



99 RIVERMOOR STREET Self-Storage Facility

Project Notification Form

Submitted Pursuant to Article 80B of the Boston Zoning Code

Submitted by:

VLR Roxbury, LLC, By its Authorized Agent
Jordan Architects, Inc.
131 Calle Iglesia, Suite 100
San Clemente, CA 92672

In Association With:

Howard/Stein-Hudson Associates, Inc.
Jordan Architects, Inc.
McDermott, Quilty & Miller, LLP
Radner Design Associates, LLC

Submitted to:

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

November 18, 2014

Prepared by:

Mitchell L. Fischman ("MLF Consulting") LLC
41 Brush Hill Road
Newton, MA 02461





jordan architects, inc.

November 18, 2014

Mr. Brian Golden, Acting Director
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201
Attn: Christopher Tracy, Project Manager

**Re: 99 Rivermoor Street
Self-Storage Facility
Project Notification Form (PNF)**

Dear Acting Director Golden:

VLR Roxbury, LLC Developer (the "Proponent"), the new-owner developer of the property located at 99 Rivermoor Street, West Roxbury (the "Property"), by its authorized agent Jordan Architects, Inc., is submitting this Project Notification Form ("PNF"), in accordance with the Article 80B Large Project Review requirements of the Boston Zoning Code ("Code") to redevelop and convert an existing warehouse structure into a high-quality self-storage facility with certain accessory uses, new loading docks and improvements including on-site parking, landscaping and buffering at 99 Rivermoor Street, West Roxbury ("Proposed Project").

In accordance with Boston Redevelopment Authority ("BRA") requirements, please find attached 10 copies of the PNF plus a CD disk for placing the PNF filing on the BRA website for public review.

The Proposed Project will include approximately 154,376 new gross square foot floor area spread-out on the first and mezzanine floors within the existing structure, and the construction of a single-story addition for a sales and management office and conversion of approximately 12,000 gsf of existing front office area to storage use, with on-site surface parking spaces and new off-street loading areas, as well as storage for recreational vehicles, and associated landscape improvements (Proposed Project"). Except for 2,500 gsf one-story addition at the corner of the existing building at Rivermoor Street, Gardner Street and Charles Park Road, the proposed use and related construction will be completed within the footprint of the existing warehouse/office structure, which complies with Article 56 of the Code.

The Proponent is also proposing as a community benefit to provide storage space for local teams including Parkway Youth Soccer for use nearby Millennium Park.

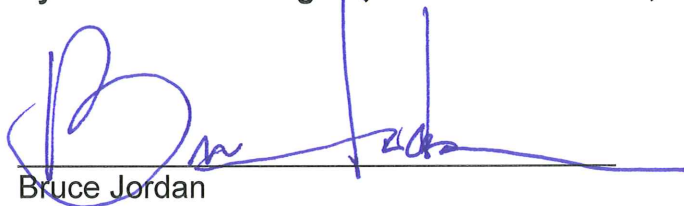
The Proposed Project will lead to “substantially rehabilitating a building or structure having, or to have after rehabilitation, a gross floor area of more than 100,000 gsf. Article 80 requirements will therefore be triggered and preparation of filing(s) under the City of Boston / BRA Large Project Review required, pursuant to Article 80B of the Code. A Letter of Intent to File a Project Notification Form was filed with the Boston Redevelopment Authority for the Proposed Project on October 17, 2014 (attached as **Appendix A** to the PNF).

The project team has had an opportunity to present the plans for the self-storage warehouse to the West Roxbury Neighborhood Council at its regularly scheduled monthly meeting on October 28, 2014, and has had additional project related discussions and attended meetings with Boston elected officials, the Mayor’s Office of Neighborhood Services, and other city departments. The public notice for the PNF appears in the November 19, 2014 *Boston Herald*.

On behalf of the entire project team, we would like to thank you and the BRA staff assigned to the 99 Rivermoor Street Project, particularly the BRA Project Manager, Christopher Tracy, for invaluable assistance provided allowing the Proponent to achieve this comprehensive PNF filing.

We believe that the Proposed Project will be a significant addition to West Roxbury, help to fill a need for self-storage uses in the community, and the City of Boston as a whole.

Sincerely,
On Behalf of the VLR Roxbury, LLC Developer,
by its authorized agent, Jordan Architects, Inc.



Bruce Jordan

Attachment: 99 Rivermoor Street, Self-Storage Facility Project Notification Form
(10 Copies Plus CD Disk)

Cc: Erico Lopez, BRA
Mitchell Fischman, Mitchell L. Fischman Consulting, LLC
Joseph Hanley, McDermott, Quilty & Miller LLP

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

VLR-Roxbury, LLC (the “Proponent”), the new-owner developer of the property located at 99 Rivermoor Street, West Roxbury (the “Property”), by its authorized agent Jordan Architects, Inc., is submitting this Project Notification Form (“PNF”), in accordance with the Article 80B, Large Project Review requirements of the Boston Zoning Code (“Code”), for the re-development and conversion of an existing warehouse structure into high-quality self-storage facility with certain accessory uses, new loading docks and improvements including on-site parking, landscaping and buffering at 99 Rivermoor Street (“Project Site”). The Project will include approximately 154,376 new gross square foot floor area spread-out on the first and mezzanine floors within the existing structure, and the construction of a single-story addition for a sales and management office and conversion of approximately 12,000 gsf of existing front office area to storage use, with 77 on-site surface parking spaces and new off-street loading areas, as well as on-site storage for recreational vehicles and associated landscape improvements. Except for 2,500 gsf one-story addition at the corner of the existing building at Rivermoor Street, Gardner Street and Charles Park Road, the change of use and related construction will be completed within the footprint of the existing warehouse/office structure, which complies with Article 56 of the Code (see **Figure 1-1. Project Locus** and **Figure 1-2. USGS Map**).

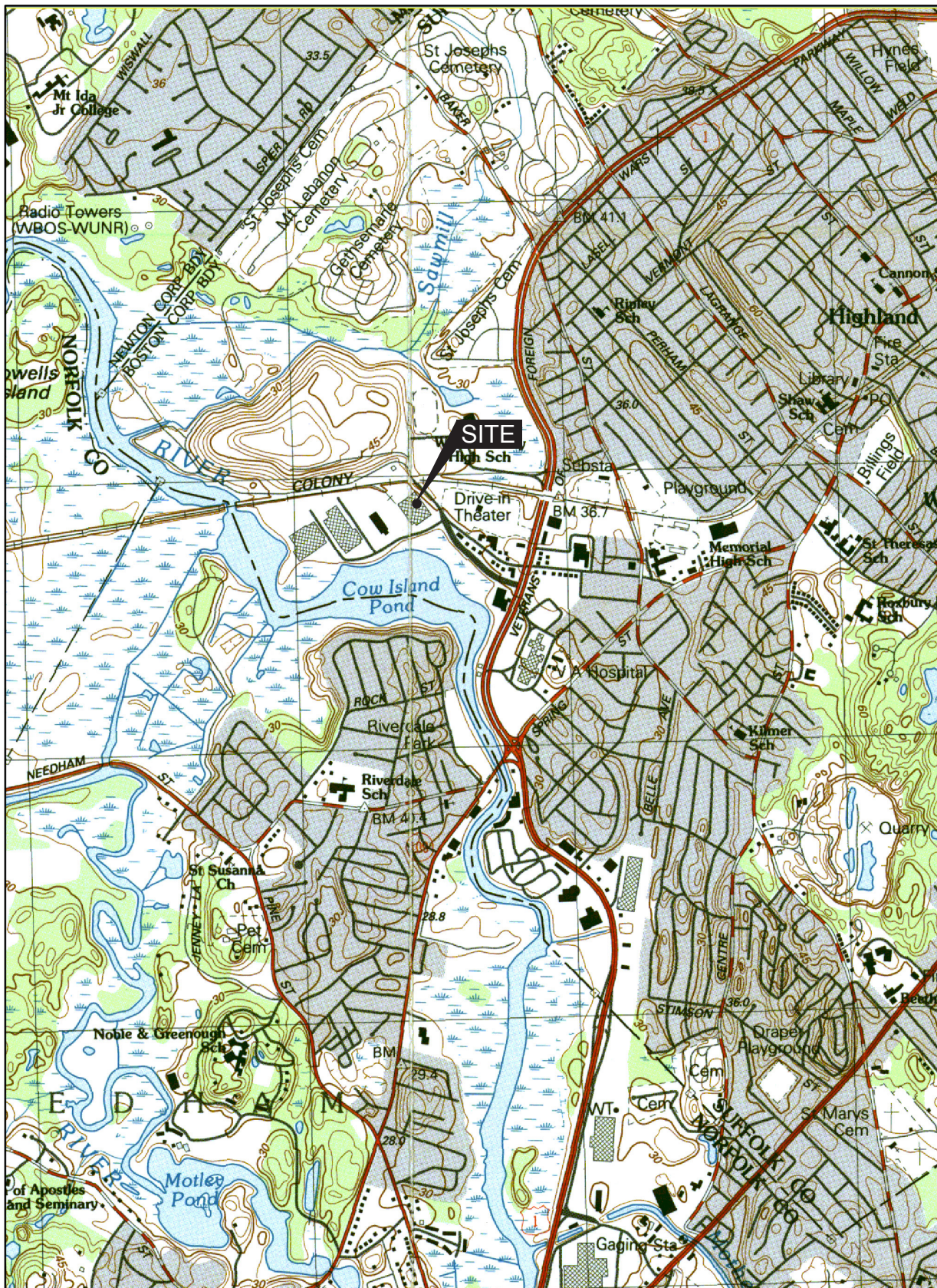
The proposed self-storage facility will be managed by CubeSmart Self Storage and Logistics, a publically- traded self-storage operator which successfully manages approximately 600 facilities nationwide (NYSE: CUBE). As one of the four publicly traded self storage REITs, CubeSmart has a large presence on the East Coast. CubeSmart owns or operates nearly 30 facilities in the greater Boston area alone and operates 1,200 facilities nationwide. They are the fourth largest operator in the industry. They are known for their superior customer service and professionalism in the industry. The proposed self-storage facility will address a significant lack of available self-storage inventory in the immediate 5-mile radius, and serve as a “flagship” facility under CubeSmart’s management in this area.

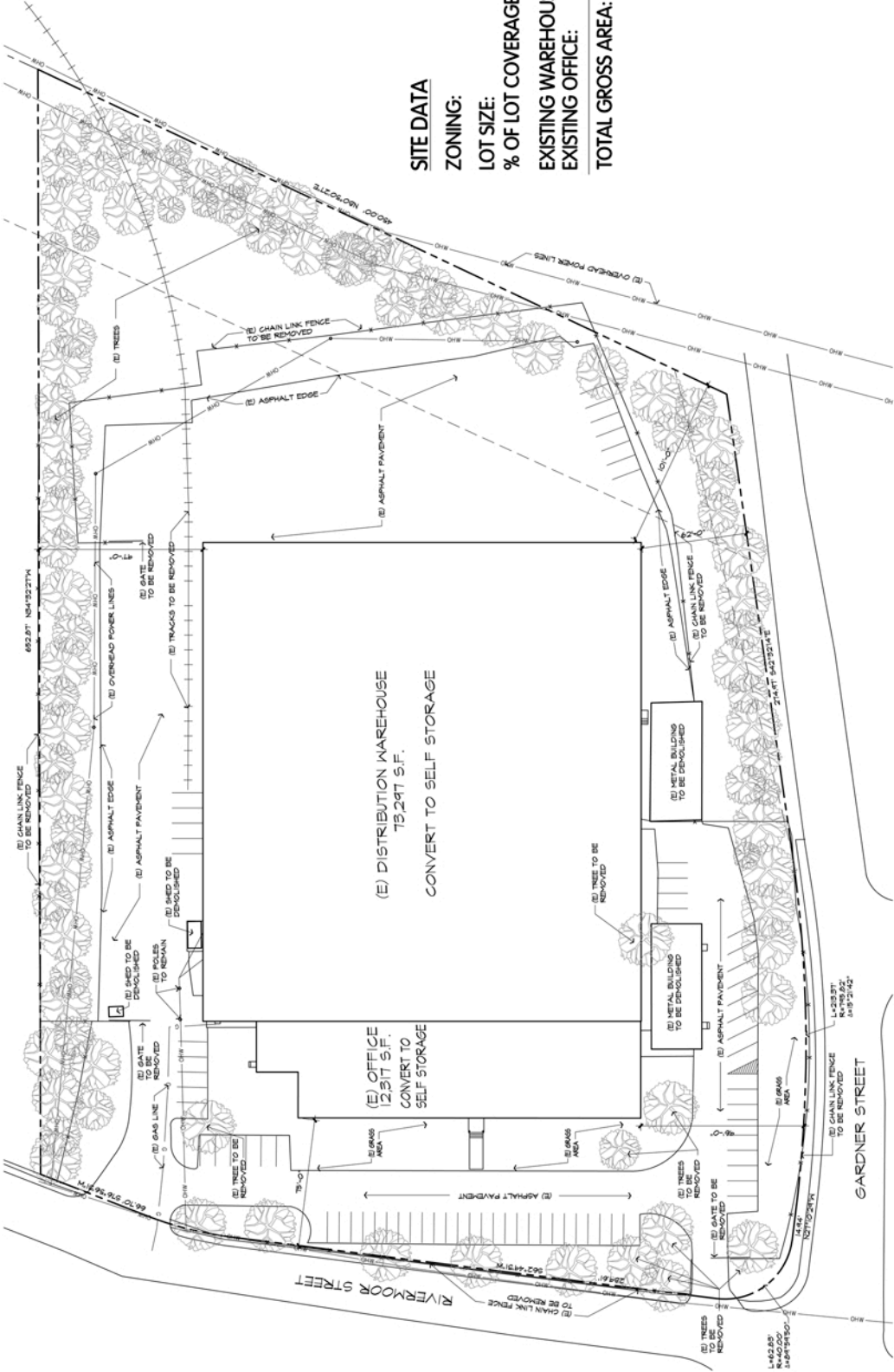
The Project Site is comprised of 216,214 square feet, and contains an existing one-story, vacant warehouse structure (“existing building”) with associated surface parking spaces. The existing building’s square footage (updated from the Project’s Letter of Intent filed with the BRA on October 17, 2014) formerly contained 73,297 gsf of warehouse space and 12,317 gsf of office space for a total of 85,614 gsf (See **Figure 1-3. Existing Site Plan**).

The Project will lead to “substantially rehabilitating a building or structure having, or to have after rehabilitation, a gross floor area of more than 100,000 gsf.” Article 80 requirements will therefore be triggered and preparation of filing(s) under the City of Boston / BRA Large Project Review required, pursuant to Article 80B of the Code. The Expanded PNF filing is expected to address many issues normally presented in a Draft Project Impact Report (“DPIR”) including a transportation overview and analysis, infrastructure, historic resources, and limited environmental evaluations that will help explain



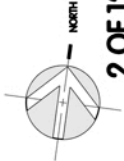
Figure 1 - 1
Project Locus





SITE DATA

ZONING:	L1 - LOCAL INDUSTRIAL
LOT SIZE:	261,214 SQ. FT.
% OF LOT COVERAGE:	32.2 %
EXISTING WAREHOUSE:	73,297 SQ. FT.
EXISTING OFFICE:	12,317 SQ. FT.
TOTAL GROSS AREA:	85,614 SQ. FT.



the potential project impacts from the self-storage uses, and the needed mitigation measures to reduce these impacts. As noted, a Letter of Intent to File Project Notification Form was filed with the Boston Redevelopment Authority for the proposed project on October 17, 2014 (See **Appendix A**).

The Project Site is located in the Charles River Local Industrial Subdistrict of the West Roxbury Neighborhood Zoning District, Article 56, which allows the Project and related change of use(s), pursuant to terms of the Boston Zoning Code. In this regard, our counsel's office has performed an initial zoning analysis and reviewed the applicability of the zoning requirements at issue with the BRA's Zoning Commission Staff Director to confirm that the self-storage and RV storage uses are permitted under the West Roxbury's neighborhood zoning ordinance, and the storage of RV's are considered accessory uses within Article 56.

1.2 Proposed Project

1.2.1 Project Site and Surroundings

The Project Site is comprised of 216,214 square feet, and contains an existing one-story, vacant warehouse structure ("existing building") with associated surface parking spaces. The existing building formerly contained a warehouse of 73,297 gsf and 12,317 gsf of office space for a total of 85,614 gsf.

The nearby neighborhood is a mix of office, industrial and retail uses and includes the City of Boston's Millennium Park and the West Roxbury High School playing fields. The retail includes a large Home Depot Store at Gardner and West Roxbury Parkway. Rail tracks are located to the rear of the 99 Rivermoor Street site. (See **Figure 1-4** and **Figure 1-5** for photographs of the site and the surrounding neighborhood).

1.2.2 Detailed Project Description

The 99 Rivermoor Street project will be completed in two phases. During the initial phase expected to commence following approvals required pursuant to Article 80, construction will be completed for a single-story addition with 2,500 gross square feet for a sales and management office and high security storage, and conversion of approximately 12,000 gsf of existing front office area in the former warehouse to storage use along with accessory landscaping treatment along the Rivermoor Street frontage and parking for 77 automobiles.

During the remainder of the redevelopment, approximately 66,262 of new gross square foot floor area will be added to the existing 85,614 gsf spread-out on a newly created second level, for a total of 154,376 gsf (when added to the new additions of 2,500 gsf of space along Rivermoor Street).

In compliance with the Zoning Code, there will be a total of 77 on-site surface parking spaces and new off-street loading areas, as well as storage for 75 recreational vehicles, as an allowed Accessory Use, with associated landscape improvements. Except for the 2,500 gsf, one-story



View from the corner of Gardner and Rivermoor.



View from Rivermoor with Subject Site on left.

Figure 1.4 Site Photos



Site immediately to the West of the Subject Site. Subject Site is located to the right.



Looking South on Gardner with Subject Site on the right.

Figure 1.5 Site Photos

addition at the corner of the existing building at Rivermoor Street, Gardner Street and Charles Park Road, the change of use and related construction will be completed within the footprint of the existing warehouse/office structure.

The Project's proposed parking of 77 surface parking spaces for visitors and employees, corresponds to approximately 0.5 parking spaces per storage unit. The proposed parking provision is appropriate for the proposed storage uses and consistent with Boston Transportation Department (BTD) guidelines for the West Roxbury neighborhood that recommend a maximum of 1.0 to 1.5 spaces per 1,000 sf of non-residential use.

The Site circulation plan is designed to create a safe and pleasant vehicle entry to the Project for from Rivermoor Street. Vehicular access to the Project site will continue to be provided via two existing curb cuts on Rivermoor Street. The eastern driveway will serve as the primary access point leading to the visitor surface parking, the front office, and storage loading areas. The western driveway will serve as a secondary access point and made available for access to the recreational vehicle storage areas located along the western and northern sides of the building. All loading, servicing, and storage related activities will occur on-site.

