |       |

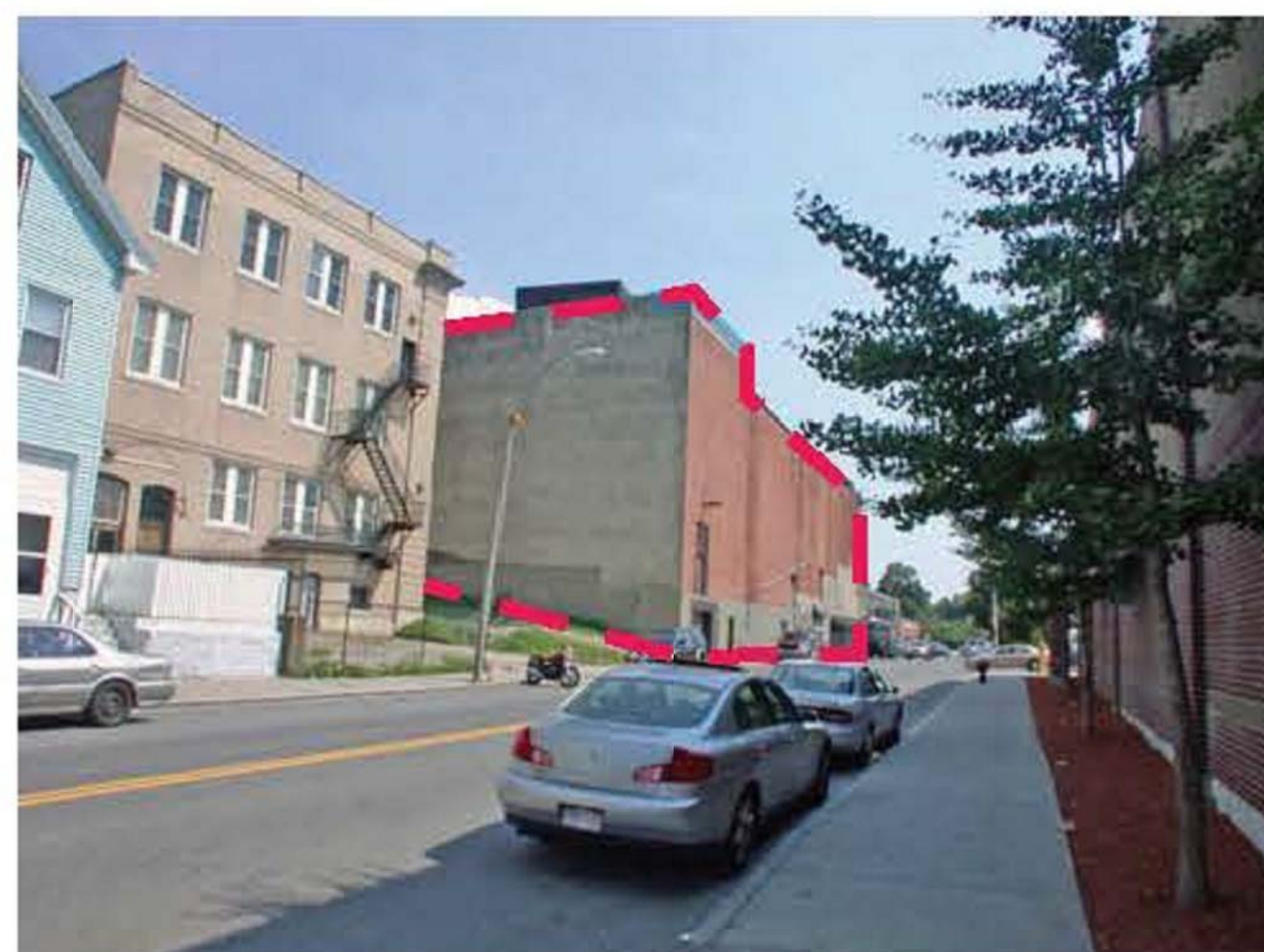
date last updated :

last updated by :

|                                    |     |                                                               |              | Max Pts | Project Points |       |       |       |
|------------------------------------|-----|---------------------------------------------------------------|--------------|---------|----------------|-------|-------|-------|
|                                    |     |                                                               |              |         | Preliminary    | Final |       |       |
| Innovation and Design Process (ID) |     | (No Minimum Points Required)                                  |              | Max     | Y/Pts          | Maybe | No    | Y/Pts |
| 1. Integrated Project Planning     | 1.1 | Preliminary Rating                                            | Prereq       |         |                |       |       |       |
|                                    | 1.2 | Energy Expertise for MID-RISE                                 | Prereq       |         |                |       |       |       |
|                                    | 1.3 | Professional Credentialed with Respect to LEED for Homes      | 1            | 1       | 0              | 0     |       |       |
|                                    | 1.4 | Design Charrette                                              | 1            | 1       | 0              | 0     |       |       |
|                                    | 1.5 | Building Orientation for Solar Design                         | 1            | 1       | 0              | 0     |       |       |
|                                    | 1.6 | Trades Training for MID-RISE                                  | 1            | 0       | 1              | 0     |       |       |
| 2. Durability Management Process   | 2.1 | Durability Planning                                           | Prereq       |         |                |       |       |       |
|                                    | 2.2 | Durability Management                                         | Prereq       |         |                |       |       |       |
|                                    | 2.3 | Third-Party Durability Management Verification                | 3            | 0       | 3              | 0     |       |       |
| 3. Innovative or Regional Design   | 3.1 | Innovation #1                                                 | 1            | 0       | 0              | 0     |       |       |
|                                    | 3.2 | Innovation #2                                                 | 1            | 0       | 0              | 0     |       |       |
|                                    | 3.3 | Innovation #3                                                 | 1            | 0       | 0              | 0     |       |       |
|                                    | 3.4 | Innovation #4                                                 | 1            | 0       | 0              | 0     |       |       |
| Sub-Total for ID Category:         |     |                                                               |              | 11      | 3              | 4     | 0     |       |
| Location and Linkages (LL)         |     | (No Minimum Points Required)                                  |              | OR      | Max            | Y/Pts | Maybe | No    |
| 1. LEED ND                         | 1   | LEED for Neighborhood Development                             | LL2-6        | 10      | 0              | 0     | 0     |       |
| 2. Site Selection                  | 2   | Site Selection                                                |              | 2       | 2              | 0     | 0     |       |
| 3. Preferred Locations             | 3.1 | Edge Development                                              | LL 3.1       | 1       | 0              | 0     | 0     |       |
|                                    | 3.2 | Infill                                                        |              | 2       | 2              | 0     | 0     |       |
|                                    | 3.3 | Brownfield Redevelopment for MID-RISE                         |              | 1       | 0              | 0     | 0     |       |
| 4. Infrastructure                  | 4   | Existing Infrastructure                                       |              | 1       | 1              | 0     | 0     |       |
| 5. Community Resources/ Transit    | 5.1 | Basic Community Resources for MID-RISE                        |              | 1       | 0              | 0     | 0     |       |
|                                    | 5.2 | Extensive Community Resources for MID-RISE                    | LL 5.1, 5.3  | 2       | 0              | 0     | 0     |       |
|                                    | 5.3 | Outstanding Community Resources for MID-RISE                  | LL 5.1, 5.2  | 3       | 3              | 0     | 0     |       |
| 6. Access to Open Space            | 6   | Access to Open Space                                          |              | 1       | 1              | 0     | 0     |       |
| Sub-Total for LL Category:         |     |                                                               |              | 10      | 9              | 0     | 0     |       |
| Sustainable Sites (SS)             |     | (Minimum of 5 SS Points Required)                             |              | OR      | Max            | Y/Pts | Maybe | No    |
| 1. Site Stewardship                | 1.1 | Erosion Controls During Construction                          | Prerequisite |         |                |       |       |       |
|                                    | 1.2 | Minimize Disturbed Area of Site for MID-RISE                  | 1            | 1       | 0              | 0     |       |       |
| 2. Landscaping                     | 2.1 | No Invasive Plants                                            | Prerequisite |         |                |       |       |       |
|                                    | 2.2 | Basic Landscape Design                                        | SS 2.5       | 1       | 1              | 0     | 0     |       |
|                                    | 2.3 | Limit Conventional Turf for MID-RISE                          | SS 2.5       | 2       | 2              | 0     | 2     |       |
|                                    | 2.4 | Drought Tolerant Plants for MID-RISE                          | SS 2.5       | 1       | 1              | 0     | 0     |       |
|                                    | 2.5 | Reduce Overall Irrigation Demand by at Least 20% for MID-RISE |              | 3       | 3              | 0     | 0     |       |
| 3. Local Heat Island Effects       | 3.1 | Reduce Site Heat Island Effects for MID-RISE                  |              | 1       | 1              | 0     | 0     |       |
|                                    | 3.2 | Reduce Roof Heat Island Effects for MID-RISE                  |              | 1       | 1              | 0     | 0     |       |
| 4. Surface Water Management        | 4.1 | Permeable Lot for MID-RISE                                    |              | 2       | 0              | 0     | 0     |       |
|                                    | 4.2 | Permanent Erosion Controls                                    |              | 1       | 0              | 1     | 0     |       |
|                                    | 4.3 | Stormwater Quality Control for MID-RISE                       |              | 2       | 0              | 2     | 0     |       |
| 5. Nontoxic Pest Control           | 5   | Pest Control Alternatives                                     |              | 2       | 2              | 0     | 0     |       |
| 6. Compact Development             | 6.1 | Moderate Density for MID-RISE                                 |              | 2       | 0              | 0     | 0     |       |
|                                    | 6.2 | High Density for MID-RISE                                     | SS 6.1, 6.3  | 3       | 0              | 0     | 0     |       |
|                                    | 6.3 | Very High Density for MID-RISE                                | SS 6.1, 6.2  | 4       | 4              | 0     | 4     |       |
| 7. Alternative Transportation      | 7.1 | Public Transit for MID-RISE                                   |              | 2       | 2              | 0     | 0     |       |
|                                    | 7.2 | Bicycle Storage for MID-RISE                                  |              | 1       | 1              | 0     | 0     |       |
|                                    | 7.3 | Parking Capacity/Low-Emitting Vehicles for MID-RISE           |              | 1       | 1              | 0     | 0     |       |
| Sub-Total for SS Category:         |     |                                                               |              | 22      | 17             | 3     | 6     |       |

