

## Memorandum

TO: Raul Duverge, Project Manager  
Boston Planning & Development Agency

FROM: DIV Sumner Street, LLC (the “Proponent”)

RE: 99 Sumner Street/DeNormandie Wharf Project, East Boston (the “Proposed Project”)

DATE: June 29, 2017

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This Memorandum (“Supplemental Submission”) is being submitted to the Boston Redevelopment Authority, doing business as the Boston Planning & Development Agency (“BPDA”), to provide updated information and supplement the Article 80 Notice of Project Change for the Proposed Project filed by the Proponent on April 10, 2017. This Supplemental Submission also includes responses to comments on the Proposed Project which were received from public agencies such as the BPDA and the Boston Civic Design Commission (“BCDC”), elected officials, the Impact Advisory Group for the Proposed Project, and community members.

1. Revised Project Description. The Proposed Project will contain approximately 119 residential condominium units and related resident amenity spaces; approximately 7,200 square feet of ground floor space expected to be utilized as a work-share facility; and approximately 83 parking spaces in an underground garage. The project site will include approximately 40,707 square feet of open space, of which approximately 35,750 square feet will be publicly accessible. In addition, the Proponent will construct approximately 240 linear feet of the East Boston Harborwalk, linking portions of the Harborwalk located alongside the adjacent LoPresti Park and the nearby Carlton Wharf development.

The proposed building remains substantially smaller in size (at approximately 125,678 gross square feet) and lower (at six stories in height), than the project at this site originally approved by the Boston Redevelopment Authority (“BRA”) in December 2004 – which was a building of approximately 196,633 gross square feet in size ranging from six to eight stories high. However, the general orientation of the Proposed Project and its related open space as well as its driveway entrance on London Street Extension remains similar to that of the project as originally approved by the BRA and other City boards such as the BCDC and the City’s Parks Commission.

2. Project Design. The revised design for the Proposed Project is shown on the perspectives, renderings, site plan and elevations included as Exhibit A to this Supplemental Submission. A summary of these changes is as follows:

- (a) The location of the garage entrance/exit has been moved from Sumner Street to London Street Extension to facilitate pedestrian access to LoPresti Park. This is the same general driveway location as was approved for the original project design by the BRA, the BCDC and the Parks Commission in 2004-2005.
  - (b) The design of the open space areas has been refined as follows:
    - (i) the Harborwalk's primary path of passage and pedestrian sight lines between LoPresti Park and Carlton Wharf have been widened and made more direct;
    - (ii) the overall grade change between the elevated courtyard open space and the Harborwalk has been reduced from the originally proposed 7' to 4-½' at the southeastern corner, and an amphitheater has been designed to facilitate this grade change, while at the same time creating a public amenity;
    - (iii) multiple gathering spaces along the Harborwalk, outside of the path of passage, have been created to provide flexible seating, different scales of gathering and engagement of the waterfront views; and
    - (iv) the naturalist forms of the "living shoreline" have been extended along the Harborwalk to make the overall aesthetic composition more consistent.
  - (c) The design of the building façade has been changed to include more articulation along Sumner Street and LoPresti Park.
3. Shadow Studies. As requested by the BPDA in its comment letter dated May 25, 2017, the Proponent commissioned shadow studies for the Proposed Project, and they are included as Exhibit B to this Supplemental Submission. Those shadow studies show that the Proposed Project will cast new shadow on LoPresti Park only in the early morning in December, when the sun is at its lowest point, and the Proposed Project will have only minimal shadow effects on nearby properties (*e.g.*, shadows cast will fall primarily on streets and building roofs).
  4. Affordable Housing. The Proposed Project will include at least 8 affordable homeownership units as well as a contribution to the City's Inclusionary Development Policy fund that will be made within thirty days after a building permit is issued for the Project. After the affordable housing commitment has been finalized with the BPDA, the Proponent will enter into an Amended and Restated Affordable Housing Agreement with the BPDA that will memorialize these commitments, including the unit mix of the affordable units and the affordability threshold for each such unit.
  5. Boston Water and Sewer Commission. The Proponent will adhere to the requirements set forth in the Boston Water and Sewer Commission's comment letter of May 22, 2017.
  6. Climate Resiliency. As the design of the Proposed Project proceeds, the Proponent will submit additional information to the BPDA and the City's Interagency Green Building

Committee with respect to proposed climate resiliency measures, including an updated LEED checklist.