Table 1-1 Approximate Project Dimensions of 99 Rivermoor Street Project

Lot Area:	216, 214 sf (Approx.5 Acres)
Gross Building Footprint Area:	88,114 sf
Gross Square Feet:	154,376
FAR:	0.71
Floors:	1 to 2 Floors
Height:	Up to 35 feet
Parking:	77 Spaces

1.3 Summary of Project Impacts and Mitigation

1.3.1 Urban Design and Landscape Plan

The Proponent's approach to urban design seeks to incorporate the surrounding buildings, streets, and public areas into the design of the subject property. The 99 Rivermoor site lays on the western edge of the West Roxbury District, bordering the Charles River which is located directly to the South. It has been the project's goal since its inception to blend in with the surroundings but at the same time make a statement. Understanding that the subject site's previous use was of

an industrial nature, the proposed design seeks to redefine the property with a commercial slant. This effectively aids the transition from retail to industrial as one travels west from Home Depot on Rivermoor Street. The scope of work includes the renovation of the exterior façade, addition of new landscape areas and the repurposing of the existing building.

The Project will compliment nearby West Roxbury uses and will effectively blend in with its surroundings while introducing a contemporary upscale appearance. The proposed site plan will lead to reduction of traffic in the area thus improving on pedestrian safety, and smoother access.

The perimeter of the site currently consists of various planted and volunteer species, and each landscaped edge has a unique character. The Proponent proposes to maintain and enhance the character of these edges where possible, or replant vegetation that might be lost due to extensions of the paved areas or grading operations. In addition, ornamental plantings will be introduced at the main site and building entry areas to provide an attractive, well-maintained public face to the project.

1.3.2 Sustainable Design

The Project will incorporate several LEED elements including energy efficient heating and cooling systems in the new portions of the building, water conserving plumbing fixtures, and sensors for lighting in the self storage portion of the building. The project team will work carefully to ensure the Project incorporates as many energy efficient and recycled building components as possible. The existing building and the majority of the existing components will be reused if functional and environmentally acceptable.

1.3.3 Wind

There will be no change to the existing building height as the additional floor added will be within the existing structure as the former warehouse has a large enough floor to ceiling height to allow for this addition. The height of the Project will not exceed 35 feet. New landscaping will be incorporated into the plan along Rivermoor and Gardner Streets. Therefore, wind conditions are expected to be similar to the existing condition and no new pedestrian level wind impacts are anticipated.

1.3.4 Shadow

As the Project will not exceed a 35 feet, the existing building height, the Project's shadow impact will continue to be minimal and not extend beyond the Site, and will not adversely impact surrounding areas.

1.3.5 Daylight

As the Project will not exceed a 35 feet, the existing building height, the Project's daylight obstruction impact will continue to be minimal and not extend beyond the Site, and will not adversely impact surrounding areas.

1.3.6 Solar Glare

It is not expected that the Project will include the use of reflective glass or other reflective materials on the building facades that would result in adverse impacts from reflected solar glare.

1.3.7 Air Quality

A microscale air quality analysis was not performed for the Project due to its extremely small motor vehicle trip generation. The extremely small number of motor vehicle trips generated by the Project, less trips than had been expected for the former liquor distribution warehouse, will not lead to delays or the level of service at the local intersections. Therefore, the motor vehicle traffic generated by the Project will not have a significant impact on air quality at any intersection in the Project area and a microscale air quality analysis is not necessary for this Project. The air quality in the Project area will remain safely in compliance with the NAAQS for CO after the Project is built.

1.3.8 Noise Analysis

The Project will utilize the current HVAC equipment plus new units, as required by the addition of a second floor within the existing building space. As the Site is almost five acres and the existing building footprint approximately two acres, any of the building's roof top equipment will be over 90 feet away from the closest property line, and noise migration would not be expected. In addition, there are no residential uses surrounding the Site and users of Millennium Park would not directly face the self-storage warehouse as a rail spur and another industrial building is located at the rear of the 99 Rivermoor Street Site, which is closest to the Park.

1.3.9 Stormwater Management and Water Quality

The existing storm drain utility infrastructure surrounding the Site appears to be of adequate capacity to service the needs of the Project. The Project will result in an increase in impervious area, but will improve the quality and attenuate the quantity of stormwater runoff being discharged to BWSC's Storm Drain system through the installation of an on-site infiltration system. The Project will meet the Department of Environmental Protection's (DEP) Stormwater Management Standards for redevelopment.

The Project intends to reuse existing connections. Any improvements and possible connections to BWSC infrastructure will be reviewed as part of the Commission's site plan review process.

The process includes a comprehensive design review of the proposed service connections, assessment of project demands and system capacity.

1.3.10 Solid and Hazardous Waste

Solid Waste

During the preparation of the Site, debris, including asphalt, trash, and demolition debris will be removed from the Project Site. The Proponent will ensure that waste removal and disposal during construction and operation will be in conformance with the City and DEP's Regulations for Solid Waste. During the operation of the self-storage use, no waste product will be generated outside of household waste which will be picked up from the Site by private carrier.

Hazardous Waste

Based on a historical review and research of state and local files completed by Cardno ATC. in its Phase I Environmental Site Assessment (ESA) for 99 Rivermoor Street, there is no evidence that the Property has any recognized environmental conditions at the present time; however, the assessment previously revealed two controlled recognized environmental conditions, and three historical recognized environmental conditions. The completed Site Assessment is available on request.

The Proponent will provide Licensed Site Professional support services, if required, during property redevelopment activities to maintain compliance with the Massachusetts Contingency Plan (MCP).

1.3.11 Geotechnical/Groundwater Impacts Analysis

It is anticipated that there will be little or no impact to the groundwater table due to the Proposed Project. While the initial project construction does involve removal of fill for foundations and grade beams, the building addition constructed in this initial work is expected to be slab on-grade with very little subsurface work required and no work below the water table. For remainder of the construction, there will be very little (if any) work done to the soil as the latter work will be confined to the conversion of the existing warehouse.

Additional geotechnical exploration and engineering is expected to be completed as the project design progresses.

1.3.12 Construction Impacts Analysis

Section 4.7 presents impacts likely to result from the construction of the 99 Rivermoor Street Project and the steps that will be taken to avoid or minimize environmental and transportation-related impacts. Construction methodologies and scheduling will aim to minimize impacts on the surrounding environment. The Proponent will insure that the general contractors will be

responsible for developing construction phasing and staging plans and for coordinating construction activities with all appropriate regulatory agencies. The Project's geotechnical consultant will also provide consulting services associated with foundation design recommendations, prepare geotechnical specifications, and review the construction contractor's proposed procedures.

The construction period for the Proposed Project is expected to extend for approximately 8 months beginning in the 1st Quarter 2015 and reaching completion in the 4th Quarter 2015.

1.3.13 Historic Resources Component

According to files at the Massachusetts Historical Commission, the on-site structures are not listed in the National or State Register of Historic Places, or the Inventory of Historical and Archaeological Assets of the Commonwealth. It is not expected that the Project will cause adverse impacts on any historic or architectural elements of nearby historic resources outside the Project Site.

The Project Site is not within, nor does it directly abut, any listed historic districts or resources. However, the Veterans of Foreign Wars (VFW) Parkway, a National Historic Register District, is within one-quarter-mile radius of the Proposed Project. This parkway, designed by Charles Eliot and the Olmsted Brothers, stretches from Washington Street in Dedham to Centre Street in West Roxbury.

It is not expected that the Project will cause adverse impacts on the historic or architectural elements of nearby historic resources outside the Project Site (see **Section 5.0** for additional information).

1.3.14 Wetlands/Flood Hazard Zone

The existing Project Site is not a part of a wetland resource area regulated by the Massachusetts Wetland Protection Act, although the nearest floodplain is located approximately 50 feet to the south of the Site and is associated with Cow Island Pond and the Charles River.

A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Community Panel 25025C0068G, dated September 25, 2009, the Site is located outside the 0.2% annual chance flood.

1.3.15 Response to City of Boston Climate Change Resiliency and Adaptability Questionnaire

The Proponent's response to the City of Boston Climate Change Resiliency and Adaptability Questionnaire is contained in **Appendix B**.

1.3.16 Infrastructure Systems Component

The Project's Civil and MEP Engineers will coordinate with the City agencies and private utility companies responsible for the area's utility systems as the design progresses. At this time the intent is to reuse existing services any changes to the utility connections will be designed to minimize impacts to the surrounding area and all appropriate permits and approvals will be acquired prior to construction.

The Boston Water and Sewer Commission (BWSC) owns and operates the sanitary sewer, storm drain, and water distribution systems in the City of Boston. The existing sewer system and water distribution and storm drain systems are shown in the figures in **Section 6.0**. The Proponent will submit the General Service Application and Site Plans to BWSC for review and approval prior to construction as needed for the Proposed Project.

The following items will be coordinated with the respective city agencies and utility companies:

- The Boston Fire Department reviews projects with respect to fire protection measures such as fire department connections, standpipes and hydrants.
- Energy and telecommunication system sizing and connections will be coordinated by the MEP Engineer with the respective utility providers.
- New utility connections if necessary are authorized by the City of Boston Public Works Department through the street opening permit process.

1.3.17 Transportation Summary

Section 7.0 presents the transportation summary completed by Howard/Stein-Hudson Associates, Inc. (HSH).

Vehicular access to the site will continue to be provided via two existing driveways on Rivermoor Street. All parking will be provided on-site in surface lots and all loading will occur in one of four loading areas. The MBTA #36 bus route runs adjacent to the Project site and provides connection between Charles River Loop or V.A. Hospital and Forest Hills Station via Belgrade Avenue and Centre Street.

The proposed self-storage and recreational vehicle storage uses are not expected to have a significant impact on the adjacent roadway network. When compared to the previous/potential use of the existing warehouse, the Project will result in a net decrease of vehicle trips during the weekday morning and evening commuter peak hours. On Saturdays, the Project will result in a net increase of only one new vehicle trip every two minutes on the adjacent roadway network – a negligible increase.

1.3.18 Response to City of Boston Accessibility Guidelines

The Proponent's response to the City of Boston Accessibility Guidelines is contained in **Appendix C**. The previous use of the 99 Rivermoor Street building allowed for no handicap accessibility, with all points of access being dock-high. The proposed use will add five (5) accessible locations. As noted, previously there were numerous dock-high areas that will now be accessible with ramps and the like. The previous office use was also above grade with no access. The new office use will be completely accessible. A brief description of each access point follows and is illustrated in using the corresponding numbers on the Plan contained in **Appendix C**, as follows:

- 1) The new office use access at the corner of Rivermoor and Gardner Streets will be a grade level access and will meet all ADA requirements. The access point will lead to new, fully accessible restrooms.
- 2) This access point in the middle of the block along Rivermoor Street will add a new, fully accessible ramp.
- 3) This access point along Rivermoor will include a new, vehicular accessible ramp with handicapped parking and loading with direct access to the building's first floor and elevator.
- 4) This access point in the middle of the building along the westerly edge of the Self- Storage Facility will include a covered loading area with a handicapped loading space providing direct access to the elevator and first floor.
- 5) This access point is in the middle of the building along Garner Street and has the same characteristics as above No. 4.

2.0 GENERAL INFORMATION

2.1 Applicant Information

2.1.1 Project Manager

The proposed self-storage facility will be managed by CubeSmart Self Storage and Logistics, a publically- traded self-storage operator which successfully manages approximately 600 facilities nationwide (NYSE: CUBE). The proposed self-storage facility will address a significant lack of available self-storage inventory in the immediate

2.1.2 Project Team

Project Name	99 Rivermoor Street
Property Owner/Developer	VLR-Roxbury, LLC 1536 Alton Parkway, Suite 220 Irvine, CA 92618
Article 80 Permitting Consultant	Mitchell L. Fischman Consulting (“MLF Consulting”) LLC 41 Brush Hill Road Newton, MA 02461 Mitch Fischman mitchfischman@gmail.com Tel: 781-760-1726
Legal Counsel/Outreach	McDermott Quilty & Miller 131 Oliver Street, 5 th Floor Boston, MA 02110 Tel: 617/946-4600 Joseph Hanley, Esq- Partner jhanley@mqmlp.com Tel: 617-946-4600, ext. 4438
Architect	Jordan Architects 131 Calle Iglesia, Suite 100 SanClemente, CA 92672 Tel: 949-388-8290 Bruce Jordan bjordan@jordanarchitects.com

Transportation Planner/Engineer	<p>Howard/ Stein-Hudson Associates, Inc. 11 Beacon Street, Suite 1010 Boston, MA 02108 Tel: 617-482-7080</p> <p>Joe SanClemente, P.E. jsanclemente@hshassoc.com Tel: 617-348-3334</p> <p>Michael Santos, P.E. msantos@hshassoc.com Tel: 617-348-3350</p>
Civil Engineer	<p>Howard/ Stein-Hudson Associates, Inc. 11 Beacon Street, Suite 1010 Boston, MA 02108 Tel: 617-482-7080</p> <p>Rick Latini, P.E. rlatini@hshassoc.com</p> <p>Hilary Holmes, P.E. hholmes@hshassoc.com</p>
Landscape Architect	<p>Radner Design Associates, Inc. 945 Concord Street, Suite 100 Framingham, MA 01701</p> <p>Michael Radner, ASLA, LEED AP mradner@radnerdesign.com Tel: 508-736-6144</p>
Environmental/21E Engineer	<p>Cardno ATC 600 West Cummings Park, Suite 5450 Woburn, MA 01801-6350 Tel: 781-932-9400</p> <p>Chris Amorelli, Environmental Scientist</p>
Survey	<p>DiPrete Engineering Two Stafford Center Cranston, RI 02920 Tel: 401-943-1000</p>

Schedule and Project Cost 99 Rivermoor Street Project	
Construction Commencement	1 st Quarter 2015
Construction Completion	4 th Quarter 2015
Status of Project Design	Schematic
Project Construction Cost:	Approximately \$4.7 Million

2.1.3 Legal Information

Legal Judgments or Actions Pending Concerning the Proposed Project

None.

History of Tax Arrears on Property Owned in Boston by the Applicant

There are no tax arrears on property owned by the Proponent.

Nature and Extent of Any and All Public Easements

The Project Site is bounded on two sides by streets containing sewer, electric, telephone, and gas utilities.

2.2 Public Benefits

The Project will provide substantial public benefits to the City of Boston and the West Roxbury neighborhood. The Project will generate both direct and indirect significant economic benefits. The Project provides for:

- Major renovation to an existing industrial warehouse building with architectural upgrade of the exterior façade and addition of new and enhanced landscaping including street trees;
- Improved appearance as a gateway structure to Millennium Park;
- Storage uses provides much needed service to the community;
- Storage uses will significantly reduce the amount of traffic including truck traffic in the area as present in the former liquor distribution and warehouse uses;

-
- Project will not be visible from Millennium Park or from West Roxbury residential areas;
 - No waste products will be generated outside of household waste from the Self-Storage facility;
 - Project will provide space to local youth teams using nearby Millennium Park;
 - Project will create new construction jobs; and
 - Project will add new annual property taxes to the City of Boston.

2.3 Regulatory Controls and Permits

The Project Site is located in the Charles River Local Industrial Subdistrict of the West Roxbury Neighborhood Zoning District, Article 56, which allows the Proposed Project and related change of use(s), pursuant to terms of the Boston Zoning Code. In this regard, legal counsel has performed an initial zoning analysis and reviewed the applicability of the zoning requirements at issue with the BRA's Zoning Commission Staff Director to confirm that the warehouse self-storage and accessory office and RV storage uses are permitted at the Project Site under Article 56 of the West Roxbury's neighborhood zoning code.

2.3.1 Boston Zoning Code – Use Requirements

The Proposed Project will include industrial and office space and accessory uses thereto. Warehousing is a permitted use by right within the LI zone of the West Roxbury Neighborhood District. The storage of RV's is considered an accessory use within Article 56. The Proposed Project will provide 77 surface parking spaces in accordance with the existing Article 56–Table 1 parking requirements, and 75 recreational vehicle spaces.

2.3.2 Boston Zoning Code – Dimensional Requirements

The Proposed Project will include approximately 154,376 new gross square foot floor area spread-out on the first and mezzanine floors within the existing structure, and the construction of a single-story addition for a sales and management office and conversion of approximately 12,000 gsf of existing front office area to storage use, with 77 on-site surface parking spaces and new off-street loading areas, as well as on-site storage for recreational vehicles and associated landscape improvements. Except for 2,500 gsf one-story addition at the corner of the existing building at Rivermoor Street, Gardner Street and Charles Park Road, the change of use and related construction will be completed within the footprint of the existing warehouse/office structure, which complies with Article 56 of the Code.

As referenced, the Proposed Project is located within Ward 20 and the Charles River Area “LI – Local Industrial” Subdistrict (LI) in the West Roxbury Neighborhood District. The LI Subdistrict allows for a maximum height of 35 feet, a rear yard setback of 20 feet, and a Maximum FAR of 2.0 pursuant to Article 56 – Table G of the Code. The Proposed Project does not exceed the required maximum building height of 35 feet, and includes a rear yard setback of 101 feet and FAR of 0.71, which are less than the maximum permitted by the Code. In addition, the LI Subdistrict requires no Minimum Lot Size, Minimum Lot Width, Minimum Lot Frontage, Minimum Front Yard, or Minimum Side Yard. The

Proposed Project shall therefore comply with the standards and requirements set forth in Article 56 of the Code.

For a project that is subject to Large Project Review, required off-street parking spaces and off-street loading facilities are expected to be determined as a part of the Large Project Review in accordance with the provisions of Article 80 of the Boston Zoning Code. Design elements of the Proposed Project will also be reviewed pursuant to Large Project Review.

Table 2-1 99 Rivermoor Street - Local Industrial Subdistrict- Dimensional Requirements

Dimensional Element	LI - Local Industrial	Proposed Project	Variance(s) Required?
Min. Lot Size	N/A	216,214 sf	No
Max. Floor Area Ratio	2.0	0.71	No
Max. Building Height	35'	35'	No
Minimum Front Yard	None (2)	73'	No
Minimum Side Yard	None (2)	East: 62' West: 97'	No
Minimum Rear Yard	20' (2)	101'	No
Min. Parking	0.5 spaces per 1,000 gsf (154,376 gsf/1,000 gsf = 154.376 x 0.5 spaces = 77.188 spaces)	77 spaces	No
Distance of Building to Top of the Charles Riverbank	<i>See Footnote 2 Below</i>	125' (See Figure 2-1)	No

1. The dimensions described in this above table may change as the Proposed Project undergoes design review with the BRA.
2. No part of a building or structure shall be located closer to the Charles River than the greater of: (a) forty (40) feet, measured from the top of the riverbank as defined by the Commonwealth of Massachusetts Wetlands Protection Act (M.G.L. Chapter 131, Section 40, as amended) and regulations issued thereunder by the Commonwealth of Massachusetts and the City of Boston Conservation Commission; or (b) any setback distance required by an Order of Conditions issued by the City of Boston Conservation Commission.