## LEED for Homes Mid-rise Pilot Simplified Project Checklist (continued)

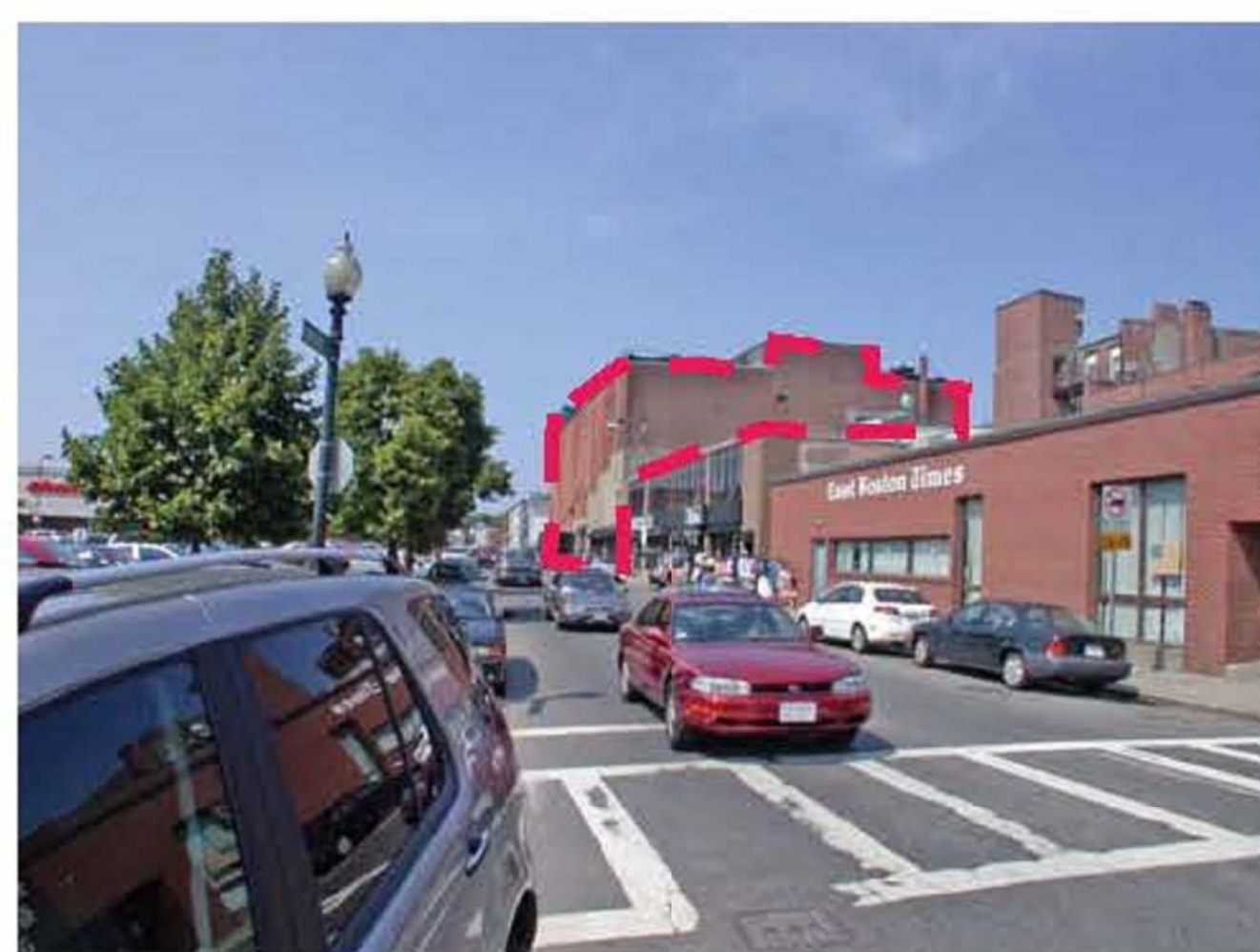
|                                              |      |                                                               |  |  |  | Max Pts      | Project Points |       |       |       |       |
|----------------------------------------------|------|---------------------------------------------------------------|--|--|--|--------------|----------------|-------|-------|-------|-------|
|                                              |      |                                                               |  |  |  |              | Preliminary    |       |       | Final |       |
|                                              |      |                                                               |  |  |  |              | Y/Pts          | Maybe | No    | Y/Pts |       |
| Water Efficiency (WE)                        |      | (Minimum of 3 WE Points Required)                             |  |  |  | OR           | Max            | Y/Pts | Maybe | No    | Y/Pts |
| 1. Water Reuse                               | 2.1  | Water Reuse for MID-RISE                                      |  |  |  |              | 5              | 0     | 0     |       | 0     |
| 2. Irrigation System                         | 2.1  | High Efficiency Irrigation System for MID-RISE                |  |  |  | WE 2.2       | 2              | 0     | 0     |       | 0     |
|                                              | 2.2  | Reduce Overall Irrigation Demand by at Least 45% for MID-RISE |  |  |  |              | 2              | 0     | 0     |       | 0     |
| 3. Indoor Water Use                          | 3.1  | High-Efficiency Fixtures and Fittings                         |  |  |  |              | 3              | 1     | 0     |       | 0     |
|                                              | 3.2  | Very High Efficiency Fixtures and Fittings                    |  |  |  |              | 6              | 4     | 0     |       | 0     |
|                                              | 3.3  | Water Efficient Appliances for MID-RISE                       |  |  |  |              | 2              | 1     | 1     |       | 0     |
| Sub-Total for WE Category:                   |      |                                                               |  |  |  |              | 15             | 6     | 1     |       | 0     |
| Energy and Atmosphere (EA)                   |      | (Minimum of 0 EA Points Required)                             |  |  |  | OR           | Max            | Y/Pts | Maybe | No    | Y/Pts |
| 1. Optimize Energy Performance               | 1.1  | Minimum Energy Performance for MID-RISE                       |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 1.2  | Testing and Verification for MID-RISE                         |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 1.3  | Optimize Energy Performance for MID-RISE                      |  |  |  | 34           | 0              |       |       |       | 0     |
| 7. Water Heating                             | 7.1  | Efficient Hot Water Distribution                              |  |  |  | 2            | 0              |       |       |       | 0     |
|                                              | 7.2  | Pipe Insulation                                               |  |  |  | 1            | 0              |       |       |       | 0     |
| 11. Residential Refrigerant Management       | 11.1 | Refrigerant Charge Test                                       |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 11.2 | Appropriate HVAC Refrigerants                                 |  |  |  | 1            | 0              |       |       |       | 0     |
| Sub-Total for EA Category:                   |      |                                                               |  |  |  |              | 38             | 0     | 0     |       | 0     |
| Materials and Resources (MR)                 |      | (Minimum of 2 MR Points Required)                             |  |  |  | OR           | Max            | Y/Pts | Maybe | No    | Y/Pts |
| 1. Material-Efficient Framing                | 1.1  | Framing Order Waste Factor Limit                              |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 1.2  | Detailed Framing Documents                                    |  |  |  | 1            | 1              | 0     |       |       | 0     |
|                                              | 1.3  | Detailed Cut List and Lumber Order                            |  |  |  | 1            | 1              | 0     |       |       | 0     |
|                                              | 1.4  | Framing Efficiencies                                          |  |  |  | 3            | 0              | 0     |       |       | 0     |
|                                              | 1.5  | Off-site Fabrication                                          |  |  |  | 4            | 4              | 0     |       |       | 0     |
| 2. Environmentally Preferable Products       | 2.1  | FSC Certified Tropical Wood                                   |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 2.2  | Environmentally Preferable Products                           |  |  |  | 8            | 1              | 0     |       |       | 0     |
| 3. Waste Management                          | 3.1  | Construction Waste Management Planning                        |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 3.2  | Construction Waste Reduction                                  |  |  |  | 3            | 2.5            | 0.5   |       |       | 2.5   |
| Sub-Total for MR Category:                   |      |                                                               |  |  |  |              | 16             | 7.5   | 0.5   |       | 2.5   |
| Indoor Environmental Quality (EQ)            |      | (Minimum of 6 EQ Points Required)                             |  |  |  | OR           | Max            | Y/Pts | Maybe | No    | Y/Pts |