N/A = Not Available or Not Applicable

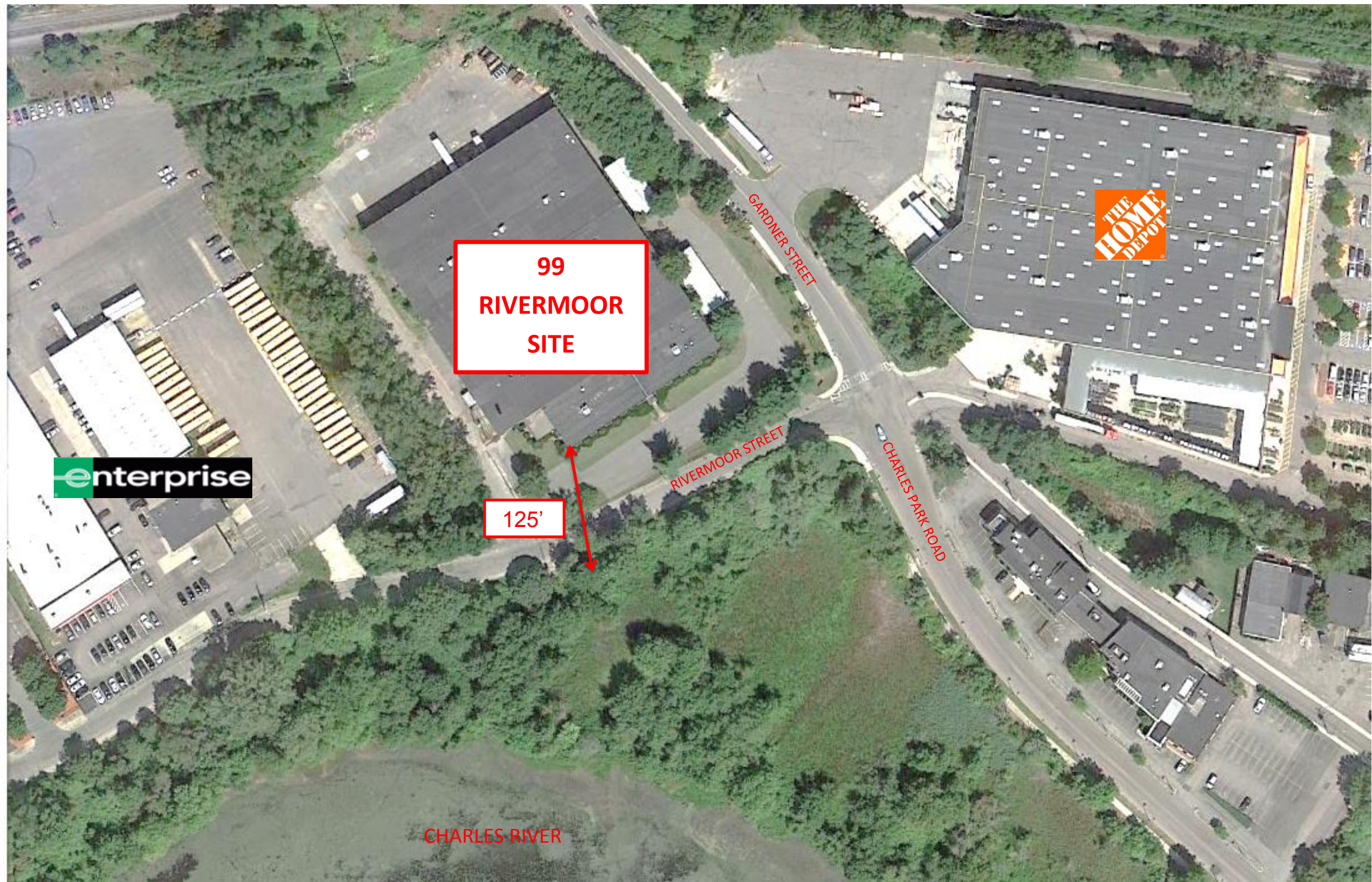


FIGURE 2-1
Top of the Bank

2.5 Preliminary List of Permits or Other Approvals Which May be Sought

Agency Name	Permit or Action*
State Agencies	
MA Executive Office of Transportation and Construction	Chapter 40, Section 54A Clearance, If Required
Local Agencies	
Boston Redevelopment Authority	Article 80 Review and Execution of Related Agreements; Section 80B-6 Certificate of Compliance
Boston Parks Commission	Proposed Project within 100 feet of Land Subject to Parks Commission Review
Boston Conservation Commission	Potential Review of a Proposed Building within 100 feet of a wetland
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works Public Improvements Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Permit for Street Opening
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer Commission	Approval for Sewer and Water and Connections; Construction Site Dewatering; and Storm Drainage
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits

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

2.6 Public Review Process and Agency Coordination

In support of the required Article 80 Large Project Review process, the Proponent has conducted initial community outreach with the local neighborhood interest group, area residents and businesses, and other interested parties, a presentation of the proposed project on October 28, 2014, to the West Roxbury Neighborhood Council and meetings with the local elected and appointed officials. The Proponent has also met with the BRA project team, as coordinated by the BRA's Project Manager, Christopher Tracy, during September and October, at which time the BRA indicated that based on the design plan set that was available that a Letter of Intent (LOI) was appropriate to be filed.

In accordance with Article 80 requirements, an Impact Advisory Group ("IAG") has been formed and BRA-sponsored neighborhood meeting will be scheduled to review the PNF and receive community comments on the Proposed Project during the public review period.

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

2.7 Development Impact Payment ("DIP") Status

Based on current schematic design plans, it is not anticipated that Development Impact Payments ("DIP"), in accordance with Article 80B-7 of the Code, will be required for Proposed Project. The Project is expected to be defined as an industrial use where a DIP is not required.

3.0 URBAN DESIGN AND SUSTAINABILITY COMPONENT

3.1 Urban Design Overview

The Proponent's approach to urban design seeks to incorporate the surrounding buildings, streets, and public areas into the design of the subject property. The 99 Rivermoor Street site lays on the western edge of the West Roxbury District, bordering Cow Island Pond and the Charles River which is located directly to the South. To the North of the project is a maintenance facility and Millennium Park and the City of Boston's West Roxbury Education Complex. The West Roxbury Education Complex is a multi-story building with vertical spans estimated to be approximately 45 feet in height. The maintenance facility borders the 99 Rivermoor site, bisected only by railroad tracks. This facility is a mix of one and two story buildings. To the North of the maintenance facility is Millennium Park

Directly to the East of the Rivermoor site is the Home Depot retail store. There is a rear parking lot that fronts on Charles Park Road followed by the approximately 25' high, one story warehouse with 4+ acres of parking moving eastward. The eastern most parking lot for Home Depot fronts on the Veterans of Foreign Wars (VFW) Parkway.

To the West of the subject site is Enterprise Rent-A-Car and the Boston City Clerk's Archive Division. These buildings vary in height and are predominantly industrial uses. The 99 Rivermoor site will serve as a buffer to these industrial uses given its proposed commercial appearance and soften the approach to Millennium Park.

The initial construction for the proposed project will consist of the conversion of approximately 12,317 existing square feet to self storage units. Also included in this initial construction will be the addition of 1,000 square feet of high-security storage adjacent to the new 1,500 square foot office use. This new construction will add a total of 2,500 new square feet to the existing building. The office building will incorporate Cape Cod style architecture and will lend itself to easy access from Rivermoor Street without disrupting traffic on either Rivermoor Street or Charles Park Road. The initial construction will also add covered loading areas that will help distribute traffic flow on the site.

The new office will stand as the focal point of the development and aid in creating a welcoming presence to clientele and visitors to the general area. All clients are expected to arrive by vehicles because of the nature of the business. The site will generate less traffic than its previous industrial warehouse use, thus helping to alleviate traffic along all surrounding roadways.

The full build out will include the conversion of the existing building to self storage use. This additional construction will occur almost entirely within the interior of the building and will be similar to the existing appearance, only improved with more attractive materials and design.

At completion, the Rivermoor Street Project will improve the gateway appearance to Millennium Park along Gardner Street as well as reduce the amount of traffic, particularly truck activity, in the area. The

vertical articulations and upscale nature of the design should upgrade the area and fit in well with other nearby structures.

The Urban Design and Sustainability figures, including the 2009 LEED Checklist, are included at the end of this section (**Figures 3.5-1 thru 3.5-14**)

3.2 Building Design

The proposed project will soften the entrance to Millennium Park while introducing a fresh, commercial component to the area that is also complimentary to the nearby Home Depot. The project's initial construction will include a new building that faces the corner of Rivermoor and Gardner Streets/Charles Park Road. This building will incorporate themes of Cape Cod style architecture with a modern twist while assisting in the upgrade of the existing building. The color scheme of the Project in its entirety will unify the different elements and bring about a new improved design to the property as a whole.

3.3 Landscape Design

The perimeter of the site currently consists of various planted and volunteer species, and each landscaped edge has a unique character. The Proponent proposes to maintain and enhance the character of these edges where possible, or replant vegetation that might be lost due to extensions of the paved areas or grading operations. In addition, ornamental plantings will be introduced at the main site and building entry areas to provide an attractive, well-maintained public face to the project.

The Rivermoor Street (south) edge consists of several mature Eastern White Pines and lawn underneath. Because the Pines have no lower branches, visibility into the site is enhanced while retaining a shaded street tree type buffer. The lawn underneath allows the most public edge of the site to be well maintained and clean. The proposed parking plan encroaches slightly onto the existing lawn. Most of the existing Pines along this edge will be maintained, with the exception of three Pines within the property line that will be removed at the main (southeast) site entry. This will allow better public visibility and a more welcoming presence to the site and to the new office/greeting area. Additional low level ornamental plantings will be installed on both sides of the driveway entry. Visitors to the site will be greeted by new ornamental foundation plantings at the new main office building extension.

The western side of the property is a landscape that has grown over time to a natural buffer of mostly deciduous trees and shrubs such as locust, maple and alder. The land slopes down to the west toward the abutting property occupied by Enterprise Rent-A-Car. The new limit of pavement extends into this existing buffer, requiring the removal of existing vegetation up to the property line. The proposed plan presents a new vegetative buffer consisting of a mix of evergreen and deciduous native trees and shrubs planted at 10'-15' on center. A low retaining wall may be considered at this edge.

The northern side of the property currently consists of a fairly wild landscape, partly tree covered but with open views past the MBTA railroad and toward the abutting City of Boston facilities and Millennium Park. Part of this landscaped edge is infested with Japanese Knotweed. The proposed site plan extends the limit of pavement into this area and will allow the eradication of this aggressive and invasive weed.

The remainder of the landscape treatment will consist of establishing a naturalized wildflower meadow at the edge of pavement. This is an attractive and low-maintenance landscape.

The northeast side of the property currently consists of a naturalized buffer of mainly Locust trees of small caliper which will remain mostly undisturbed, with some tree removal at the edges to accommodate the new driveway around the building. The southeast corner of the property slopes modestly up toward the Gardner Street bridge/overpass. The proposed plan here is to plant this slope with shrubs, groundcovers, and trees to provide an attractive entry to the site and around the customer parking area.

All proposed plant materials will be selected for drought tolerance, reducing the need for irrigation and water use. The plant palette will consist of a combination of native and naturalized species appropriate and well-tested to thrive in our New England climate. In order to be able to provide proper grow-in conditions for the newly installed plantings in the short term and to be able to maintain a healthy landscape over the long term, a fully automatic irrigation system will be installed. The landscape design anticipates that water consumption is heavier in the first 2-3 years of plant establishment and grow-in, and then can be adjusted and reduced as plantings mature over time.

3.4 Sustainable Design/Energy Conservation

3.4.1 Introduction

Sustainability has come to impact any and all decisions in project design and development. Conserving natural resources and minimizing impacts on the surroundings is not only beneficial for the environment, it is a long range money-saver for the ownership.

The design of the 99 Rivermoor Street project has incorporated the existing warehouse by reusing its footprint and majority of its components. The new structures in the project will seek LEED certification and use LEED construction standards in an effort to provide an environmentally compatible project.

The LEED rating system tracks the sustainable features of the project by achieving points in following categories: Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation and Design Process (all of which are further described below). The project team seeks to meet or exceed Boston's Green Building standard.

3.4.2 Sustainable Sites

The development of sustainable sites is at the core of sustainable design. The sustainable sites credit category encourages development on previously developed land, minimizing a building's impact on ecosystems and waterways, regionally appropriate landscaping, smart transportation choices, stormwater runoff management, and reduction of erosion, light pollution, heat island effect, and pollution related to construction and site maintenance.

The existing building will be repurposed for self storage and make up over 99% of the total gross square footage of the Project. The onsite paving will also remain and generate very little waste as a result. Careful attention has been paid to traffic circulation in an effort to cut down on idling cars and unneeded emissions. The existing infrastructure serves the site adequately and will not need improvements to serve the new business. In fact, traffic has been significantly reduced due to the change in use thus positively impacting the surrounding air quality.

3.4.3 Water Efficiency

Buildings are major users of our potable water supply and conservation of water preserves a natural resource while reducing the amount of energy and chemicals used for sewage treatment. The goal of the Water Efficiency credit category is to encourage smarter use of water, inside and out. Water reduction is typically achieved through more efficient appliances, fixtures and fittings inside and water-wise landscaping outside.

The water usage will be severely reduced at the subject site due to the fact that the use of self storage uses a limited amount of water for the management office and surrounding landscaping. All fixtures in the new office will be equipped with the latest in water efficient components and the landscaping will incorporate elements from the LEED Water Efficiency section of the LEED Green Building Rating System Version 2.1.

3.4.4 Energy and Atmosphere

According to the U.S. Department of Energy, buildings use 39% of the energy and 74% of the electricity produced each year in the United States. The Energy and Atmosphere credit category encourages a wide variety of energy strategies: commissioning; energy use monitoring; efficient design and construction; efficient appliances, systems and lighting; the use of renewable and clean sources of energy, generated on-site or off-site; and other innovative practices.

The existing warehouse will utilize the current HVAC equipment. This equipment will be run sparingly throughout the day to assist in keeping a range of 60-85 degrees. In addition, the new storage use will convert the existing 12,317 square feet of air conditioned office space into climate controlled space. This will significantly decrease the amount of energy utilized on the site. The total air conditioned space for the storage use will be approximately 2,500 square feet, a net reduction of 9,817 square feet. This air conditioned space will also be served by new, energy efficient units. All specified lighting in the storage area will be triggered by motion sensors.

As mentioned previously, the new use of storage will also cut back on the number of visitors per day, thus reducing the amount of vehicular emissions in the area.

3.4.5 Materials and Resources

This credit category encourages the selection of sustainable materials, including those that are harvested and manufactured locally, contain high-recycled content, and are rapidly renewable. It

also promotes the reduction of waste through building and material reuse, construction waste management, and ongoing recycling programs.

The existing building will be entirely reused and will produce a limited amount of waste. Building materials will be specified to be composed of recycled materials where possible. The proposed project also will use the existing paving instead of replacing. The majority of the existing vegetation will be salvaged (with exception of trimming) and incorporated into the new, efficient landscape plan.

3.4.6 *Indoor Environmental Quality*

The U.S. Environmental Protection Agency estimates that Americans spend about 90% of their day indoors, where the air quality can be significantly worse than outside. The Indoor Environmental Quality credit category promotes strategies that can improve indoor air through low emitting materials selection and increased ventilation. It also promotes access to natural daylight and views.

The amount of time spent in the storage portion of the project is limited. The project team has therefore elected to keep the existing materials so as to limit waste. The new office portion of the facility will include large storefront windows to allow for the infiltration of natural light. HVAC and ducting will be new in the office area and promote clean, quality air. Low-emitting interior finishes will all be used in order to preserve indoor air quality as well.

3.4.7 *Innovation and Design Process*

The Innovation in Design and Innovation in Operations credit categories provide additional points for projects that use new and innovative technologies, achieve performance well beyond what is required by LEED credits, or utilize green building strategies that are not specifically addressed elsewhere in LEED.

The project team is continually looking for ways to improve upon the design and proposed operations of the facility in order to create a more environmentally friendly project.

3.5 Urban Design Drawings and LEED Checklist

Urban design drawings and perspectives, and the LEED Checklist include:

- Figure 3.5-1: Cover
- Figure 3.5-2: Existing Site
- Figure 3.5-3: Site Plan
- Figure 3.5-4: New Asphalt
- Figure 3.5-5: Demo Plan
- Figure 3.5-6: First Level
- Figure 3.5-7: Second Level
- Figure 3.5-8: Office Level
- Figure 3.5-9: Section
- Figure 3.5-10: Elevations
- Figure 3.5-11: Colored Elevations
- Figure 3.5-12: Existing Elevations
- Figure 3.5-13: Landscape Plan
- Figure 3.5-14: 2009 LEED Checklist

CUBESMART SELF STORAGE

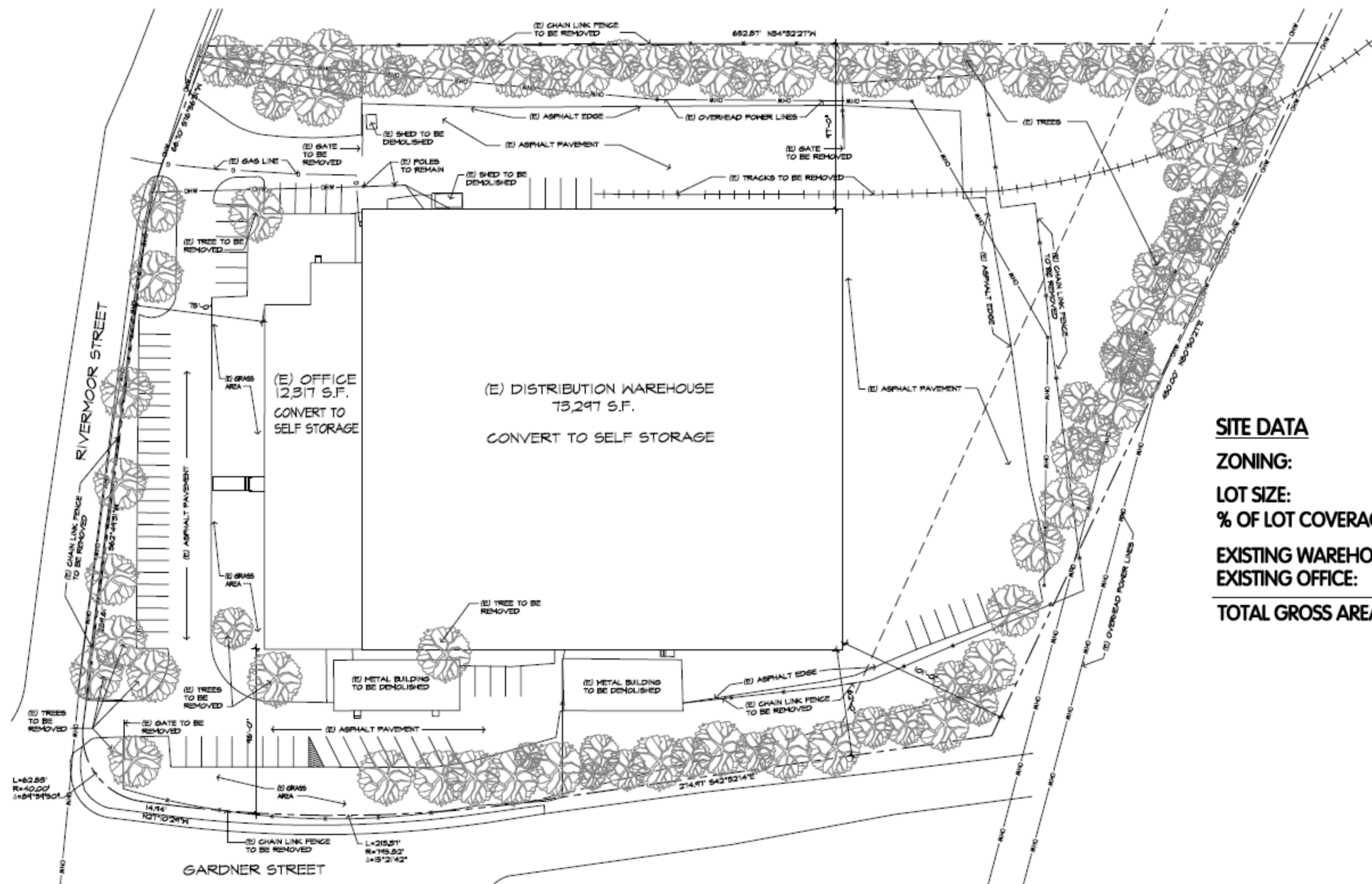


VICINITY MAP	SITE DATA	PROJECT DATA	SHEET INDEX
	ADDRESS: 99 RIVERMOOR, WEST ROXBURY, MA	OWNER: OWNER: VUR - WEST ROXBURY, LLC ADDRESS: 15435 ALTON Pkwy, SUITE 220 IRVINE, CA 92618 TELEPHONE: (949) 315-0044	1 - COVER SHEET 2 - EXISTING SITE PLAN 3 - PRELIMINARY SITE PLAN 4 - PRELIMINARY ASPHALT AREA 5 - DEMOLITION PLAN
	PARCEL ID NUMBER: 2009227000	ARCHITECT: BRUCE JORDAN ARCHITECT 131 CALLE IGLESIA, SAN CLEMENTE, CA 92673 CONTACT: BRUCE JORDAN TELEPHONE: (949) 388-8090	6 - PRELIMINARY FIRST LEVEL FLOOR PLAN 7 - PRELIMINARY SECOND LEVEL FLOOR PLAN 8 - PRELIMINARY OFFICE FLOOR PLAN 9 - PRELIMINARY SECTION
	ZONE: L1	CIVIL ENGINEER: HOWARD / STEIN-HUDSON ASSOCIATES, INC. 11 BEACON STREET, SUITE 1010 BOSTON, MA 02108 TELEPHONE: (617) 482-7080	10 - PRELIMINARY EXTERIOR ELEVATIONS 11 - PRELIMINARY STREETFRONT COLOR ELEVATIONS 12 - EXISTING EXTERIOR ELEVATIONS
	INTENDED OCCUPANCY USE: SELF STORAGE		
	TOTAL SITE AREA: 261,161 SQ. FT. = 6 ACRES		

**99 Rivermoor St.
Self Storage Facility**

Figure 3.5-1 Cover
Sheet

Figure 3.5-1 Cover Sheet



SITE DATA

ZONING:	L I - LOCAL INDUSTRIAL
LOT SIZE:	261,214 SQ. FT.
% OF LOT COVERAGE:	32.2 %
EXISTING WAREHOUSE:	73,297 SQ. FT.
EXISTING OFFICE:	12,317 SQ. FT.
TOTAL GROSS AREA:	85,614 SQ. FT.