| 2. Combustion Venting                        | 2    | Basic Combustion Venting Measures                             |  |  |  | Prereq       |                |       |       |       |       |
| 3. Moisture Control                          | 3    | Moisture Load Control                                         |  |  |  | 1            | 0              | 0     |       |       | 0     |
| 4. Outdoor Air Ventilation                   | 4.1  | Basic Outdoor Air Ventilation for MID-RISE                    |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 4.2  | Enhanced Outdoor Air Ventilation for MID-RISE                 |  |  |  | 2            | 0              | 2     |       |       | 0     |
|                                              | 4.3  | Third-Party Performance Testing for MID-RISE                  |  |  |  | 1            | 0              | 1     |       |       | 0     |
| 5. Local Exhaust                             | 5.1  | Basic Local Exhaust                                           |  |  |  | Prerequisite |                |       |       |       |       |
|                                              | 5.2  | Enhanced Local Exhaust                                        |  |  |  | 1            | 1              | 0     |       |       | 0     |
|                                              | 5.3  | Third-Party Performance Testing                               |  |  |  | 1            | 0              | 1     |       |       | 0     |
| 6. Distribution of Space Heating and Cooling | 6.1  | Room-by-Room Load Calculations                                |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 6.2  | Return Air Flow / Room by Room Controls                       |  |  |  | 1            | 1              | 0     |       |       | 0     |
|                                              | 6.3  | Third-Party Performance Test / Multiple Zones                 |  |  |  | 2            | 2              | 0     |       |       | 0     |
| 7. Air Filtering                             | 7.1  | Good Filters                                                  |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 7.2  | Better Filters                                                |  |  |  | 1            | 0              | 1     |       |       | 0     |
|                                              | 7.3  | Best Filters                                                  |  |  |  | 2            | 0              | 0     |       |       | 0     |
| 8. Contaminant Control                       | 8.1  | Indoor Contaminant Control during Construction                |  |  |  | 1            | 1              | 0     |       |       | 0     |
|                                              | 8.2  | Indoor Contaminant Control for MID-RISE                       |  |  |  | 2            | 2              | 0     |       |       | 0     |
|                                              | 8.3  | Preoccupancy Flush                                            |  |  |  | 1            | 1              | 0     |       |       | 0     |
| 9. Radon Protection                          | 9.1  | Radon-Resistant Construction in High-Risk Areas               |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 9.2  | Radon-Resistant Construction in Moderate-Risk Areas           |  |  |  | 1            | 1              | 0     |       |       | 0     |
| 10. Garage Pollutant Protection              | 10.1 | No HVAC in Garage for MID-RISE                                |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 10.2 | Minimize Pollutants from Garage for MID-RISE                  |  |  |  | 2            | 2              | 0     |       |       | 0     |
|                                              | 10.3 | Detached Garage or No Garage for MID-RISE                     |  |  |  | 3            | 0              | 0     |       |       | 0     |
| 11. ETS Control                              | 11   | Environmental Tobacco Smoke Reduction for MID-RISE            |  |  |  | 1            | 0              | 1     |       |       | 0     |
| 12. Compartmentalization of Units            | 12.1 | Compartmentalization of Units                                 |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 12.2 | Enhanced Compartmentalization of Units                        |  |  |  | 1            | 1              | 0     |       |       | 0     |
| Sub-Total for EQ Category:                   |      |                                                               |  |  |  |              | 21             | 12    | 6     |       | 0     |
| Awareness and Education (AE)                 |      | (Minimum of 0 AE Points Required)                             |  |  |  |              | Max            | Y/Pts | Maybe | No    | Y/Pts |
| 1. Education of the Homeowner or Tenant      | 1.1  | Basic Operations Training                                     |  |  |  | Prereq       |                |       |       |       |       |
|                                              | 1.2  | Enhanced Training                                             |  |  |  | 1            | 0              | 1     |       |       | 0     |
|                                              | 1.3  | Public Awareness                                              |  |  |  | 1            | 1              | 0     |       |       | 0     |
| 2. Education of Building Manager             | 2    | Education of Building Manager                                 |  |  |  | 1            | 1              | 0     |       |       | 0     |
| Sub-Total for AE Category:                   |      |                                                               |  |  |  |              | 3              | 2     | 1     |       | 0     |



1: Looking south on Border St.



2: Seville Theater



3: Looking north on Border St.



4: Looking north on Meridian St.



5: Mixed use on Meridian St.



8: East Boston public library



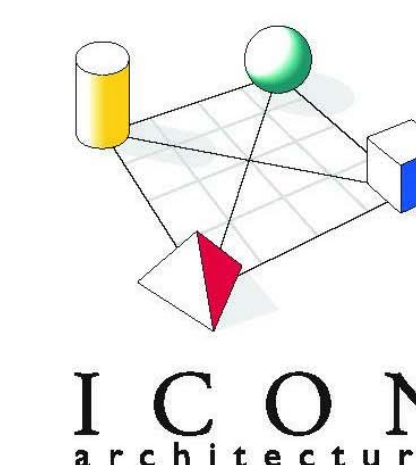
7: Mixed use on Meridian St.

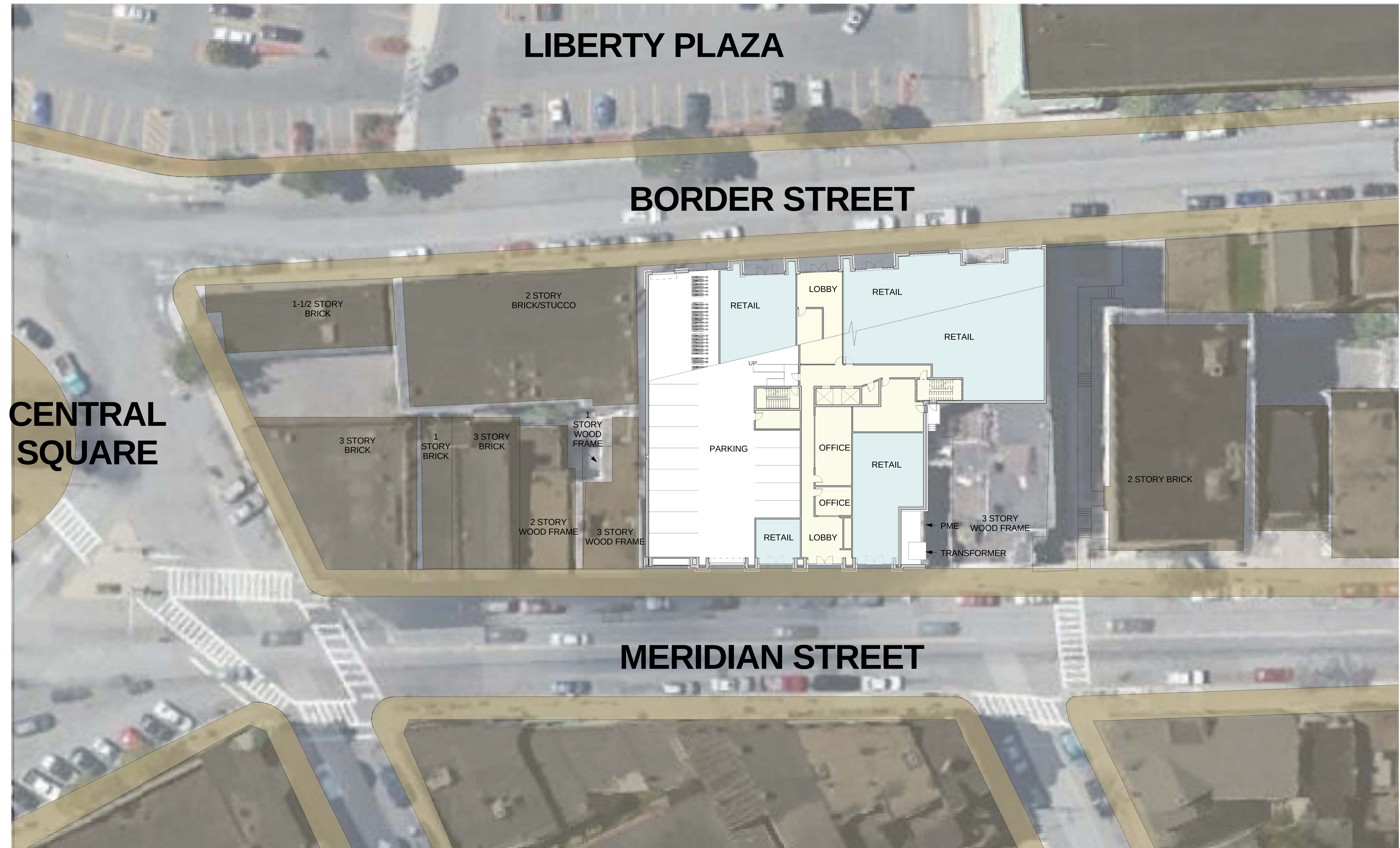


6: Looking south on Meridian St.

# THE SEVILLE ON BOSTON HARBOR

East Boston, MA  
January 27, 2014  
Prepared for: Global Property Developers Corporation

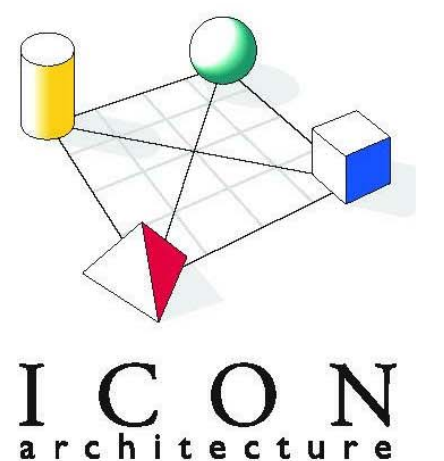




① Site Plan  
1" = 20' 0"

## THE SEVILLE ON BOSTON HARBOR

East Boston, MA  
January 27, 2014  
Prepared for: Global Property Developers Corporation



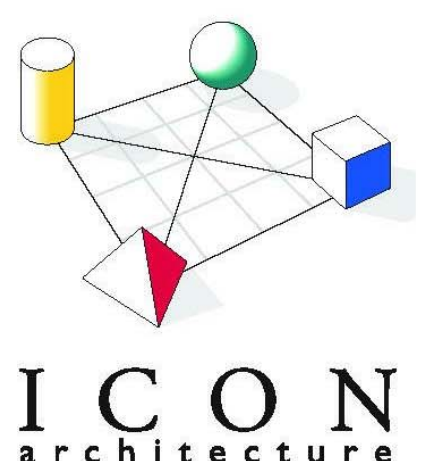


1 BORDER STREET LEVEL  
1/8" = 1'-0"

# THE SEVILLE ON BOSTON HARBOR

East Boston, MA  
January 27, 2014  
Prepared for: Global Property Developers Corporation