**99 Rivermoor St.
Self Storage Facility**

**Figure 3.5-2
Existing Site Plan**

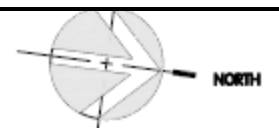
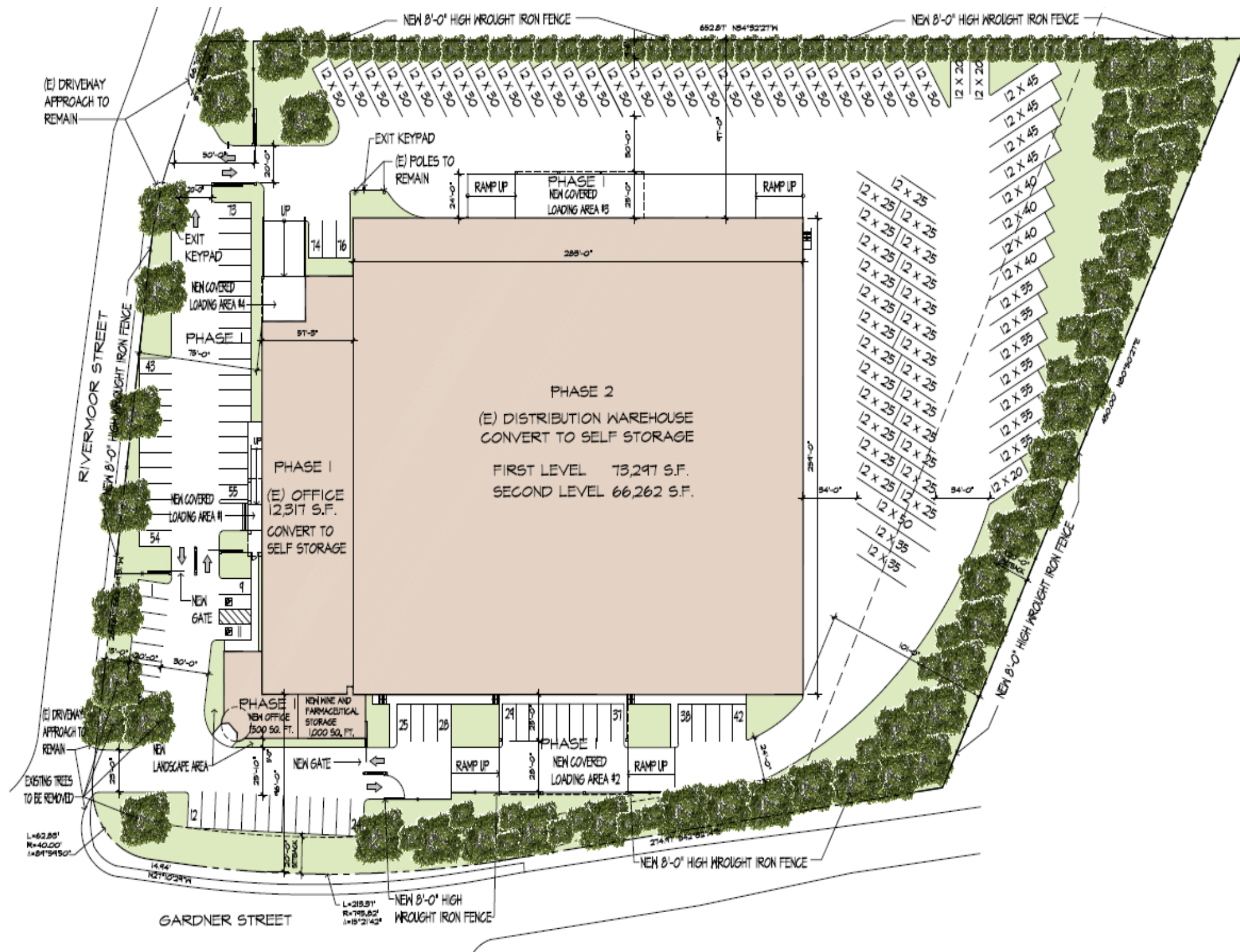


Figure 3.5-2 Existing Site Plan

jordan
ARCHITECTS, INC.

131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE,
CA 92672-7541
Telephone 949/388-8090
Facsimile 949/388-8290



SITE DATA

ZONING:	L I - LOCAL INDUSTRIAL
LOT SIZE:	261,214 SQ. FT.
F.A.R. ALLOWED	2.0
F.A.R. PROPOSED	0.58

STORAGE DATA

EXISTING WAREHOUSE:	73,297 SQ. FT.
EXISTING OFFICE:	12,317 SQ. FT.
NEW SECOND LEVEL:	66,262 SQ. FT.
NEW OFFICE:	1,500 SQ. FT.
NEW WINE STORAGE:	1,000 SQ. FT.

TOTAL GROSS AREA:	154,376 SQ. FT.
TOTAL NET AREA (EST):	115,000 SQ. FT.

RV DATA

12'X20':	1 SPACES
12'X25':	27 SPACES
12'X35':	37 SPACES
12'X40':	4 SPACES
12'X45':	4 SPACES
12'X50':	1 SPACES

TOTAL RV SPACES:	75 SPACES
------------------	-----------

PARKING REQUIRED

1/2 SPACE PER 1,000 S.F. GROSS AREA

TOTAL PARKING REQUIRED: 76 SPACES

TOTAL PARKING PROVIDED: 76 SPACES

TOTAL LANDSCAPE AREA PROVIDED: 58,590 SQ. FT.

**99 Rivermoor St.
Self Storage
Facility**

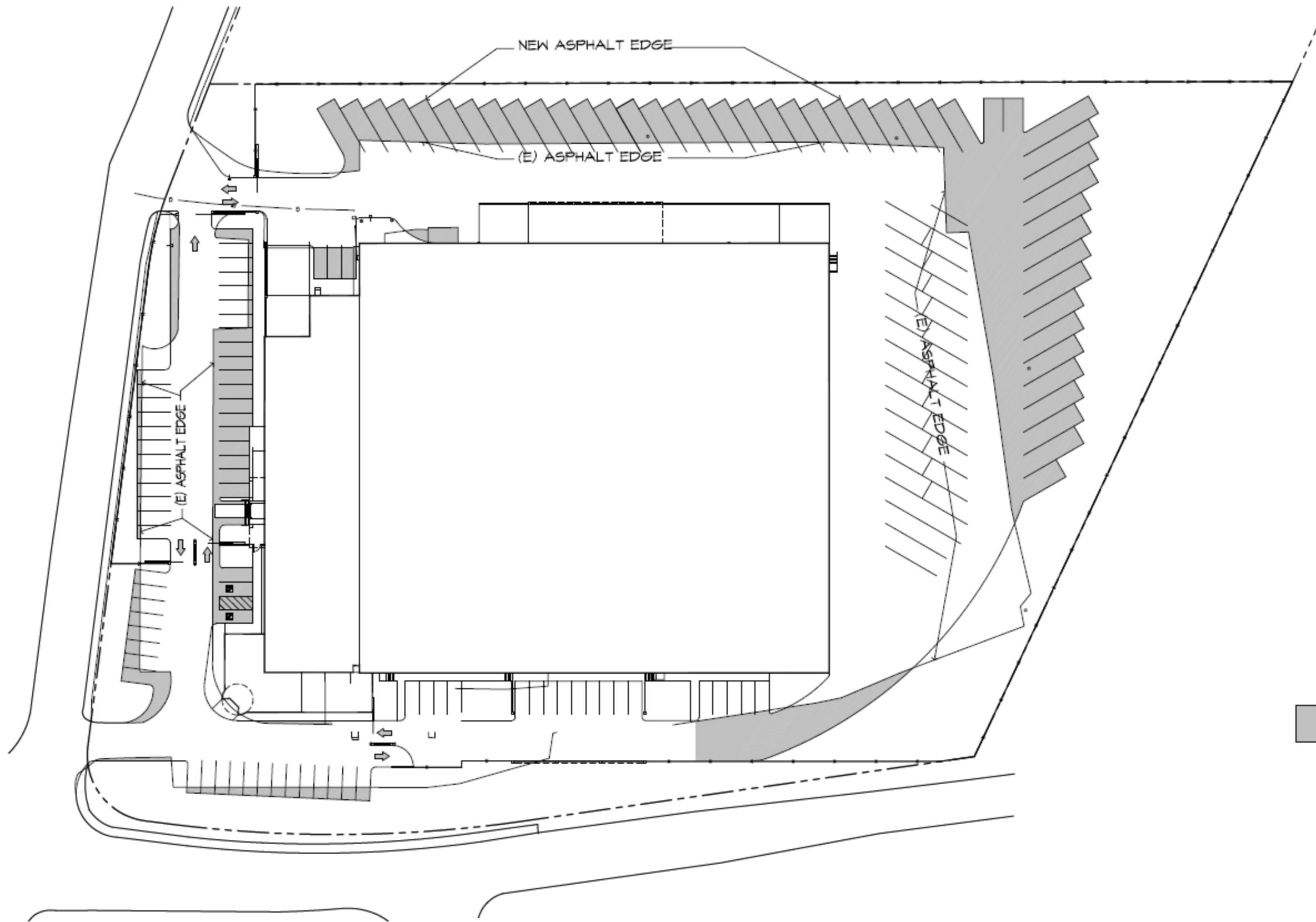
**Figure 3.5-3
Site Plan**



Figure 3.5-3 Site Plan

jordan
ARCHITECTS, INC.

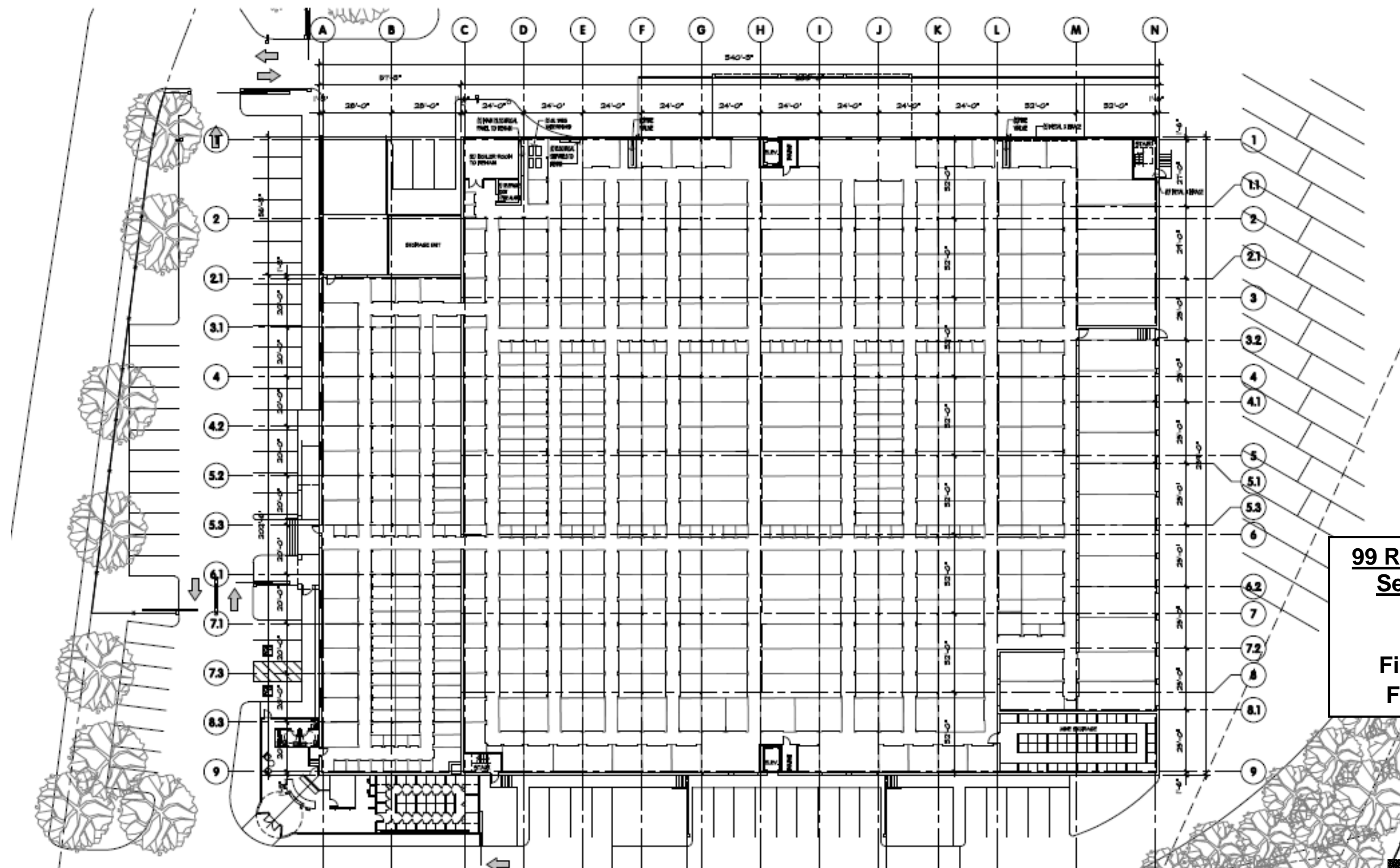
131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE,
CA 92672-7541
Telephone 949/388-8090
Facsimile 949/388-8290