## Border Street Level Plan



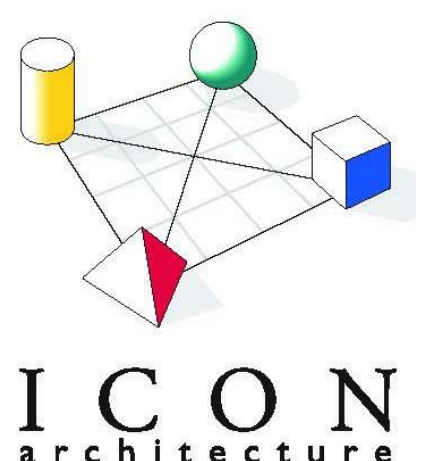


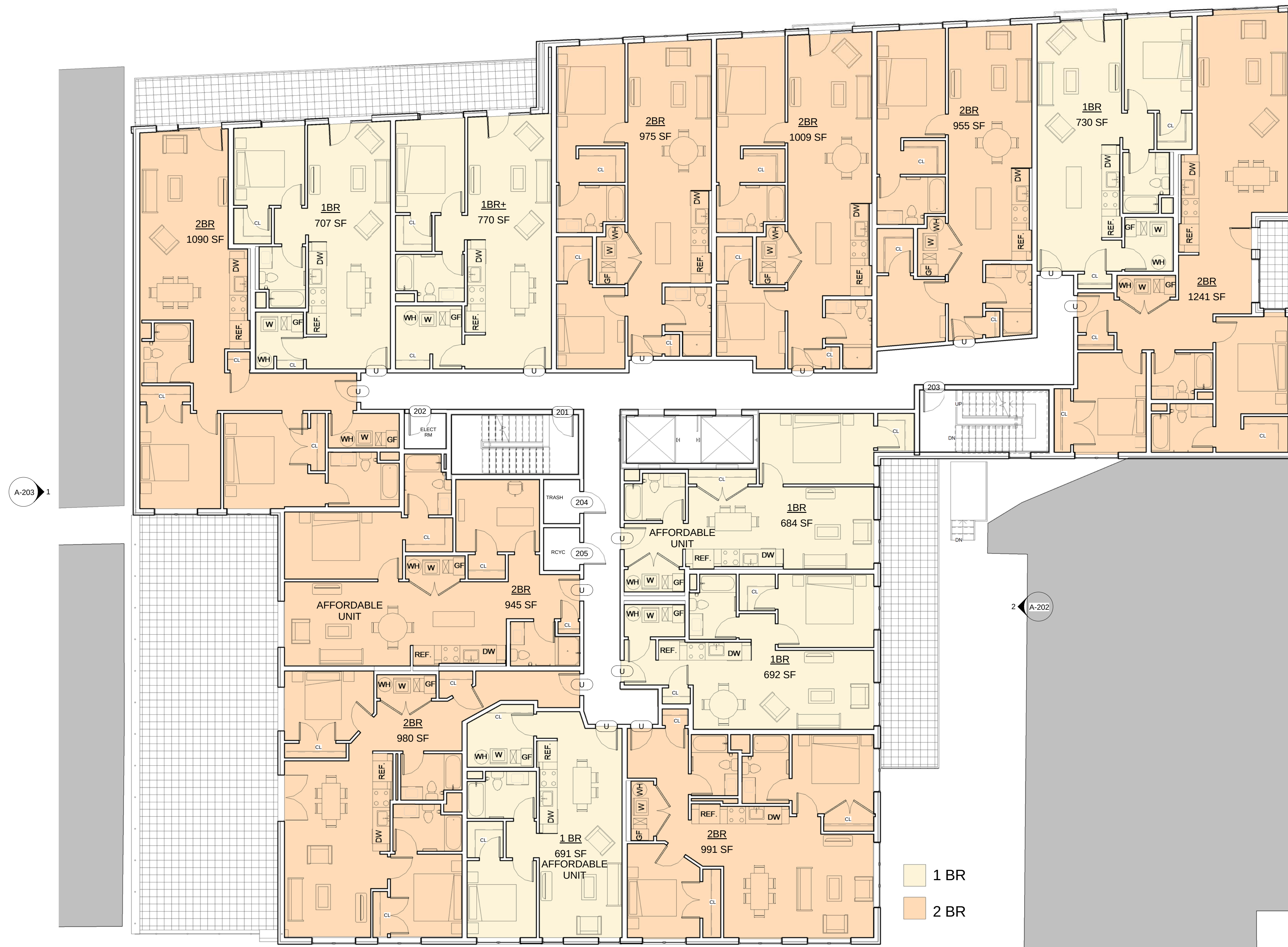
① MERIDIAN STREET LEVEL  
1/8" = 1'-0"

# THE SEVILLE ON BOSTON HARBOR

East Boston, MA  
January 27, 2014  
Prepared for: Global Property Developers Corporation

## Meridian Street Level Plan



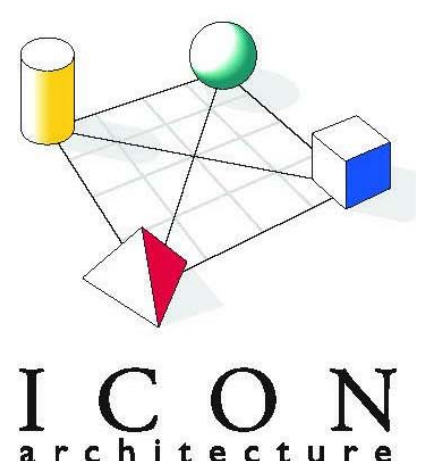


1 TYPICAL FLOOR PLAN  
1/8" = 1'-0"

# THE SEVILLE ON BOSTON HARBOR

East Boston, MA  
January 27, 2014  
Prepared for: Global Property Developers Corporation

Typical Floor Plan



Gross Square Footage

| Border Street Level SF |          |
|------------------------|----------|
|                        | Area     |
| Residential            |          |
| RESIDENTIAL LOBBY      | 845 SF   |
| GARAGE                 | 8,519 SF |
| STAIR #1               | 162 SF   |
| ELEVATORS              | 153 SF   |
|                        | 9,679 SF |
| Retail                 |          |
| RETAIL                 | 1,541 SF |
| RETAIL                 | 4,516 SF |
|                        | 6,057 SF |
| Support Space          |          |
| STORAGE                | 186 SF   |
|                        | 186 SF   |
| Total SF: 15,923 SF    |          |

Meridian Street Level SF

|                    | Area     |
|--------------------|----------|
| Residential        |          |
| OFFICE             | 477 SF   |
| OFFICE             | 179 SF   |
| FITNESS            | 642 SF   |
| RESIDENTIAL LOBBY  | 1,015 SF |
| GARAGE             | 6,499 SF |
| TRASH              | 149 SF   |
| STAIR # 1          | 162 SF   |
| STAIR # 2          | 168 SF   |
| ELEVATORS          | 153 SF   |
|                    | 9,445 SF |
| Retail             |          |
| RETAIL             | 1,273 SF |
| RETAIL             | 4,141 SF |
| RETAIL             | 325 SF   |
|                    | 5,738 SF |
| Support Space      |          |
| CONTROL ROOM       | 69 SF    |
| ELECTRICAL         | 464 SF   |
|                    | 532 SF   |
| Total SF:15,716 SF |          |

Upper Floors GSF

| Level                | Area      |
|----------------------|-----------|
| 04-SECOND FLOOR      | 14,413 SF |
| 05-THIRD FLOOR       | 14,410 SF |
| 06-FOURTH FLOOR      | 14,435 SF |
| 07-FIFTH FLOOR       | 13,332 SF |
| 08-SIXTH FLOOR       | 12,702 SF |
| Total GSF: 69,292 SF |           |

Total Building: 100,905 GSF

The Seville

|                  |                          |         |  |
|------------------|--------------------------|---------|--|
| Street Address:  | 250 Meridian Street      |         |  |
| Proposed Use:    | Multi-family Residential |         |  |
|                  | Site Area                | 17,480  |  |
|                  | Building GSF:            | 100,905 |  |
|                  | Building Footprint:      | 15,935  |  |
|                  | Open Space:              | 5,401   |  |
|                  | # of Units:              | 66      |  |
| Zoning District: | East Boston ND Map 3A/3B |         |  |
| Zone:            | CC                       |         |  |
| Lot Area:        | 17,480                   |         |  |

|          | Min. Lot Size | Add'l Lot Area per Add'l DU | # of Bldgs on a Lot | Lot Width (feet) | Lot Frontage (feet) | F.A.R. Max. | Max. Building Height | Space per per unit | Total Open Open Space | Front Yd Min. (feet) | Side Yd Min. (feet) | Rear Yd Min. (feet) | Parking Spaces |
|----------|---------------|-----------------------------|---------------------|------------------|---------------------|-------------|----------------------|--------------------|-----------------------|----------------------|---------------------|---------------------|----------------|
| Required | none          | none                        | ~                   | none             | none                | 1.0         | 35                   | 50                 | 3,300                 | Sect. 53.53.1        | none                | 20                  | .7/DU          |
| Proposed | 1,529         | ~                           | ~                   | 160              | 120                 | 5.8         | 76                   | 82                 | 5,401                 | Sect. 53.53.1        | 0                   |                     | 44             |

Unit Square Footage

| Unit Type                      | Area     |
|--------------------------------|----------|
| Typical Floor Plan             |          |
| 1BR                            | 730 SF   |
| 1BR+                           | 770 SF   |
| 1BR                            | 707 SF   |
| 1BR                            | 692 SF   |
| 1BR                            | 684 SF   |
| 1 BR                           | 691 SF   |
|                                | 4,274 SF |
| 2BR                            | 1,241 SF |
| 2BR                            | 955 SF   |
| 2BR                            | 1,009 SF |
| 2BR                            | 975 SF   |
| 2BR                            | 1,090 SF |
| 2BR                            | 945 SF   |
| 2BR                            | 980 SF   |
| 2BR                            | 991 SF   |
|                                | 8,186 SF |
| Total #:14 Total SF: 12,460 SF |          |

Fifth Floor Plan

|                                |          |
|--------------------------------|----------|
| 1BR                            | 761 SF   |
| 1BR                            | 479 SF   |
| 1BR                            | 684 SF   |
| 1BR                            | 676 SF   |
| 1BR                            | 676 SF   |
|                                | 3,275 SF |
| 2BR                            | 1,200 SF |
| 2BR+                           | 1,289 SF |
| 2BR+                           | 1,048 SF |
| 2BR                            | 1,115 SF |
| 2BR                            | 945 SF   |
| 2BR                            | 1,060 SF |
| 2BR+                           | 1,404 SF |
|                                | 8,060 SF |
| Total #:12 Total SF: 11,335 SF |          |

Sixth Floor Plan

|                               |          |
|-------------------------------|----------|
| 1BR                           | 1,044 SF |
| 1BR                           | 780 SF   |
| 1BR                           | 465 SF   |
| 1BR                           | 676 SF   |
| 1BR                           | 677 SF   |
|                               | 3,641 SF |
| 2BR                           | 1,078 SF |
| 2BR                           | 944 SF   |
| 2BR                           | 1,165 SF |
| 2BR                           | 1,045 SF |
| 2BR                           | 1,089 SF |
| 2BR                           | 684 SF   |
| 2BR                           | 1,202 SF |
|                               | 7,207 SF |
| Total #:12 Total SF:10,848 SF |          |



The Seville

250 Meridian Street, East Boston, MA

APRIL 7, 2014

Sheet List

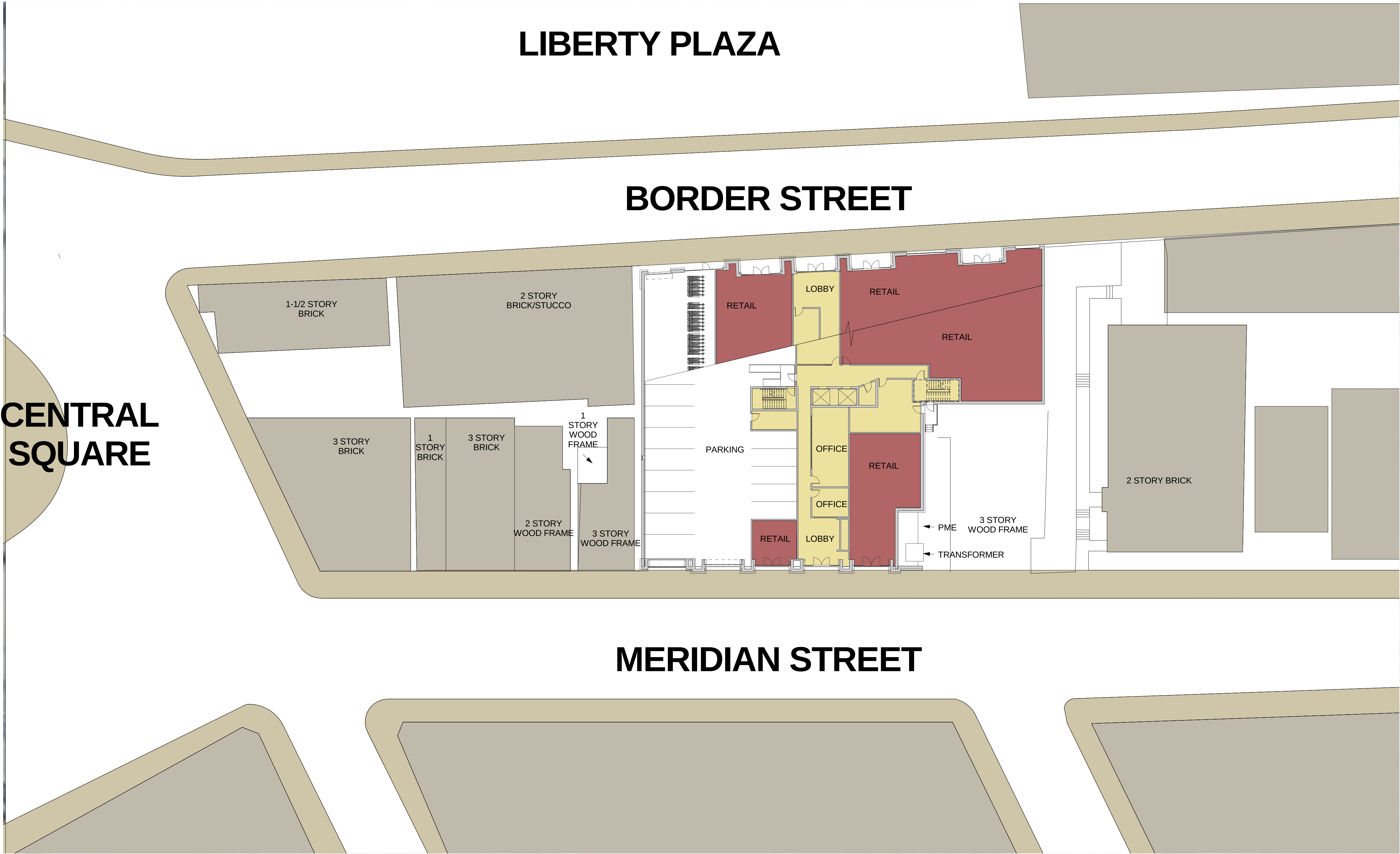
| Sheet Number | Sheet Name                      |
|--------------|---------------------------------|
| A-100        | SITE PLAN                       |
| A-101        | GROUND FLOOR PLAN BORDER STREET |
| A-102        | GROUND FLOOR PLAN MERIDIAN ST.  |
| A-103        | SECOND FLOOR PLAN               |
| A-104        | THIRD FLOOR PLAN                |
| A-105        | FOURTH FLOOR                    |
| A-106        | 5TH FLOOR PLAN                  |
| A-107        | 6TH FLOOR PLAN                  |
| A-108        | ROOF PLAN                       |
| A-201        | EXTERIOR ELEVATIONS             |
| A-202        | EXTERIOR ELEVATIONS             |
| A-203        | EXTERIOR ELEVATIONS             |
| A-301        | VERTICAL DISCONTINUANCE SECTION |

Bicycle Parking Spaces

|          | For Residents |             | For Retail     |               |
|----------|---------------|-------------|----------------|---------------|
|          | Covered       | Open        | Covered        | Open          |
| Required | 1 per unit    | .2 per unit | .3 per 1000 sf | 1 per 5000 sf |
|          | 66            | 14          | 4              | 3             |
| Proposed | 66            | 0           | 2              | 0             |

Vertical Discontinuance

|                 |           |
|-----------------|-----------|
| Meridian Street | 3'-9 1/8" |
| Border Street   | 2'-9 7/8" |



1 Site Plan  
1" = 30'

**THE SEVILLE ON  
BOSTON HARBOR,  
LLC.**

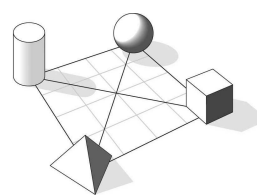
250 MERIDIAN STREET, EAST BOSTON, MA

DEVELOPER

GLOBAL PROPOERTY DEVELOPERS  
CORPORATION

80 First Street  
Bridgewater, MA 02324  
508-697-9300

ARCHITECT



**I C O N**  
architecture  
38 Chauncy Street  
Boston, MA 02111  
617-451-3333  
www.iconarch.com

STAMP

**DESIGN  
DEVELOPMENT  
SET**

KEY PLAN

|      | 4/7/2013 | DESIGN DEVELOPMENT SET |
|------|----------|------------------------|
| MARK | DATE     | DESCRIPTION            |