**99 Rivermoor St.
Self Storage Facility**

**Figure 3.5-4
New Asphalt**

Figure 3.5-4 New Asphalt



**99 Rivermoor St.
Self Storage
Facility**

**Figure 3.5-6
First Level**

Figure 3.5-6 First Level

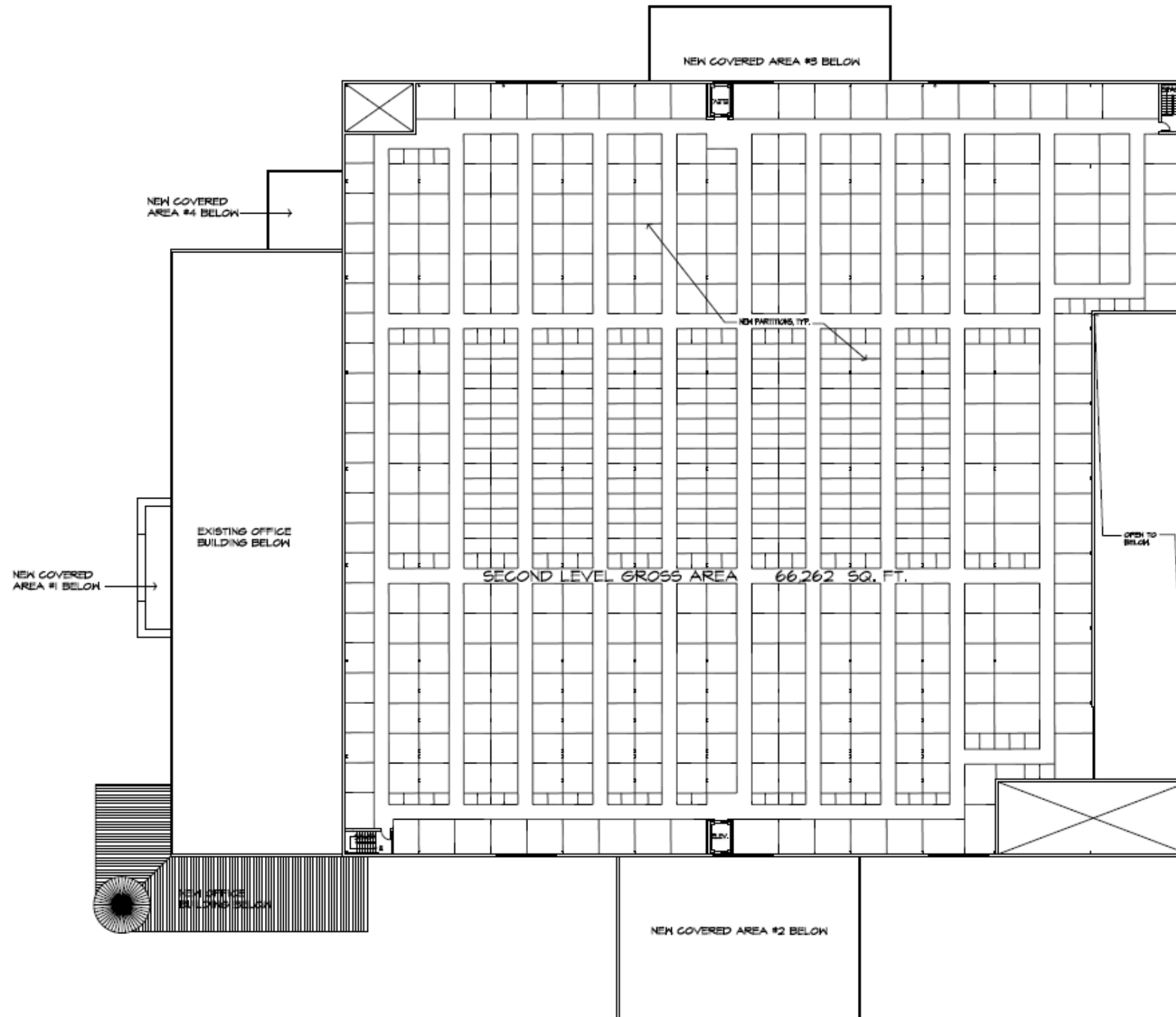
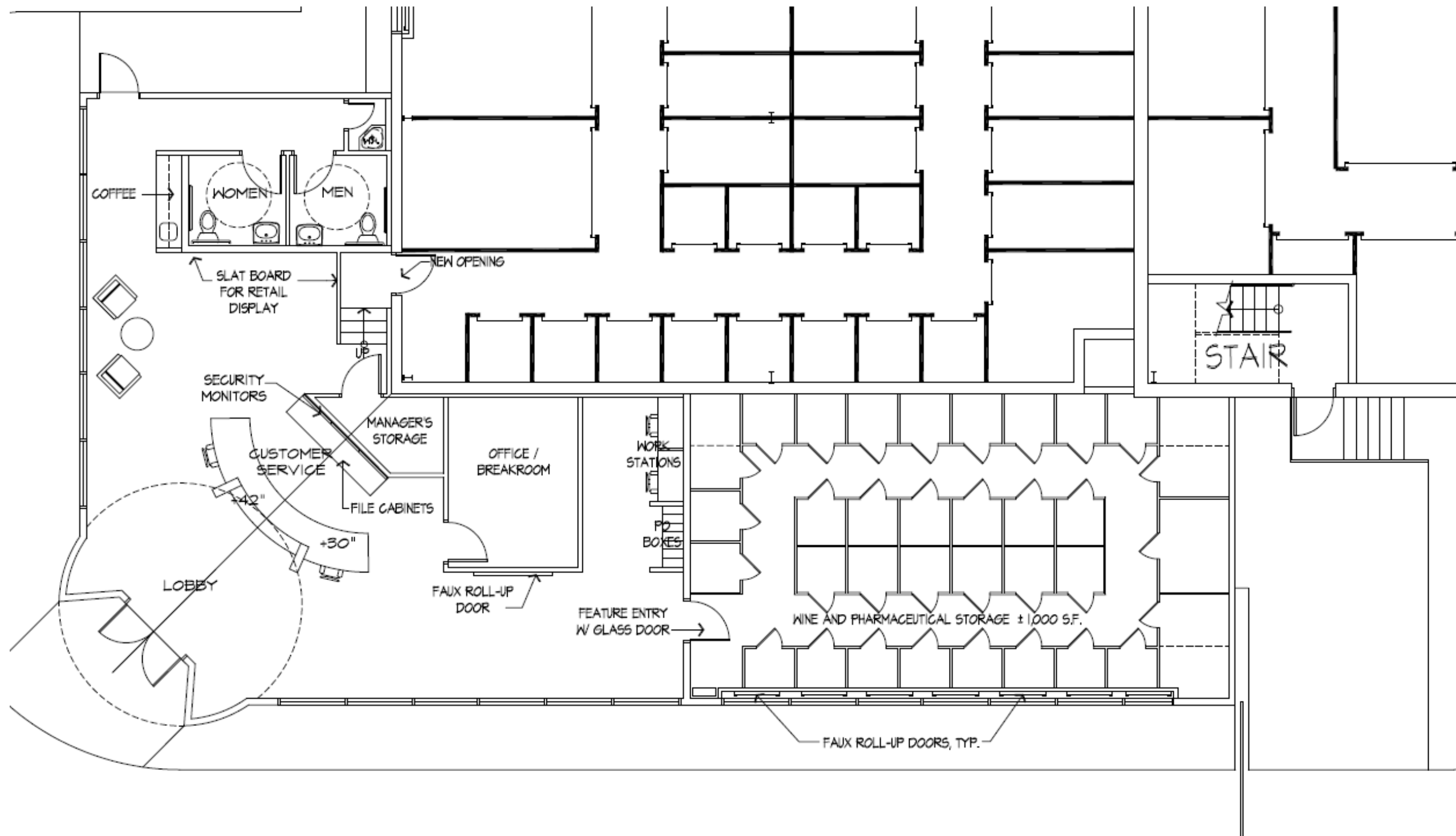


Figure 3.5-7 Second Level

**99 Rivermoor St.
Self Storage
Facility**

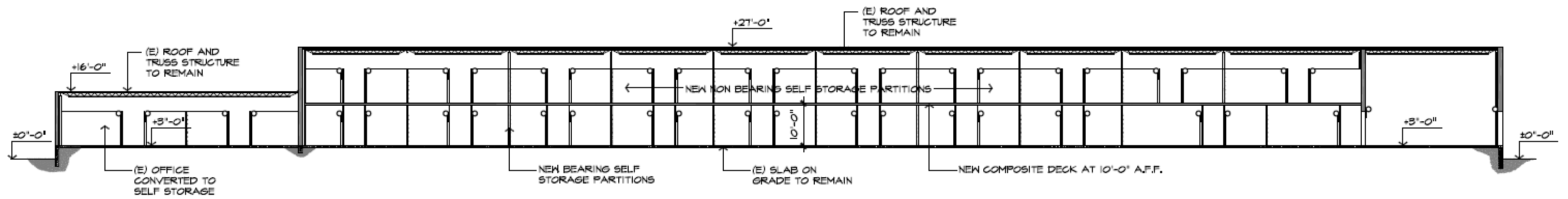
**Figure 3.5-7
Second Level**



**99 Rivermoor St.
Self Storage
Facility**

**Figure 3.5-8
Office Plan**

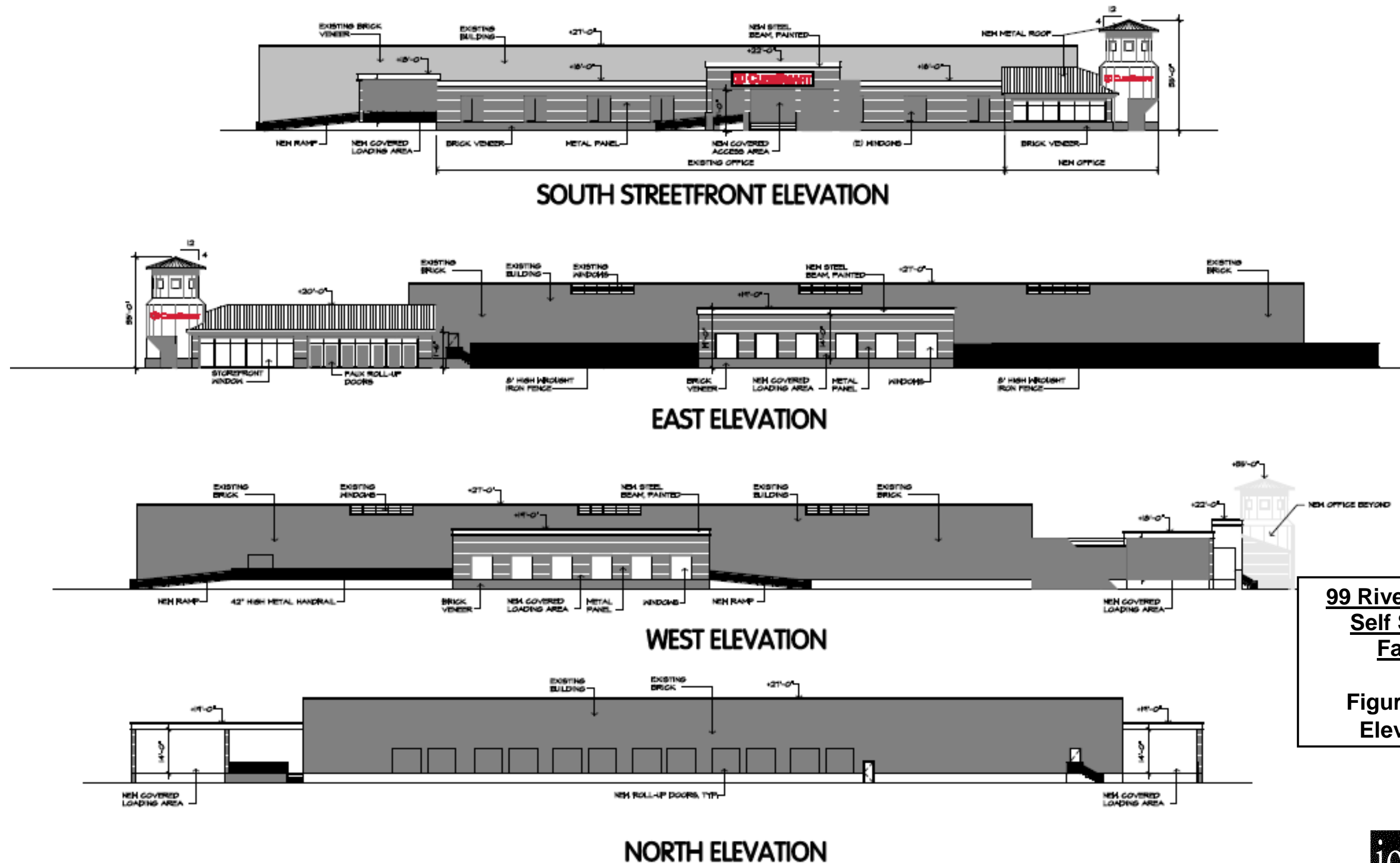
Figure 3.5-8 Office Plan



**99 Rivermoor St.
Self Storage
Facility**

**Figure 3.5-9
Section**

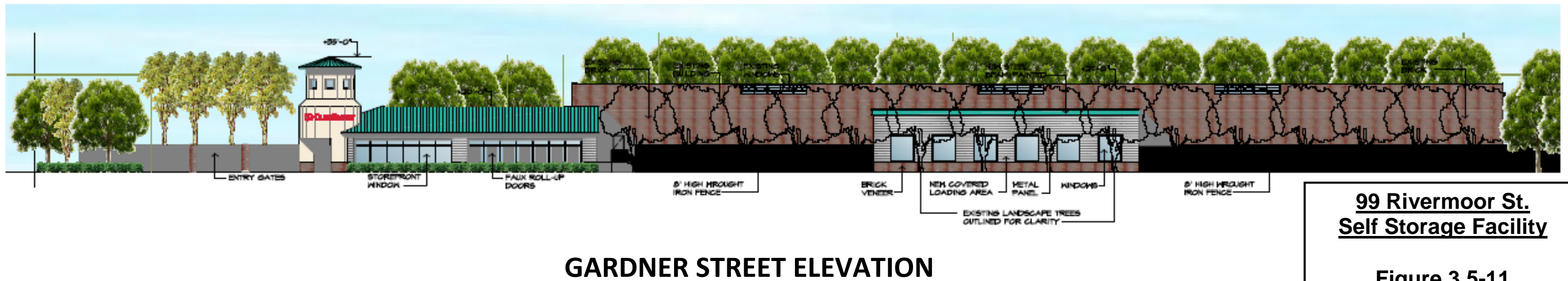
Figure 3.5-9 Section



**99 Rivermoor St.
Self Storage
Facility**

**Figure 3.5-10
Elevations**

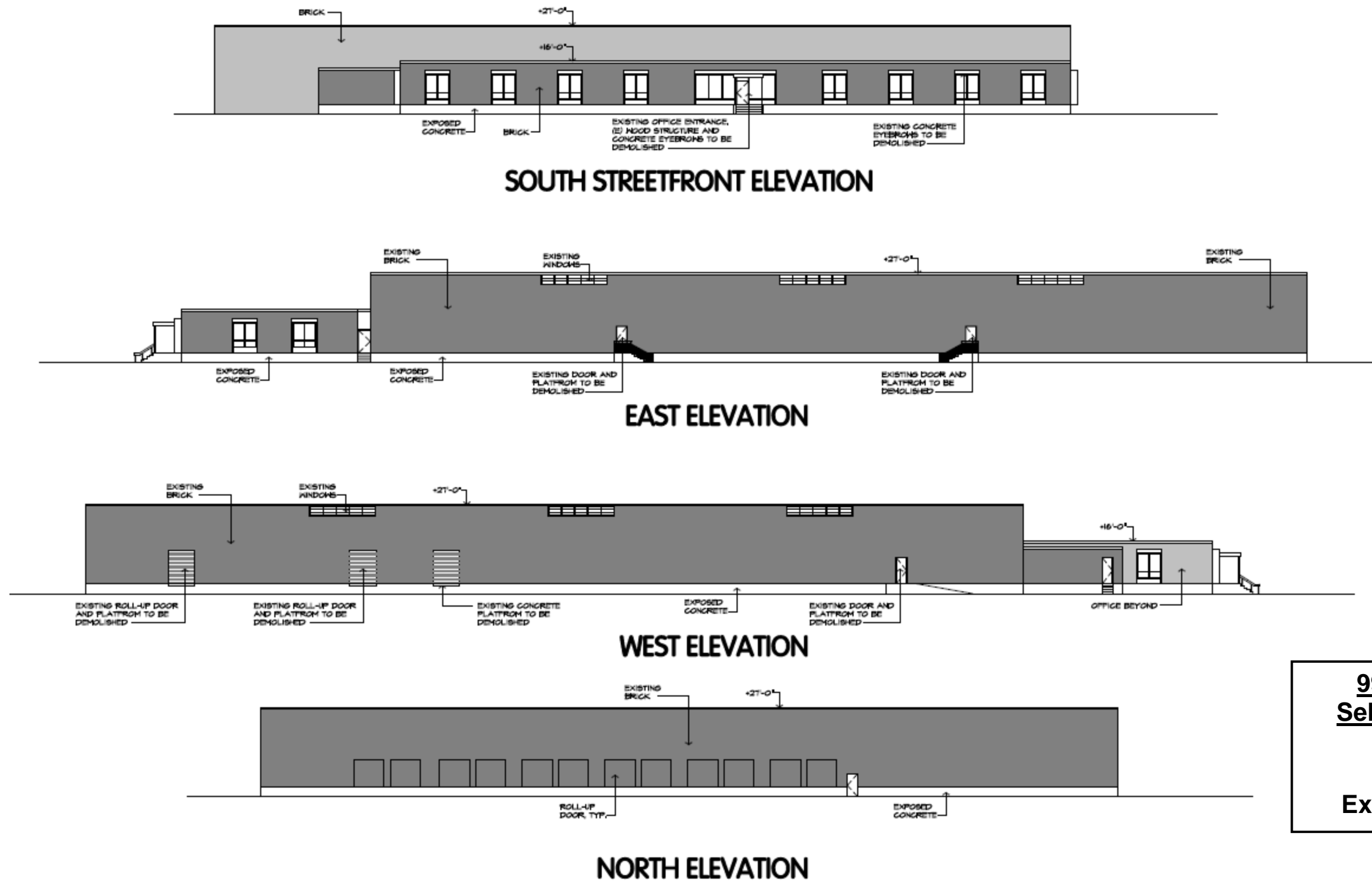
Figure 3.5-10 Elevations



**99 Rivermoor St.
Self Storage Facility**

**Figure 3.5-11
Colored Elevations**

Figure 3.5-11 Colored Elevations



**99 Rivermoor St.
Self Storage Facility**

**Figure 3.5-12
Existing Elevations**

Figure 3.5-12 Existing Elevations



**99 Rivermoor St.
Self Storage Facility**

**Figure 3.5-13
Landscape Plan**

Figure 3.5-13 Landscape Plan

jordan
ARCHITECTS, INC.

131 CALLE IGLESIA, SUITE 100
SAN CLEMENTE,
CA 92672-7541
Telephone 949/388-8090
Facsimile 949/388-8290



LEED v4 for BD+C: New Construction and Major Renovation

Project Checklist

Project Name: 99 Rivermoor, West Roxbury Ma.

Date:

Y ? N

Credit Integrative Process

1

0	0	0	Location and Transportation	16
			Credit LEED for Neighborhood Development Location	16
			Credit Sensitive Land Protection	1
			Credit High Priority Site	2
			Credit Surrounding Density and Diverse Uses	5
			Credit Access to Quality Transit	5
			Credit Bicycle Facilities	1
			Credit Reduced Parking Footprint	1
			Credit Green Vehicles	1

0	0	4	Sustainable Sites	10
Y			Prereq Construction Activity Pollution Prevention	Required
			Credit Site Assessment	1
			Credit Site Development - Protect or Restore Habitat	2
			Credit Open Space	1
		3	Credit Rainwater Management	3
			Credit Heat Island Reduction	2
		1	Credit Light Pollution Reduction	1

0	0	7	Water Efficiency	11
Y			Prereq Outdoor Water Use Reduction	Required
Y			Prereq Indoor Water Use Reduction	Required
Y			Prereq Building-Level Water Metering	Required
		2	Credit Outdoor Water Use Reduction	2
		5	Credit Indoor Water Use Reduction	6
			Credit Cooling Tower Water Use	2
			Credit Water Metering	1

0	0	12	Energy and Atmosphere	33
Y			Prereq Fundamental Commissioning and Verification	Required
Y			Prereq Minimum Energy Performance	Required
Y			Prereq Building-Level Energy Metering	Required
Y			Prereq Fundamental Refrigerant Management	Required
			Credit Enhanced Commissioning	6
		10	Credit Optimize Energy Performance	18
			Credit Advanced Energy Metering	1
			Credit Demand Response	2
		2	Credit Renewable Energy Production	3
			Credit Enhanced Refrigerant Management	1
			Credit Green Power and Carbon Offsets	2

0	0	6	Materials and Resources	13
Y			Prereq Storage and Collection of Recyclables	Required
Y			Prereq Construction and Demolition Waste Management Planning	Required
			Credit Building Life-Cycle Impact Reduction	5
		2	Credit Building Product Disclosure and Optimization - Environmental Product Declarations	2
		2	Credit Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
			Credit Building Product Disclosure and Optimization - Material Ingredients	2
		2	Credit Construction and Demolition Waste Management	2

0	0	11	Indoor Environmental Quality	16
Y			Prereq Minimum Indoor Air Quality Performance	Required
Y			Prereq Environmental Tobacco Smoke Control	Required
			Credit Enhanced Indoor Air Quality Strategies	2
		3	Credit Low-Emitting Materials	3
			Credit Construction Indoor Air Quality Management Plan	1
		2	Credit Indoor Air Quality Assessment	2
		1	Credit Thermal Comfort	1
		2	Credit Interior Lighting	2
		3	Credit Daylight	3
			Credit Quality Views	1
			Credit Acoustic Performance	1

0	0	0	Innovation	6
			Credit Innovation	5
			Credit LEED Accredited Professional	1

0	0	0	Regional Priority	4
			Credit Regional Priority: Specific Credit	1
			Credit Regional Priority: Specific Credit	1
			Credit Regional Priority: Specific Credit	1
			Credit Regional Priority: Specific Credit	1

0	0	40	TOTALS	Possible Points: 110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110				

99 Rivermoor St.
Self Storage Facility

Figure 3.5-14
LEED Checklist

Figure 3.5-14 LEED Checklist

4.0 ENVIRONMENTAL PROTECTION COMPONENT

4.1 Stormwater Management and Water Quality

The Project will improve the quality of stormwater leaving this site through the installation of an on-site infiltration system. Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and BWSC storm drain systems. During construction, existing catch basins will be protected to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

The project will promote stormwater recharge to groundwater. The infiltration system will be designed to infiltrate 1-inch of rainfall times the new impervious area on-site. The Project will meet the Department of Environmental Protection's (DEP) Stormwater Management Standards for redevelopment. Improvements and possible connections to BWSC infrastructure will be reviewed as part of BWSC's site plan review process. The process will include a comprehensive design review of the proposed service connections, and assessment of Project demands and system capacity. All necessary dewatering will be conducted in accordance with applicable BWSC discharge permits.