PROJECT NUMBER: 21231

DRAWN BY: MICHELLE APIGIAN

CHECK BY: RICHARD ODWYER

SHEET TITLE

**SITE PLAN**

**A-100**



1 BORDER STREET LEVEL  
1/8" = 1'-0"

AREA: 15,935 SF

# THE SEVILLE ON BOSTON HARBOR, LLC.

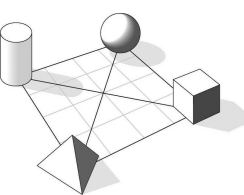
250 MERIDIAN STREET, EAST BOSTON, MA

## DEVELOPER

GLOBAL PROPOERTY DEVELOPERS  
CORPORATION

80 First Street  
Bridgewater, MA 02324  
508-697-9300

## ARCHITECT



**ICON**  
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## KEY PLAN

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PROJECT NUMBER: 21231

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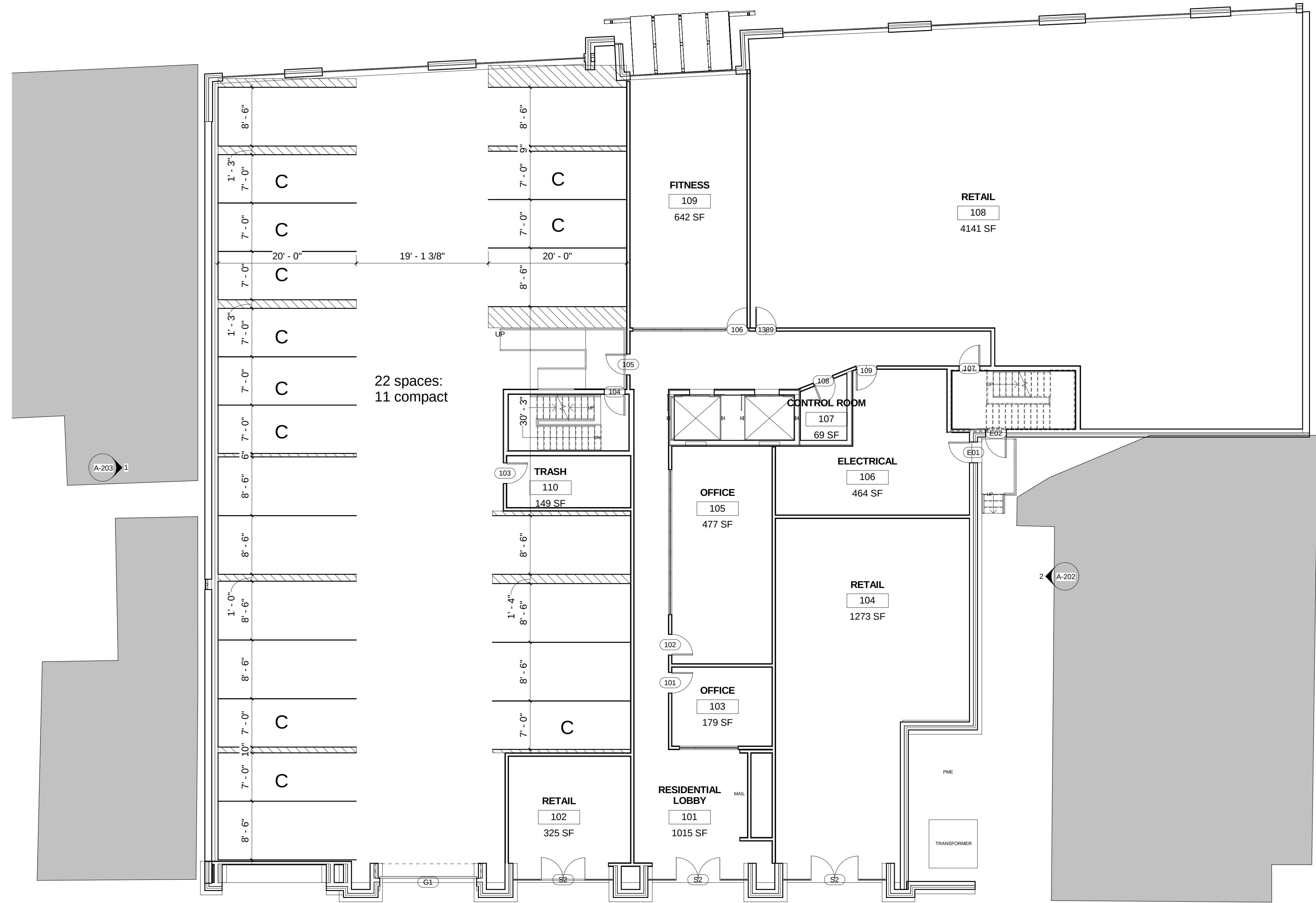
CHECK BY: RICHARD O'DWYER

## SHEET TITLE

**GROUND FLOOR PLAN  
BORDER STREET**

**A-101**

4/7/2014 12:57:33 PM



**THE SEVILLE ON  
BOSTON HARBOR,  
LLC.**

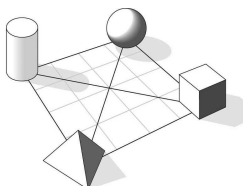
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SHEET TITLE

**GROUND FLOOR PLAN  
MERIDIAN ST.**

**A-102**

4/7/2014 12:57:34 PM

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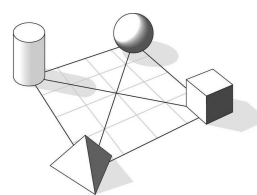
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SHEET TITLE

SECOND FLOOR PLAN

A-103



04-SECOND FLOOR  
1/8" = 1'-0"

AREA: 14,413 SF

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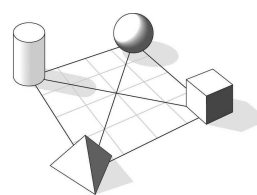
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SHEET TITLE

THIRD FLOOR PLAN

A-104

4/7/2014 12:57:36 PM



05-THIRD FLOOR  
1/8" = 1'-0"

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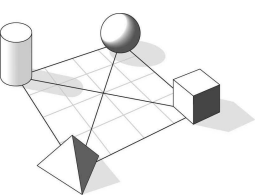
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SHEET TITLE

FOURTH FLOOR

A-105



① 06-FOURTH FLOOR  
1/8" = 1'-0"

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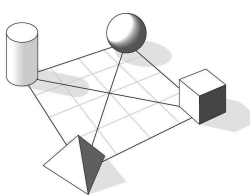
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SHEET TITLE

5TH FLOOR PLAN

A-106



1 07-FIFTH FLOOR  
1/8" = 1'-0"

AREA: 12,567 SF



A-203 1

2 A-202

1 08-SIXTH FLOOR  
1/8" = 1'-0"

AREA: 11,886 SF

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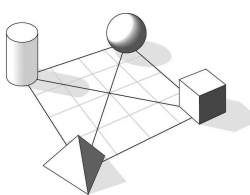
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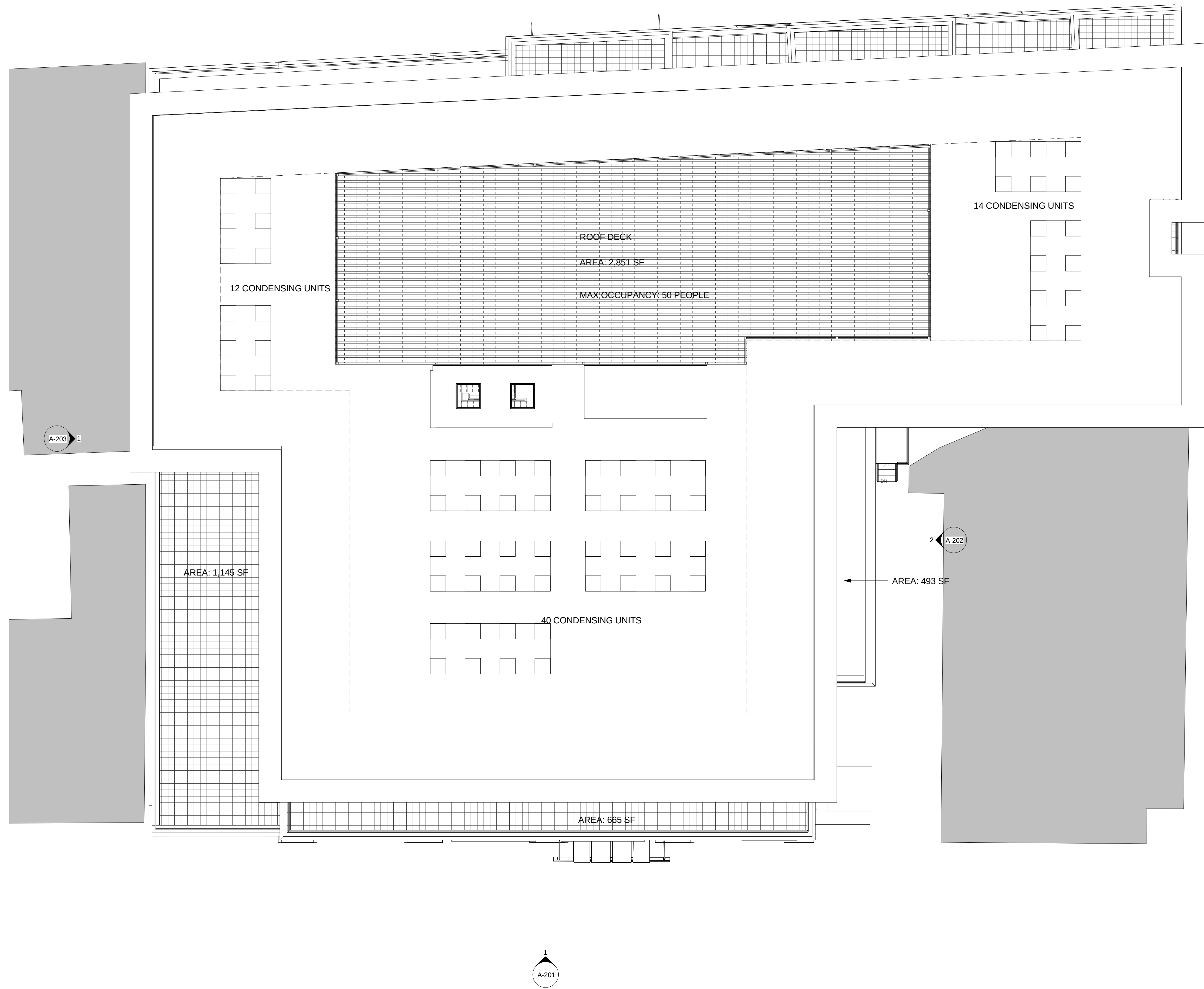
CHECK BY: RICHARD O'DWYER

SHEET TITLE

6TH FLOOR PLAN

A-107

4/7/2014 12:57:38 PM

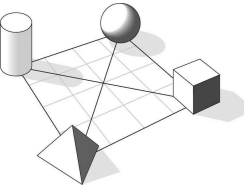


09-ROOF LEVEL  
1/8" = 1'-0"

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SHEET TITLE  
  
ROOF PLAN

A-108



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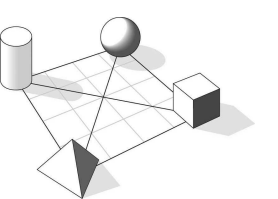
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SHEET TITLE

**EXTERIOR  
ELEVATIONS**

**A-201**

**THE SEVILLE ON  
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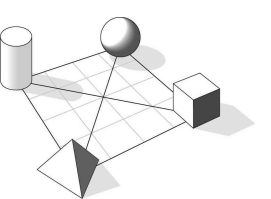
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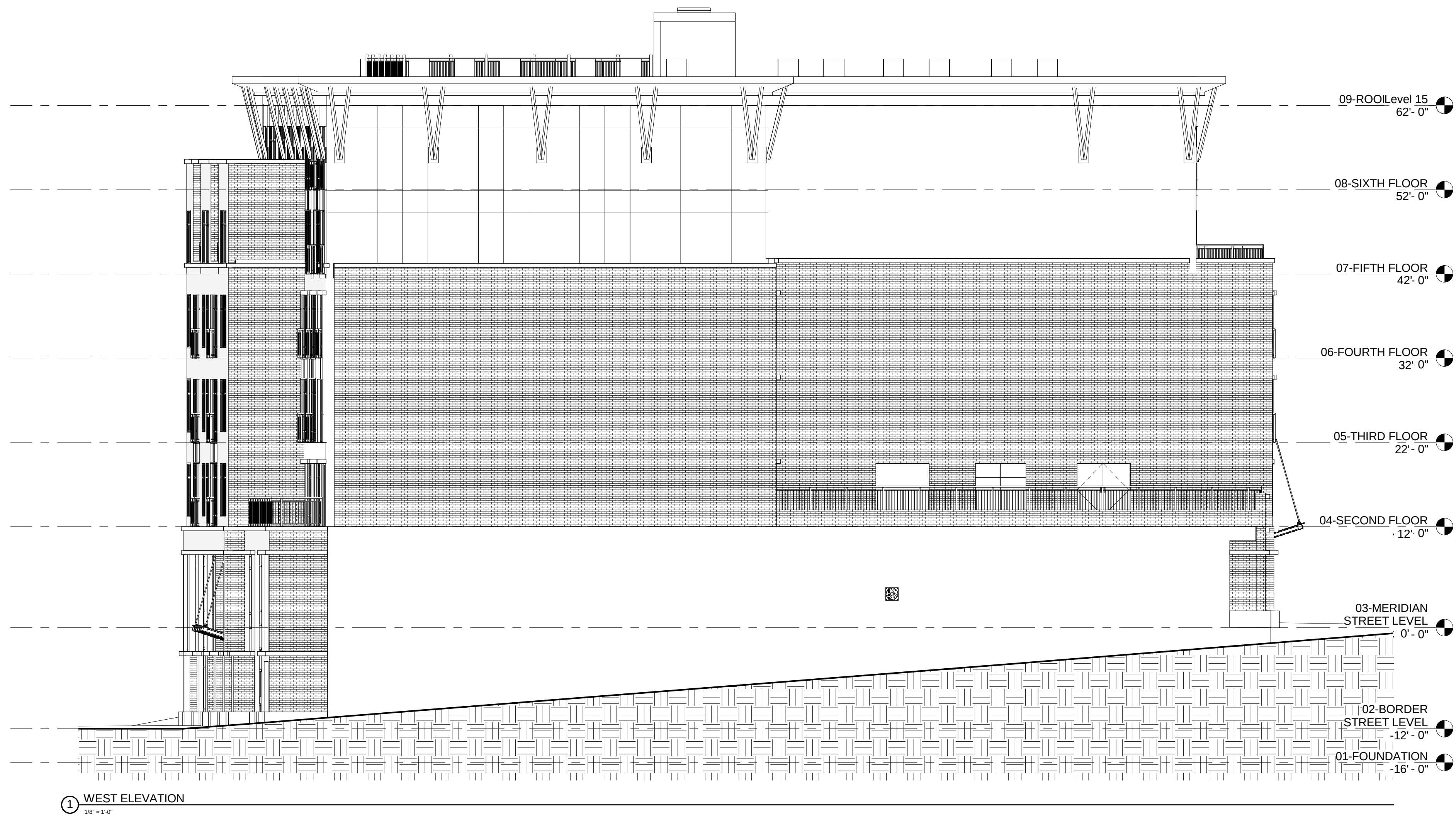
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## EXTERIOR ELEVATIONS

A-202



2 EAST ELEVATION  
1/8" = 1'-0"



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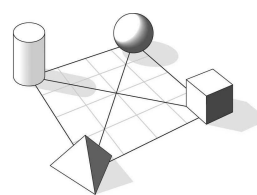
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SHEET TITLE

**EXTERIOR  
ELEVATIONS**

**A-203**