4.2 Geotechnical/Groundwater Impacts Analysis

The proposed construction is not anticipated to have adverse effects on long-term groundwater levels because the lowest floor level in the fill areas is above the groundwater level. Roof drains and runoff from impermeable outdoor surfaces will be led to infiltration devices where there is sufficient capacity for percolation. In ledge areas, the drains will lead to detention cisterns of the required size and released gradually into storm drains. Where practical, pervious paving will be used in outdoor hardscape areas.

For the limited new construction planned, any groundwater removed from the excavation will be discharged under a NPDES general or exclusion permit, if required. As needed, construction mitigation measures will be incorporated into the Project to avoid the potential for ground movement and settlement during excavation, and potential impacts on, utility lines and roadways.

4.3 Construction Impact

The following section describes impacts likely to result from the construction of the 99 Rivermoor Street Project and the steps that will be taken to avoid or minimize environmental and transportation-related impacts. Construction methodologies and scheduling will aim to minimize impacts on the surrounding environment. The Proponent will insure that the general contractors will be responsible for developing construction phasing and staging plans and for coordinating construction activities with all appropriate regulatory agencies. The Project's geotechnical consultant, as appropriate, will also provide consulting

services associated with foundation design recommendations, prepare geotechnical specifications, and review the construction contractor's proposed procedures.

4.3.1 Construction Management Plan

The Proponent will comply with applicable state and local regulations governing construction of the Project. The Proponent will insure that general contractors comply with the Construction Management Plan, ("CMP") developed in consultation with and approved by the Boston Transportation Department ("BTD"), prior to the commencement of construction. The CMPs will establish the guidelines for the duration of the Project phases and will include specific mitigation measures and staging plans to minimize impacts on abutters.

Construction methodologies that will ensure safety will be employed, signage will include General Contractor contact information with emergency contact numbers.

4.3.2 Proposed Construction Program

Construction Activity Schedule

The construction period for the Project is expected to last approximately 8 months, beginning in the 1st Quarter 2015 and reaching completion in the 4th Quarter 2015. The City of Boston Noise and Work Ordinances will dictate the normal work hours, which will be from 7:00 AM to 6:00 PM, Monday through Friday. Saturday work will be only in the event of schedule delay or unusual tasks such as street openings, etc.

Perimeter Protection/Public Safety

The CMP will describe any necessary sidewalk closures, pedestrian re-routings, and barrier placements and/or fencing deemed necessary to ensure safety around the Site perimeter. When possible, the sidewalk will remain open to pedestrian traffic during the construction period. Barricades and secure fencing will be used to isolate construction areas from pedestrian traffic. In addition, sidewalk areas and walkways near construction activities will be well marked to ensure pedestrian safety.

Proper signage will be placed at every corner of the Project as well as those areas that may be confusing to pedestrians and automobile traffic.

The Proponent will continue to coordinate with all pertinent regulatory agencies and representatives of the surrounding neighborhoods to ensure they are informed of any changes in construction activities.

4.3.3 Construction Traffic Impacts

Construction Vehicle Routes

Specific truck routes will be established with BTM through the CMPs. These established truck routes will prohibit truck travel on residential side streets. Construction contracts will include clauses restricting truck travel to BTM requirements. Maps showing approved truck routes will be provided to all suppliers, contractors, and subcontractors.

Construction Worker Parking

The number of workers required for construction of the Project will vary during the construction period. However, it is anticipated that all construction workers will arrive and depart prior to peak traffic periods.

Limited parking in designated areas of the Project Site and lay-down area(s) will be allowed. Parking will be discouraged in the immediate neighborhood. Further, given the Project's proximity to bus service, public transit use will be encouraged with the Proponent and general contractor working to ensure the construction workers are informed of the many public transportation options immediately adjacent to this area. Terms and conditions related to worker parking will be written into each subcontractor's contract. The general contractors will provide a weekly orientation with all new personnel to ensure enforcement of this policy.

Pedestrian Traffic

Pedestrian traffic should not be impacted. The general contractors will minimize the impact the construction of the proposed building will have on the adjacent sidewalks. The general contractors will implement plans that will clearly denote all traffic patterns. Safety measures such as jersey barriers, fencing, and signage will be used to direct pedestrian traffic around the construction site and to secure the work area.

4.3.4 Construction Environmental Impacts and Mitigation

Construction Air Quality

Construction activities may generate fugitive dust, which will result in a localized increase of airborne particle levels. Fugitive dust emission from construction activities will depend on such factors as the properties of the emitting surface (e.g. moisture content), meteorological variables, and construction practices employed.

To reduce the emission of fugitive dust and minimize impacts on the local environment the construction contractor will adhere to a number of strictly enforceable mitigation measures. These measures may include:

- Using wetting agents to control and suppress dust from construction debris;

-
- Ensuring that all trucks traveling to and from the Project Site will be fully covered;
 - Removing construction debris regularly;
 - Monitoring construction practices closely to ensure any emissions of dust are negligible;
 - Cleaning streets and sidewalks to minimize dust and dirt accumulation;
 - Monitoring construction activities by the job site superintendent; and
 - Wheel-washing trucks before they leave the Project Site during the excavation phase.

Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and Boston Water and Sewer (“BWSC”) storm drain systems. During construction, existing catch basins will be protected from sediments with filter fabric, silt sacks or hay bale filters.

Construction Noise Impacts

To reduce the noise impacts of construction on the surrounding neighborhood, a number of noise mitigation measures will be included in the CMP. Some of the measures that may be taken to ensure a low level of noise emissions include:

- Initiating a proactive program for compliance to the City of Boston’s noise limitation requirements;
- Scheduling of work during regular working hours as much as possible;
- Using mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously operating equipment, such as air compressors and power and welding generators;
- Scheduling construction activities so as to avoid the simultaneous operation of the noisiest construction activities;
- Turning off all idling equipment;
- Reminding truck drivers that trucks cannot idle more than five (5) minutes unless the engine is required for operational activity;
- Locating noisy equipment at locations that protect sensitive receptors and neighborhood homes through shielding or distance;
- Installing a site barricade as required;
- Identifying and maintaining truck routes to minimize traffic and noise throughout the project;
- Maintaining all equipment to have proper sound attenuation devices.

4.3.5 Rodent Control

The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550. This policy establishes that the elimination of rodents and ongoing rodent control is required for issuance of any building permits. Before and during construction, rodent control service visits will be made by a certified rodent control firm to monitor the situation.

4.3.6 Utility Protection During Construction

During construction, the City and the Commonwealth's infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The general contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The contractor will also be required to provide adequate notification to the utility owner/operator prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during a switch-over to a temporary or permanent system, the general contractor will be required to coordinate the shutdown with the utility owners/operators and Project abutters to minimize impacts and inconveniences accordingly.

4.4 Wetlands/Flood Hazard Zone

The existing Project Site is not a part of a wetland resource area regulated by the Massachusetts Wetland Protection Act, although the nearest floodplain is located approximately 50 feet to the south of the Site and is associated with Cow Island Pond and the Charles River.

A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Community Panel 25025C0068G, dated September 25, 2009, the Site is located outside the 0.2% annual chance flood. See **Figure 4.4-1**.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A No Base Flood Elevations determined.
- ZONE AE Base Flood Elevations determined.
- ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

Source:
Preliminary Flood Insurance Rate Maps for Suffolk County
<https://msc.fema.gov/portal>

Figure 4.4 - 1
Wetlands/Flood Hazard Zones

5.0 HISTORIC RESOURCES COMPONENT

This section provides a discussion of the history of the Project Site and the historic resources/ districts in the Project vicinity.

5.1 Historic Resources on the Project Site and Property History

The 99 Rivermoor Street site (“Site”) which includes 216, 241sf is bounded by Rivermoor Street, Gardner Street, industrial land along Rivermoor, and rail tracks and land of the former New York, New Haven & Hartford Railroad, and land which was originally a part of the City of Boston’s Gardner Street Landfill- now Millennium Park and the West Roxbury High School, and across Rivermoor from the Cow Island Bog, a wetland along the Charles River.

The Site, according to records from the Boston Inspectional Services Department (“ISD”), indicated that the original foundations for the existing building was initiated in 1964, which included an office area of 11,200 gsf and warehouse and truck docking area of 73,000 gsf, This use was provided a Certificate of Occupancy from ISD in 1965 for use by United Liquors, Ltd, liquor wholesalers and importers, with the listing of A. Raymond Tye, President. A steel framed addition of 30’ x 70’ including three offices and storage area to the existing warehouse and offices was completed by United Liquors along Rivermoor Street in 1982. In 1991, ISD listing indicated that the occupant using the same space was Cardina Wine Company and in 1999 occupied by Classic Wine Imports

According to files at the Massachusetts Historical Commission, the on-site structures are not listed in the National or State Register of Historic Places, or the Inventory of Historical and Archaeological Assets of the Commonwealth. It is not expected that the Project will cause adverse impacts on any historic or architectural elements of nearby historic resources outside the Project Site (see **Figure 5-1** for identifications of historic resources in the Project vicinity).

5.2 Historic Districts and Resources

The Project Site is not within, nor does it directly abut, any listed historic districts or resources. However, the Veterans of Foreign Wars (VFW) Parkway, a National Historic Register District, is within one-quarter-mile radius of the Proposed Project. This parkway, designed by Charles Eliot and the Olmsted Brothers, stretches from Washington Street in Dedham to Centre Street in West Roxbury.

The area directly surrounding the Project Site is characterized by mostly industrial uses; however, the neighborhood just east of the VFW Parkway is a residential community. Gardner Street between Spring Street and the VFW Parkway retains the greatest concentration of residential buildings in this area of West Roxbury, which catered primarily to industrial uses from the late 19th to the early 20th centuries. Gardner Street was laid out from Spring Street west to Baker Street in 1871, and from Baker Street west to Cow Island in 1876. Construction of the VFW Parkway in the early 1930s severed the eastern end of

the street from the western end near Cow Island Pond and the Charles River. Increasing industrial use of the land between Baker Street and the Charles River in the late 19th century, as well as the construction of the Needham Branch railroad (ca. 1906) to the north, contributed fragmentation and decline of the mid-19th century community in the Gardner Street vicinity. Later development on Gardner Street is primarily 20th century infill construction.

The historic resources within one-quarter-mile radius of the Proposed Project are summarized in **Table 5-1** that follows.

Table 5-1 Historic Resources in the Vicinity of the Project Site

Key to Historic Resources Figure (Figure 5-1)	Historic Resource	Address/Description
National Register Historic District		
1	VFW Parkway	Parkway stretching from Washington Street in Dedham to Centre Street, near the Arnold Arboretum in Jamaica Plain

The Proposed Project is not expected to have effects on any of the listed historically significant resources in **Table 5-1**.

5.3 Archaeological Resources

No known archaeological resources were located within the Project site during the review of Massachusetts Historic Commission files and MACRIS, therefore no impacts to archaeological resources are anticipated.



- = 1/4 mile buffer
- = Project Site
- = National Register Historic District
- 1 = VFW Parkway

Figure 5 - 1
Historic Resources

6.0 INFRASTRUCTURE SYSTEMS COMPONENT

This section outlines the existing utilities surrounding the Project site, the connections required to provide service to the Proposed Project, and any impacts on the existing utility systems that may result from the construction of the Proposed Project and identifies mitigation measures to address these impacts. The following utility systems are discussed herein:

- Sewer
- Domestic Water
- Fire Protection
- Drainage
- Electricity
- Telecommunications and Cable
- Steam and Gas

A detailed infrastructure analysis will be performed when the Proposed Project proceeds into the Design Development Phase. The Project's team will coordinate with the appropriate utilities to address the capacity of the area utilities to provide services for the new building additions and renovations if necessary. A Boston Water and Sewer Commission (BWSC) Site Plan and General Service Application is required for new water, sanitary sewer, and storm drain connections. At this time, the intent is to reuse existing service connections.

A Drainage Discharge Permit Application is required from BWSC for any construction dewatering. The appropriate approvals from the Massachusetts Department of Environmental Protection (MassDEP), and the U.S. Environmental Protection Agency (EPA) will be sought if needed.

6.1 Sanitary Sewer System

6.1.1 Existing Sewer System

The Boston Water and Sewer Commission ("BWSC") owns and maintains the sanitary sewer system adjacent to the site (See **Figure 6-1**). BWSC record drawings indicate an existing 12-inch sanitary sewer line runs easterly along Rivermoor Street. A 12-inch pipe also extends approximately 130 feet up Gardner Street.

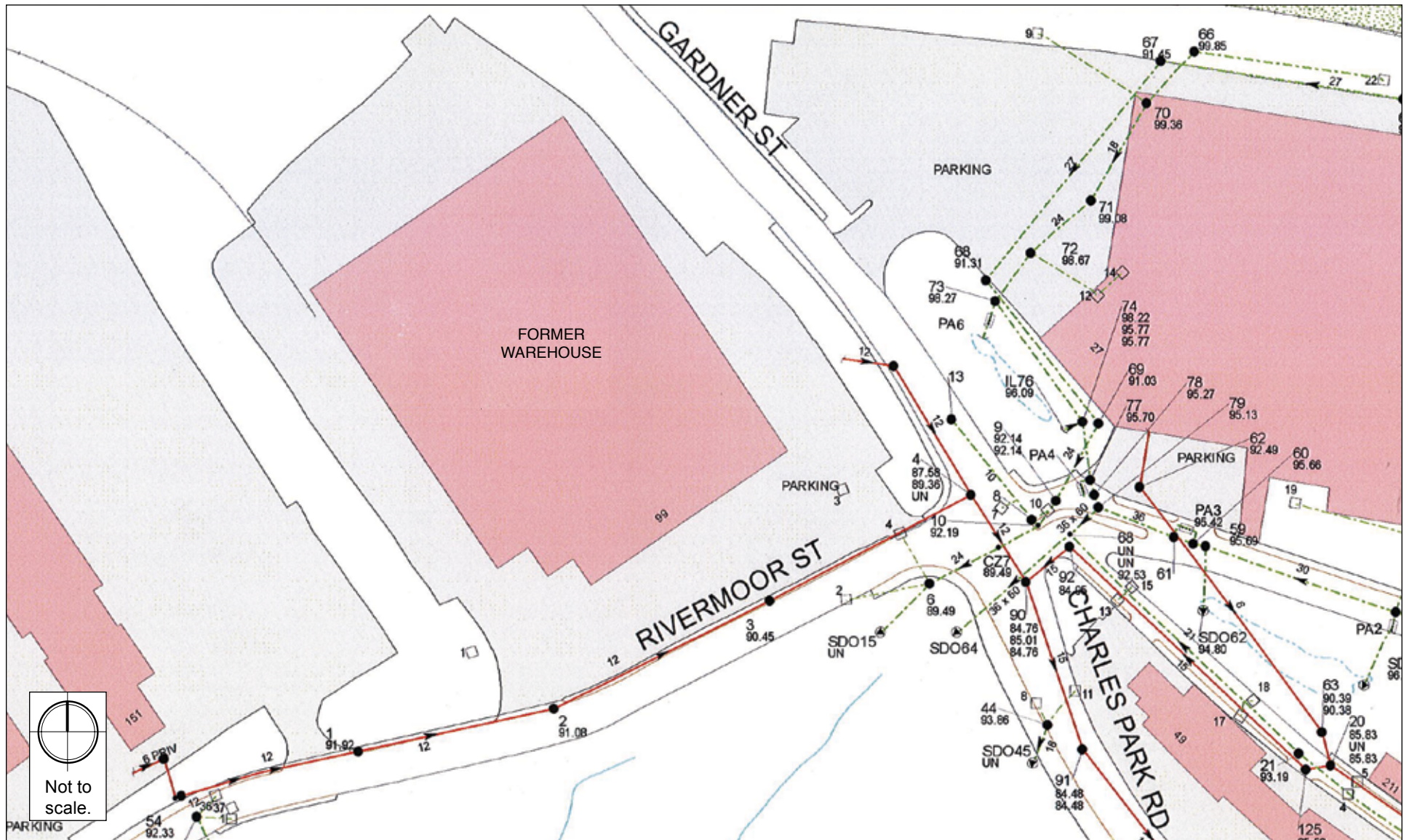


Figure 6-1
Existing BWSC Sewer System

6.1.2 Project-Generated Sewage Flow

The existing Project Site consists of a one-story, vacant warehouse structure with associated surface parking spaces. The existing building formerly contained a warehouse of 73,297 gsf and 12,317 gsf of office space. The Proposed Project will include a single-story addition of 1,500 gsf for a sales and management office, 1,000 gsf of wine storage, approximately 12,000 gsf of office space converted to self-storage use, and approximately 65,430 of new gross square foot floor area to add to the existing 85,614 gsf spread-out on a new second level for self-storage.

The Proposed Project will generate an estimated 313 gallons per day (gpd) based on design sewer flows provided in 310 CMR 15.000-The State Environmental Code, Title 5 and the proposed building program as summarized in **Table 6-1**. It is assumed that no sanitary flows will be generated in the storage use areas.

Table 6-1 Projected Sanitary Sewer Flows

Use	Quantity	Unit Flow Rate	Estimated Maximum Daily Flow (gpd)
Storage	-	-	200 gpd
Office Space	1,500 sf	75 gpd/1,000 sf	113 gpd
Total			313 gpd

6.1.3 Sanitary Sewage Connection

It is anticipated that the existing building's sanitary service which connects to the 12-inch sanitary main in Gardner Street will be reused.

6.1.4 Sewer System Mitigation

To help conserve water and reduce the amount of wastewater generated by the Project, the Proponent will investigate the use of water-efficient toilets and low-flow lavatory faucets in compliance with all pertinent Code requirements to reduce water usage and sewer generation.

6.2 Water System

6.2.1 Existing Water Service

The water distribution system near the Project site is owned and maintained by BWSC (see **Figure 6-2**). BWSC record drawings indicate there is an existing 12-inch cast iron cement-lined (CICL) water main installed in 1956 and an existing 8-inch cast iron (CI) water main installed in 1926 in Rivermoor Street. There is also a 12-inch CICL installed in 1966 in Gardner Street. The water mains are part of the Southern High service network. The existing site currently does have existing water services. BWSC records indicate an existing 8-inch fire protection service connected to the 12-inch main in Rivermoor Street.

The site is within the service radius of several hydrants. There is one hydrant (H18) across the street from the site on Rivermoor Street. There is one hydrant (H38) to the west on Rivermoor Street and one hydrant (H24) to the east on Gardner Street. There is also a private hydrant (H51P) approximately 20 feet west of the existing building in the northwest region of the site. The Proponent will confirm that the hydrants are sufficient for the development with BWSC and the Boston Fire Department (BFD) during the detailed design phase.

The BWSC record flow test data containing actual flow and pressure for hydrants within the vicinity of the site will be requested by the Proponent. If hydrant flow data is not available for any hydrants located near the project site, as the design progresses, the Proponent will request hydrant flows be conducted by the BWSC adjacent to the site. Hydrant flow data must be less than a year old to be used as a design tool. The Proponent will confirm that the flow and pressure is sufficient for the redevelopment and coordinate any proposed changes with BWSC and the Boston Fire Department (BFD) during the detailed design phase.

6.2.2 Anticipated Water Consumption

The Project's water demand estimate for domestic services is based on the project's estimated sewage generation, plus a factor to account for consumption, system losses, and other usages to estimate an average water demand. The total estimated water demand is 345 gpd. The water for the Project will be supplied by BWSC.

6.2.3 Proposed Water Service

The existing domestic water service line and dedicated fire protection line connections are anticipated to be reused for the Proposed Project.

6.2.4 Water Supply System Mitigation

As discussed in the Sewer System Mitigation Section, water conservation measures such as use of water-efficient toilets and low-flow lavatory faucets in compliance with all pertinent Code requirements are being considered to reduce potable water usage.

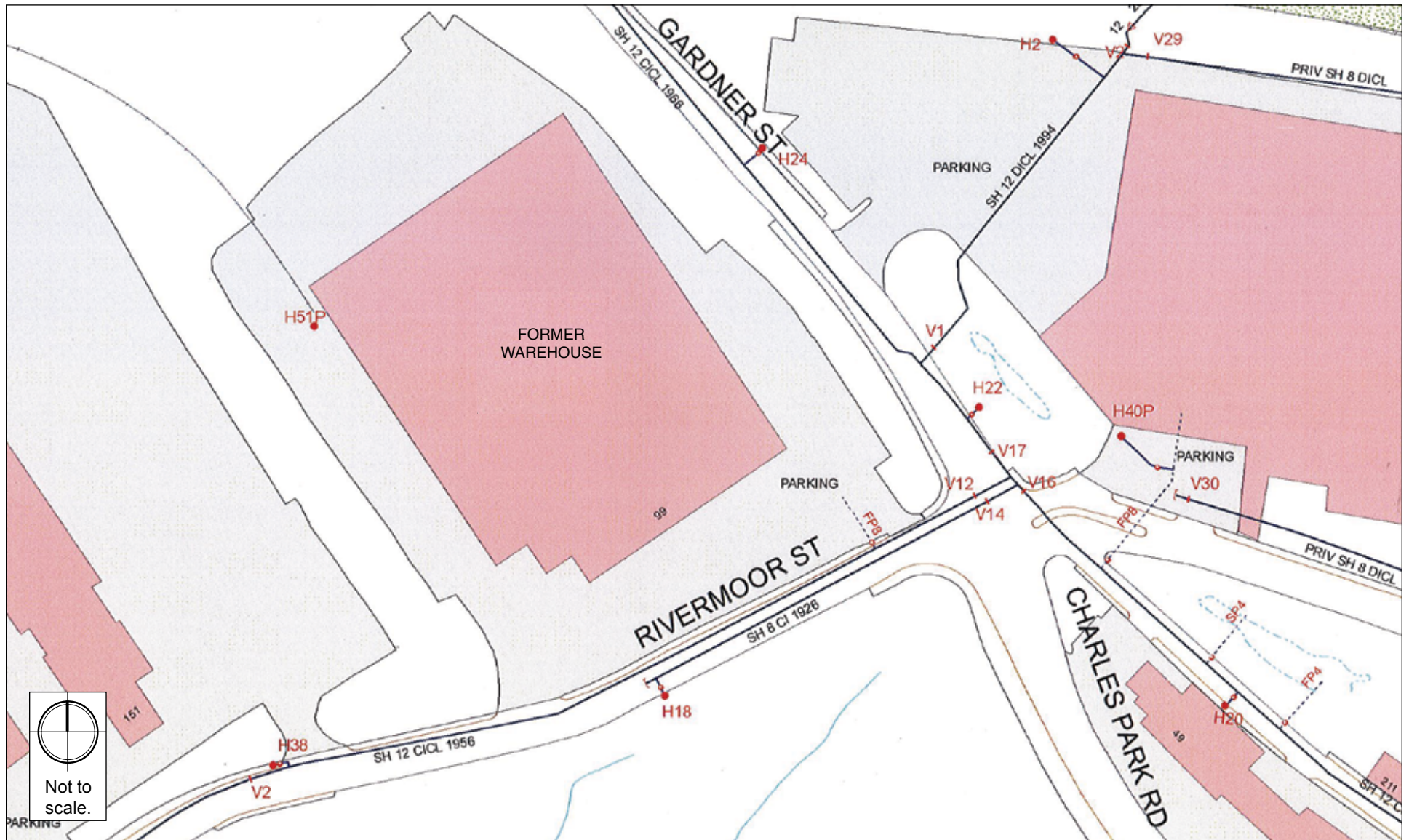


Figure 6-2
Existing BWSC Water System

6.3 Storm Drainage System

6.3.1 Existing Drainage Conditions

The BWSC owns and maintains the storm sewer systems adjacent to the site (See **Figure 6-1**). There is an existing 10-inch storm drain main and an existing 24-inch storm drain main located at the intersection of Rivermoor Street, Gardner Street, and Charles Park Road. Both storm drain mains outfall to Cow Island Pond, a still water section of the Charles River in West Roxbury.

The existing Project site consists of a warehouse building and paved parking and loading areas bordered by grass and wooded areas to the north, east and west. Several catch basins in the paved parking area on the south side of the site collect stormwater and convey it to the BWSC street storm drains. It is assumed that runoff from the Project site ultimately drains to the storm drains at the corner of Rivermoor Street and Charles Park Road.

6.3.2 Proposed Drainage Systems

The Proposed Project will result in an increase in impervious area. The Project will improve the quality and mitigate the quantity of stormwater runoff being discharged to BWSC's Storm Drain system through the installation of an on-site infiltration system. The infiltration system will be designed to infiltrate 1-inch of rainfall times the new impervious area on-site. The infiltration system will have an overflow structure allowing larger storm events to bypass the system. The existing storm drain connection is anticipated to be reused. The Project will meet the Department of Environmental Protection's (DEP) Stormwater Management Standards for redevelopment.

Improvements and possible connections to BWSC infrastructure will be reviewed as part of BWSC's site plan review process. The process will include a comprehensive design review of the proposed service connections, and assessment of Project demands and system capacity.

6.3.3 Water Quality

The Proposed Project will improve the quality of stormwater leaving the site through the installation of an on-site infiltration system. Erosion and sediment controls will be used during construction to protect adjacent properties and the municipal storm drain system. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

All necessary dewatering will be conducted in accordance with applicable EPA and BWSC discharge permits. Once construction is complete, the Proposed Project will be in compliance with MassDEP Stormwater Management Policy Standards for redevelopment.

6.4 Electric Systems

NSTAR provides electric service in the city of Boston. There is existing overhead service in the Project Area. It is expected that electrical service can be provided by NSTAR. Electric power supply design, and any upgrades that may be required, will be further coordinated with NSTAR as the design for each phase progresses.

The Proponent will investigate energy conservation measures, including high efficiency lighting.

6.5 Natural Gas Requirements

National Grid provides natural gas in the Project Area. There is an existing gas line in Rivermoor Street servicing existing building. To the extent possible, energy-saving measures will be incorporated into the building design and construction. It is expected that there is adequate supply of natural gas in the area. It is anticipated that the existing gas service can be reused. If necessary the actual size and location the building services will be coordinated with National Grid during the detailed design phase.

6.6 Telephone and Cable Systems

Verizon, Comcast, and RCN provide telephone service in the Project Area. It is anticipated that telephone service can be provide by any of the providers. Any upgrades will be coordinated with the provider.

Comcast and RCN provide cable service in the Project Area. It is expected that Comcast and/or RCN can provide services to the Project site. Any upgrade required to the service(s) will be coordinated with the services provider(s).

6.7 Steam Systems

The Proposed Project is not expected to require steam service.

6.8 Utility Protection During Construction

Existing public and private infrastructure located within nearby public rights-of-way will be protected during Project construction. The installation of proposed utility connections within public ways will be undertaken in accordance with BWSC, Boston Public Works Department, the Dig-Safe Program, and applicable utility company requirements. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer, and drain facilities will be reviewed as necessary by the BWSC as part of its Site Plan Review process. All necessary permits will be obtained before the commencement of work.

7.0 TRANSPORTATION SUMMARY

7.1 Introduction

Howard/Stein-Hudson Associates, Inc. (HSH), the Proposed Project's transportation consultant, has reviewed the transportation impacts of the proposed self-storage facility located at 99 Rivermoor Street in the West Roxbury neighborhood of Boston. The site is currently occupied by an approximately 85,614 square foot (sf) industrial building, which was previously used as a light industrial use as a distribution warehouse, and contained surface parking.

The Proposed Project involves renovation of the existing building as well as construction of a second floor and small addition on the first level. In total the Proposed Project will include approximately 154,376 sf of self-storage units, 75 exterior surface spaces for storage of recreational vehicles, and 77 surface parking spaces for visitors and employees.

7.2 Trip Generation

Data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 9th Edition were used to estimate the number of trips expected to be generated by the Project. ITE provides data by land use category to estimate the total number of unadjusted vehicle trips. To estimate the number of trips for the Project, the following ITE land use codes (LUCs) were used:

Existing Use: LUC 110 – General Light Industrial. The General Light Industrial land use is defined as buildings that are free standing facilities devoted to a single use. The facilities have an emphasis on activities other than manufacturing and typically have minimal office space. Typical light industrial activities include printing, material testing and assembly of data processing equipment.

Proposed Uses: LUC 151 – Mini-Warehouse. The Mini-Warehouse land use is defined as buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

The Mini-Warehouse LUC was used to estimate the trips for both the self-storage units and the recreational vehicle storage spaces. For the self-storage units, vehicle trips were estimated based on the average rate per 1,000 sf of gross floor area. The vehicle trips associated with the 75 recreational vehicle storage parking spaces was estimated using the average trip rate per storage unit, which was determined to be the most appropriate match. It is also expected that some of the trips generated by the Project will be pass-by/shared trips. Pass-by trips are those already in the transportation network and not specifically destined to the Project site. For example, a vehicle traveling along the VFW Parkway may choose to patronize the self-storage facility while en route to another destination. Another example would be a vehicle traveling to one of the other land uses along Rivermoor Street may choose to use the self-storage

facility as an intermediate destination. The pass-by/shared trips were not accounted for in the trip generation calculations to provide a more conservative “worst-case” trip generation scenario.

In an urban setting, such as the Project site, ITE unadjusted trips are typically converted to vehicle, walk/bike, and transit trips using local mode split data. However, given the functional nature of self-storage units and recreational vehicle storage spaces, and to provide a conservative estimate of trip production, it is assumed that all trips to and from the site will be made by the automobile. The resulting vehicle trip generation for the Project is summarized in **Table 7-1**.

Table 7-1 Proposed Vehicle Trip Generation Summary - 99 Rivermoor Street

Time Period	Direction	Self-Storage Trips (154.4 ksf) ¹	RV Storage Trips (75 spaces) ²	Total Trips
Daily	In	192	9	201
	<u>Out</u>	<u>192</u>	<u>9</u>	<u>201</u>
	Total	384	18	402
a.m. Peak Hour	In	12	1	13
	<u>Out</u>	<u>9</u>	<u>1</u>	<u>10</u>
	Total	21	2	23
p.m. Peak Hour	In	20	1	21
	<u>Out</u>	<u>20</u>	<u>1</u>	<u>21</u>
	Total	40	2	42
Saturday Mid-day Peak Hour	In	18	2	20
	<u>Out</u>	<u>17</u>	<u>1</u>	<u>18</u>
	Total	35	3	38

1. ITE Trip Generation Rate, 9th Edition, LUC 151 (Mini-Warehouse), Average Rate, per 1000 SF Gross Floor Area
2. ITE Trip Generation Rate, 9th Edition, LUC 151 (Mini-Warehouse), Average Rate, per Storage Unit

As shown in **Table 7-1**, the Proposed Project is expected to generate approximately 402 daily vehicle trips (201 entering and 201 exiting), with 23 vehicle trips during the a.m. peak hour (13 entering and 10 exiting) and 42 vehicle trips during the p.m. peak hour (21 entering and 21 exiting). On Saturdays, the Proposed Project is expected to generate approximately 38 vehicle trips (20 entering and 18 exiting) during the midday peak hour.

However, when compared to the previous/potential use of the existing industrial warehouse, overall vehicle trips are expected to decrease with the proposed Project. **Table 7-2** compares the trip generation of the Proposed Project with that of the existing building assuming it were fully occupied.

Table 7-2 Vehicle Trip Generation Comparison – 99 Rivermoor Street

Time Period	Direction	Existing (100% occupied) ¹	Proposed ²	Net New
Daily	In	298	201	-97
	Out	<u>298</u>	<u>201</u>	<u>-97</u>
	Total	596	402	-194
a.m. Peak Hour	In	70	13	-57
	Out	<u>9</u>	<u>10</u>	<u>1</u>
	Total	79	23	-56
a.m. Peak Hour	In	10	21	11
	Out	<u>73</u>	<u>21</u>	<u>-52</u>
	Total	83	42	-41
Saturday Mid-day Peak Hour	In	6	20	14
	Out	<u>6</u>	<u>18</u>	<u>14</u>
	Total	12	38	28

1. ITE Trip Generation Rate, 9th Edition, LUC 151 (General Light Industrial), Average Rate, per 1000 SF Gross Floor Area assuming 100% occupancy.

As shown in **Table 7-2**, the Proposed Project will result in a net reduction of 194 vehicle trips (97 fewer entering and 97 fewer exiting) on a typical weekday, 56 fewer trips during the a.m. peak hour (57 fewer entering and 1 additional exiting), and 41 fewer trips during the p.m. peak hour (11 additional entering and 52 fewer exiting). On Saturday, the Proposed Project will result in a net increase of 28 additional vehicles (14 additional entering and 14 additional exiting). This increase corresponds to only one new vehicle trip every two minutes on the adjacent roadway network – a negligible increase.

The trips generated by the existing uses on the site include trailer trucks. Vehicle trips to the Project site will consist of passenger vehicles and small moving/delivery trucks. It is not anticipated that there will be any large trailer trips to and from the Project site. In the event that large trailers do travel to/from the site, they will be oriented to/from the south where there is access to Route 1 and the Interstate highway system. Project-generated truck trips will be restricted from traveling to/from the north along the VFW Parkway. The Proposed Project is also expected to have a minimal impact upon traffic operations along Rivermoor Street and the adjacent land uses.

7.3 Transit

The Project site is located adjacent to the MBTA #36 bus route that runs between Charles River Loop or V.A. Hospital and Forest Hills Station via Belgrade Avenue and Centre Street. The #36 bus runs on 15-

20 minute headways on the weekday, 25-35 minute headways on Saturdays, and 30-60 minute headways on Sundays.

7.4 Site Access and Circulation

As shown in **Figure 7-1**, Vehicular access to the Project site will continue to be provided via two existing curb cuts on Rivermoor Street. The eastern driveway will serve as the primary access point leading to the visitor surface parking, the front office, and storage loading areas. The western driveway will serve as a secondary access point and would be gated at times and/or made available for access to the recreational vehicle storage areas located along the western and northern sides of the building. All loading, servicing, and storage related activities will occur on-site.

7.5 Parking

The Proposed Project will provide 77 surface parking spaces for visitors and employees, which corresponds to approximately 0.5 parking spaces per unit. The proposed parking provision is appropriate for the proposed storage uses and consistent with Boston Transportation Department (BTD) guidelines for the West Roxbury neighborhood that recommend a maximum of 1.0 to 1.5 spaces per 1,000 sf of non-residential use.

7.6 Evaluation of Short-Term Construction Impacts

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

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

- Construction worker parking will be limited on-site. Workers will be encouraged to use public transportation and/or carpool;
- A subsidy for MBTA passes will be considered for full-time employees;
- Secure spaces will be provided on-site for workers' supplies and tools so they do not have to be brought to the site each day; and
- A plan for construction worker parking and staging will be detailed further in the CMP.

7.7 Conclusions

The proposed self-storage and recreational vehicle storage uses are not expected to have a significant impact on the adjacent roadway network. When compared to the previous/potential use of the existing warehouse, the Project will result in a net decrease of vehicle trips during the weekday morning and

evening commuter peak hours. On Saturdays, the Project will result in a net increase of only one new vehicle trip every two minutes on the adjacent roadway network – a negligible increase.

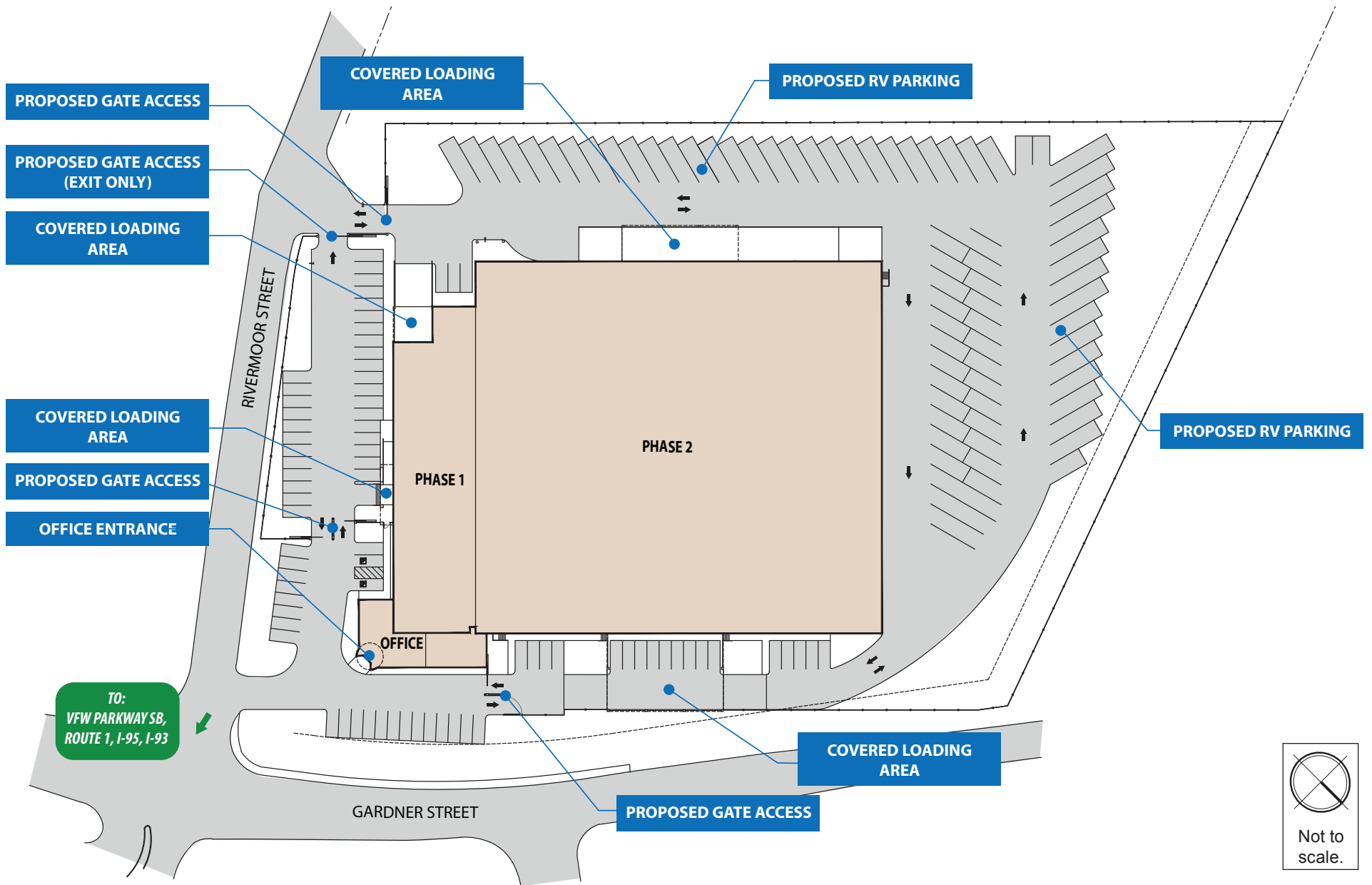


Figure 7-1
Site Access and Circulation Plan

8.0 COORDINATION WITH GOVERNMENTAL AGENCIES

8.1 Architectural Access Board Requirements

This Proposed Project will comply with the requirements of the Architectural Access Board. The Project will also be designed to comply with the Standards of the Americans with Disabilities Act.

8.2 Massachusetts Environmental Policy Act

Based on information currently available, development of the Proposed Project is not expected to result in a state permit/state agency action and meet a review threshold that would require MEPA review by the MEPA Office of the Executive Office of Energy and Environmental Affairs.

8.3 Boston Parks Commission

As the Proposed Project is located within 100 feet of Havey Beach, which is included in the Parks Commission's Open Space Plan, review by the Parks Commission will be required.

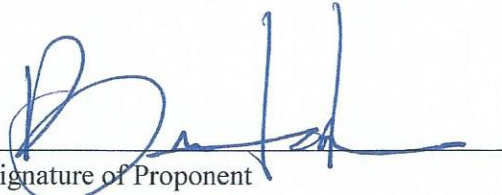
8.4 Boston Civic Design Commission

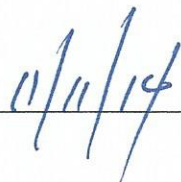
Although the Proposed Project exceeds the 100,000 gross square feet size threshold requirement for review by the Boston Civic Design Commission (BCDC), it is expected that the minimal new construction of a one story addition adjacent to the existing building to be renovated may allow project permitting to proceed without review by the BCDC, subject to a vote by that Commission.

9.0 PROJECT CERTIFICATION

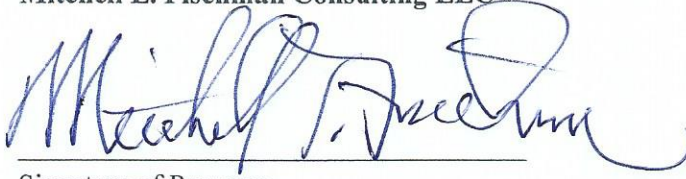
This form has been circulated to the Boston Redevelopment Authority as required by Article 80 of the Boston Zoning Code.

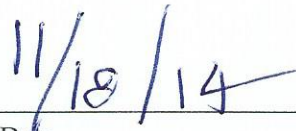
**VLR Roxbury LLC, by its Authorized Agent
Jordan Architects, Inc.**


Signature of Proponent


Date

Mitchell L. Fischman Consulting LLC


Signature of Preparer
Mitchell L. Fischman, AICP


Date

APPENDIX A – LETTER OF INTENT TO FILE PNF

McDERMOTT, QUILTY & MILLER LLP

131 OLIVER STREET - 5TH FLOOR
BOSTON, MASSACHUSETTS 02110

TELEPHONE: 617-946-4600
FACSIMILE: 617-946-4624

October 17, 2014

VIA HAND DELIVERY

Mr. Brian Golden, Acting Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Attn: Christopher Tracy, Project Manager

**RE: Letter of Intent to File Project Notification Form
Article 80 - Large Project Review
99 Rivermoor Street, West Roxbury**

Dear Director Golden:

This office represents VLR Roxbury, LLC, the new owner-developer of the property located at 99 Rivermoor Street, West Roxbury (the "Property"), by its authorized agent Jordan Architects, Inc. (the "Applicant"). The purpose of this letter is to notify the Boston Redevelopment Authority (the "BRA") of the Applicant's intent to file an Expanded Project Notification Form ("PNF") with the BRA pursuant to Article 80B, Large Project Review requirements of the Boston Zoning Code (the "Code").

The Applicant's proposed project (the "Project") involves the re-development and conversion of an existing warehouse structure into high-quality self-storage facility with certain accessory uses, new loading areas and improvements including on-site parking, landscaping and buffering at 99 Rivermoor Street ("Project Site"). The proposed self-storage facility will be managed by CubeSmart Self Storage and Logistics, a publically-traded self-storage operator which successfully manages approximately 600 facilities nationwide (NYSE: CUBE). The proposed self-storage facility will address a significant lack of available self-storage inventory in the immediate 5-mile radius and serve as a flagship facility under CubeSmart's management in this area.

The Project includes approximately 153,600 new gross square foot floor area spread-out on the first floor and a new mezzanine floor within the existing structure, and the

construction of a 2,500 gsf single-story addition for a sales and management office and additional storage, and conversion of approximately 12,000 gsf of existing front office area to storage use. In compliance with the Boston Zoning Code ("Zoning Code"), there will be 76 on-site surface parking spaces and new off-street loading areas, as well as storage for 75 recreational vehicles (RV's) with associated landscape improvements. Except for 2,500 gsf one-story addition at the corner of the existing building at Rivermoor Street, Gardner Street and Charles Park Road, the proposed self storage and related construction will be completed within the footprint of the existing warehouse/office structure. (See **Figure 1. 99 Rivermoor Street - Project Locus.**)

The Project Site is comprised of 216,214 square feet (almost 5 acres), and contains an existing one-story, vacant warehouse structure ("existing building") with associated surface parking spaces. The existing building formerly contained a warehouse of 73,179 gsf and 11,600 gsf of office space for a total of 84,739 gsf.

The Project will lead to "substantially rehabilitating a building or structure having, or to have after rehabilitation, a gross floor area of more than 100,000 gsf". Article 80B requirements will therefore be triggered and preparation of filing(s) under the City of Boston / BRA Large Project Review required, pursuant to Article 80B of the Code. The Expanded PNF filing is expected to address many issues normally presented in a Draft Project Impact Report ("DPIR") including a transportation overview and analysis, infrastructure, historic resources, and limited environmental evaluations that will help explain the potential project impacts from the self-storage uses, and any needed mitigation measures to reduce these impacts.

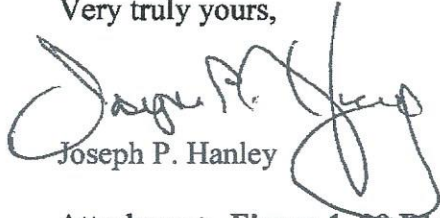
The Project Site is located in the Local Industrial Sub-District of the West Roxbury Neighborhood Zoning District, Article 56, which allows the Project and related change of use(s), pursuant to terms of the Zoning Code. In this regard, our office has performed an initial zoning analysis and reviewed the applicability of the zoning requirements at issue with the BRA's Zoning Commission Staff Director to confirm that the self-storage and RV storage uses are permitted under the West Roxbury's neighborhood zoning ordinance and the storage of RV's are considered accessory uses within Article 56.

In support of the required Article 80 Large Project Review process, the Applicant will conduct extensive community outreach with neighbors and abutters of the Property Site, including meetings and discussions with the West Roxbury Neighborhood Council and local elected and appointed officials for the neighborhood. The Applicant has met with the BRA project team being coordinated by BRA's Christopher Tracy, Project Manager, in September and October, at which time the BRA indicated that based on the design plan set that was available that a Letter of Intent (LOI) was appropriate to be filed.

Christopher Tracy, Project Manager
October 17, 2014
Page 3

Thank you for your time and attention on this Project, and our team looks forward to working with you towards a successful outcome. Please contact me at your convenience if you have any questions for the Applicant regarding the Project.

Very truly yours,



Joseph P. Hanley

Attachment: **Figure 1. 99 Rivermoor Street - Project Locus**

cc: Christopher Tracy, BRA Project Manager
Bruce Jordan, Jordan Architects, Inc.
District City Councilor O'Malley's Office
Mayor's Office of Neighborhood Services
Mitchell Fischman, MLF Consulting LLC



Figure 1
99 Rivermoor Street - Project Locus

***APPENDIX B – RESPONSE TO CITY OF BOSTON CLIMATE
CHANGE RESILIENCY AND ADAPTABILITY QUESTIONNAIRE***

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/)
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:	Cubsmart Storage
Project Address Primary:	99 Rivermoor Street, Boston, MA. 02135
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	Bruce Jordan, President/CEO, Jordan Architects, Inc. bjordan@jordanarchitects.com 949-388-8090

A.2 - Team Description

Owner / Developer:	VLR-Roxbury, LLC
Architect:	Jordan Architects, Inc.
Engineer (building systems):	TBD
Sustainability / LEED:	TBD
Permitting:	Joe Hanley, Esq.
Construction Management:	Andy Youngquist; Redhill Construction Services
Climate Change Expert:	TBD

A.3 - Project Permitting and Phase

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

<u>PNF / Expanded PNF Submission</u>	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:	Self-storage
List the First Floor Uses:	The first floor will be comprised of storage, a management office, and loading areas.

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

Wood Frame	Masonry	<u>Steel Frame</u>	Concrete
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Describe the building?

Site Area:	261,214 SF	Building Area:	154,376 SF
Building Height:	35'	Number of Stories:	2 floors total
Elevation (reference Boston City Base):	118'	Are there below grade spaces/levels, if yes how many:	Yes / <u>No</u>

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:	<u>New Construction</u>	Core & Shell	Healthcare	Schools
	Retail	Homes Midrise	Homes	Other
Select LEED Outcome:	<u>Certified</u>	<u>Silver</u>	Gold	Platinum

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

Registered:	No	Certified:	No
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A.6 - Building Energy

***A building energy model associated with this project has not been completed yet.**

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

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

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

Electric:	(kW)	Heating:	(MMBtu/hr)
		Cooling:	(Tons/hr)

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

Electrical Generation:	(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	<u>50 Years</u>	75 Years
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What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

Select most appropriate:	10 Years	<u>25 Years</u>	<u>50 Years</u>	75 Years
--------------------------	----------	-----------------	-----------------	----------

What time span of future Climate Conditions was considered?

Select most appropriate:	10 Years	25 Years	<u>50 Years</u>	75 Years
--------------------------	----------	----------	-----------------	----------

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

8°F / 90°F

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

90°F	1.5 Days	3 Events / yr.
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What Drought characteristics will be used for project planning – Duration and Frequency?

14 Days	1 Event / yr.
----------------	----------------------

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

44 Inches/yr	4.3 Inches	1 Event / yr.
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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?

3 second gust at 33 feet above ground	Every 3 Seconds	50 Year Storm
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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:

25%

How is performance determined:

Energy Model

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

Select all appropriate:

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

Describe any added measures:

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

Roof:

R = 30

Walls / Curtain Wall Assembly:

R = 20

Foundation:

R = N/A

Basement / Slab:

R = 15

Windows:

R = 4 / U = 0.25

Doors:

R = 2 / U = 0.5

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	<u>None</u>

Describe any added measures:

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

Select all appropriate:

<u>Connected to local</u>	Building will be	Connected to	Distributed
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<u><i>distributed electrical</i></u>	Smart Grid ready	distributed steam, hot, chilled water	thermal energy ready
--------------------------------------	------------------	---------------------------------------	----------------------

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

Yes	If yes, for how long:	24 hours
------------	-----------------------	-----------------

If Yes, is building "Islandable?"

No

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:

<i>Solar oriented – longer south walls</i>	Prevailing winds oriented	External shading devices	Tuned glazing,
Building cool zones	<u><i>Operable windows</i></u>	<u><i>Natural ventilation</i></u>	Building shading
Potable water for drinking / food preparation	Potable water for sinks / sanitary systems	Waste water storage capacity	High Performance Building Envelop

Describe any added measures:

--

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

Select all appropriate:

High reflective paving materials	<u><i>Shade trees & shrubs</i></u>	<u><i>High reflective roof materials</i></u>	<u><i>Vegetated roofs</i></u>
----------------------------------	--	--	-------------------------------

Describe other strategies:

--

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

Select all appropriate:

On-site retention systems & ponds	Infiltration galleries & areas	vegetated water capture systems	<u><i>Vegetated roofs</i></u>
-----------------------------------	--------------------------------	---------------------------------	-------------------------------

Describe other strategies:

--

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

Select all appropriate:

<u><i>Hardened building structure & elements</i></u>	<u><i>Buried utilities & hardened infrastructure</i></u>	Hazard removal & protective landscapes	<u><i>Soft & permeable surfaces (water infiltration)</i></u>
--	--	--	--

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 / <u>No</u>

Describe site conditions?

Site Elevation – Low/High Points:

Building Proximity to Water:

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

Coastal Zone:

Flood Zone:

Velocity Zone:

Area Prone to Flooding:

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:

Future floodplain delineation updates:

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

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:

Frequency of storms:

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)

First Floor Elevation: (*Boston City Base)

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

If Yes, to what elevation

If Yes, describe:

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

<u>Systems located above 1st Floor.</u>	Water tight utility conduits	Waste water back flow prevention	Storm water back flow prevention
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Were the differing effects of fresh water and salt water flooding considered:

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

<u>Yes</u> / No

If yes, to what height above 100
Year Floodplain:

_____ (*Boston City Base)

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

Yes / <u>No</u>

If Yes, describe:

--

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

<u>Yes</u> / No

If Yes, for how long:

<u>24 hours</u>

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:

<u>Yes</u> / No	Hardened / <u>Resilient Ground</u> <u>Floor Construction</u>	Temporary shutters and or barricades	<u>Resilient site</u> <u>design, materials</u> <u>and construction</u>
-----------------	--	--	--

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

Select appropriate:

<u>Yes</u> / No	<u>Surrounding site</u> <u>elevation can be</u> <u>raised</u>	<u>Building ground</u> <u>floor can be</u> <u>raised</u>	Construction been engineered
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Describe additional strategies:

--

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

Select appropriate:

Yes / <u>No</u>	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:

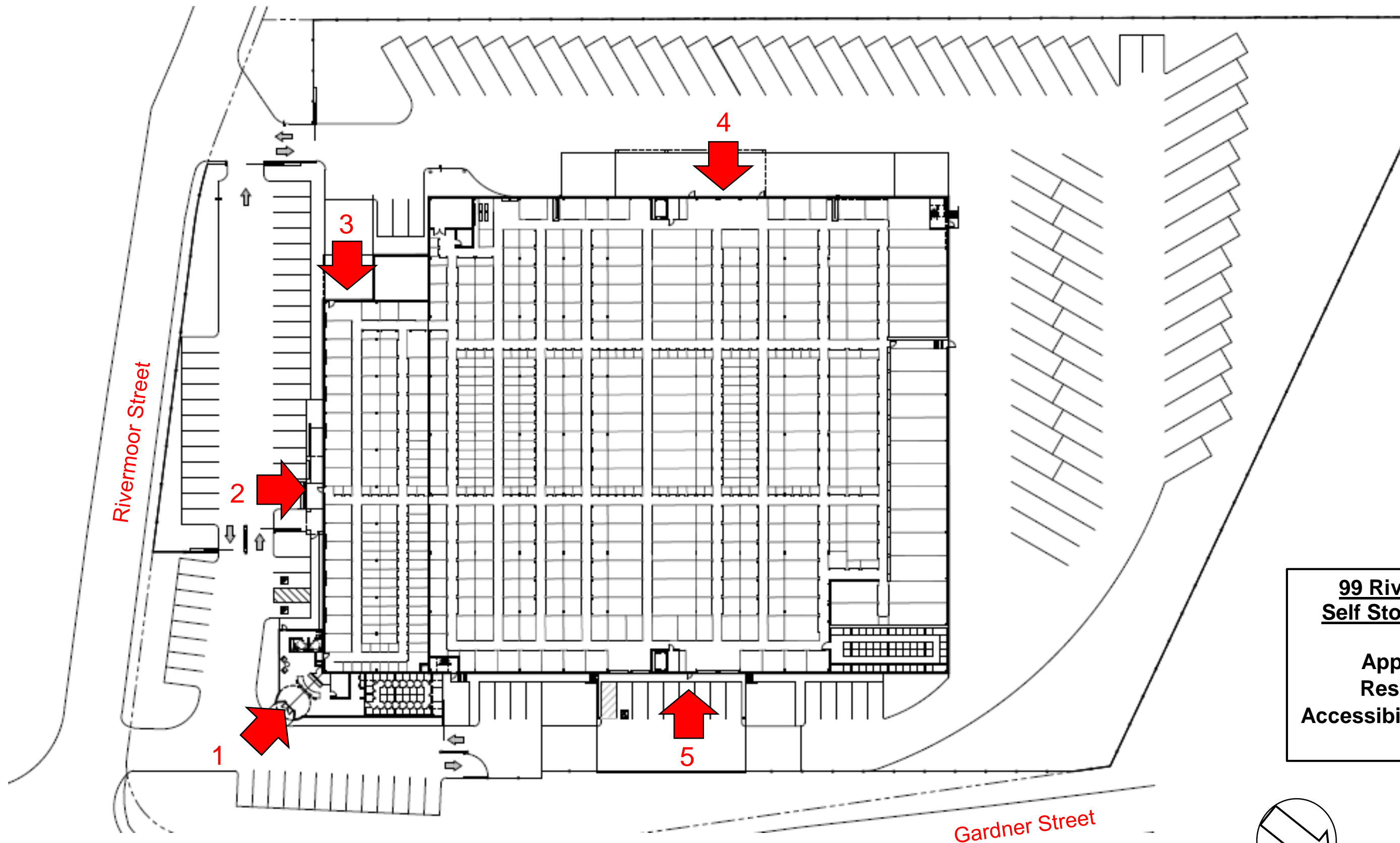
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Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!
For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: John.Dalzell.BRA@cityofboston.gov

APPENDIX C – RESPONSE TO COB ACCESS GUIDELINES

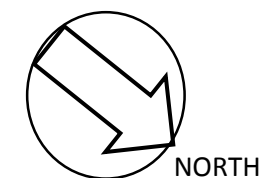
The Proponent's response to the City of Boston Accessibility Guidelines is contained in **Appendix C**. The previous use of the 99 Rivermoor Street building allowed for no handicap accessibility. With all points of access being dock-high. The proposed use will be adding five (5) accessible locations. There were numerous dock-high areas that will now be accessible with ramps and the like. The previous office was also above grade with no access. The new office will be completely accessible. A brief description of each access point follows and is illustrated in using the corresponding numbers on the Plan contained on the following page, as follows:

- 1) The new office use access at the corner of Rivermoor and Gardner Streets will be a grade level access and will meet all ADA requirements. The access point will lead to new, fully accessible restrooms.
- 2) This access point in the middle of the block along Rivermoor Street will add a new, fully accessible ramp.
- 3) This access point along Rivermoor will include a new, vehicular accessible ramp with handicapped parking and loading with direct access to the building's first floor and elevator.
- 4) This access point in the middle of the building along the westerly edge of the Self-Storage Facility will include a covered loading area with a handicapped loading space providing direct access to the elevator and first floor.
- 5) This access point is in the middle of the building along Garner Street and has the same characteristics as above No. 4.



99 Rivermoor St.
Self Storage Facility

Appendix C:
Response to
Accessibility Guidelines



Appendix C: Response to Accessibility Guidelines



MLF
CONSULTING LLC



MQM
McDermott, Quilty & Miller LLP