7. Solar Glare. A solar glare analysis is intended to measure potential reflective glare from the building onto streets, public open spaces, and sidewalks in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. As a result of the design and the use of generally non-reflective materials at the Proposed Project, it is not anticipated the Proposed Project will have adverse solar glare impacts or create solar heat buildup in nearby buildings. The site landscaping and street trees will further absorb sunlight to minimize reflection from the building onto the street, sidewalk, and neighboring properties.
8. Air Quality. The Proposed Project will not result in the degradation of levels of service in area intersections to levels D, E and F the anticipated traffic increases from the Proposed Project will be fewer than 100 vehicles per hour. In addition, the garage will be naturally ventilated and will have fans tied to CO monitors to ensure proper air circulation.
9. Noise. The Proponent does not anticipate an increase in noise impacts associated with the residential or commercial uses at the project site. The Boston Air Pollution Control Commission regulates noise in the City of Boston based on zoning and land use classification. The regulations set fixed noise limits for daytime and nighttime use of equipment serving the proposed new building (for residential areas, a maximum level of 60 dBA for daytime use, and 50 dBA for nighttime use is required). These levels are limits for equipment sound assessed at the property lines of the Proposed Project. The limits apply to equipment that operates on a significant basis to serve the building, such as climate control equipment and fans. In addition to the overall sound level requirements, the regulations list specific octave band frequency limits for daytime and night time periods.

The primary sources of exterior sound for the Proposed Project will include the heating, cooling, and ventilation systems. Based on the systems design and location, the equipment is not expected to produce significant sound levels (above 50dBA) at the property lines, and appropriate noise mitigation measures will be incorporated into the project design.

With respect to a comment received from a community member on public bathroom access from the East Boston Harborwalk, we note that there are public bathrooms located at the Maverick Landing community room, and there will be public bathrooms at the Clippership Wharf project now under construction; each of those projects is located just a short walk from the Proposed Project.

If you have any questions about the matters set forth in this Supplemental Submission, please feel free to contact Stephen Davis, Vice President of The Davis Companies, at 617/936-4854.

Thank you.

Exhibit A

Revised Project Plans

[See attached]





99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA SUMNER STREET ELEVATION

THE DAVIS COMPANIES | CUBE 3 STUDIO | COPLEY WOLFF DESIGN GROUP





99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA LO PRESTI PARK ELEVATION

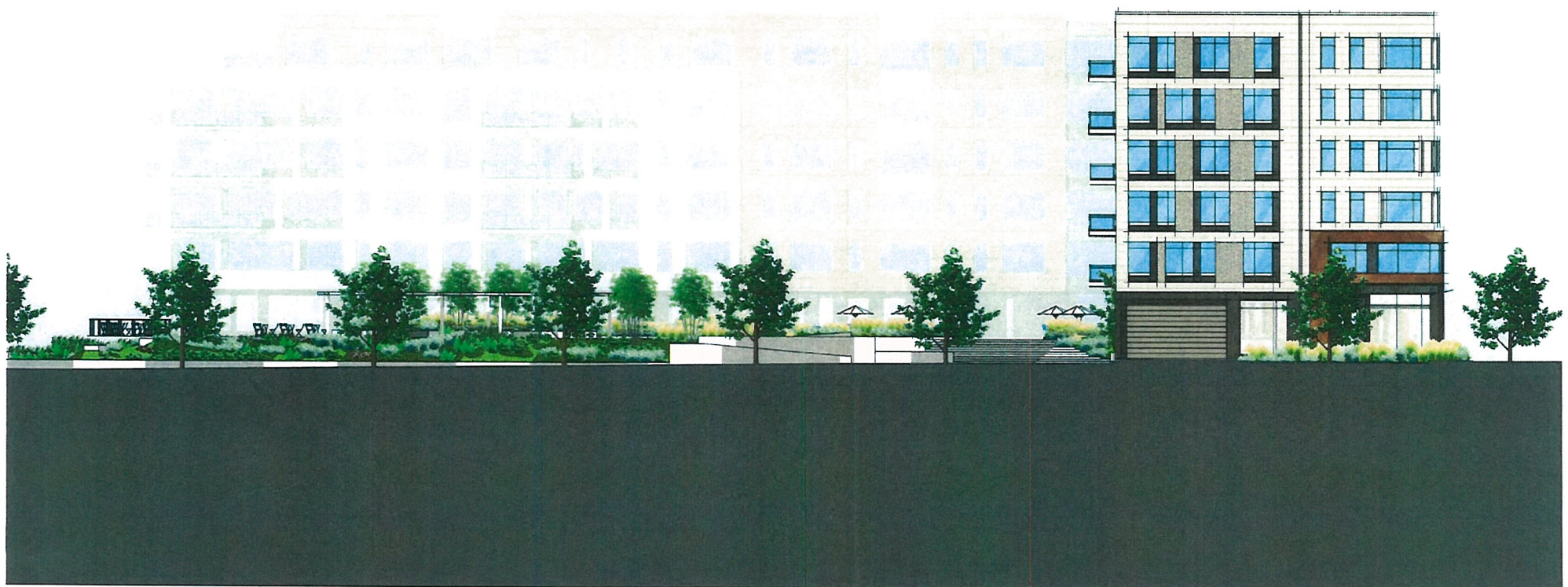
THE DAVIS COMPANIES | CUBE 3 STUDIO | COPLEY WOLFF DESIGN GROUP



99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA HARBOR ELEVATION

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99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA LONDON STREET EXTENSION ELEVATION

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99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA SUMNER STREET LOOKING EAST

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99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA SUMNER STREET LOOKING WEST

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99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA LO PRESTI PARK LOOKING EAST

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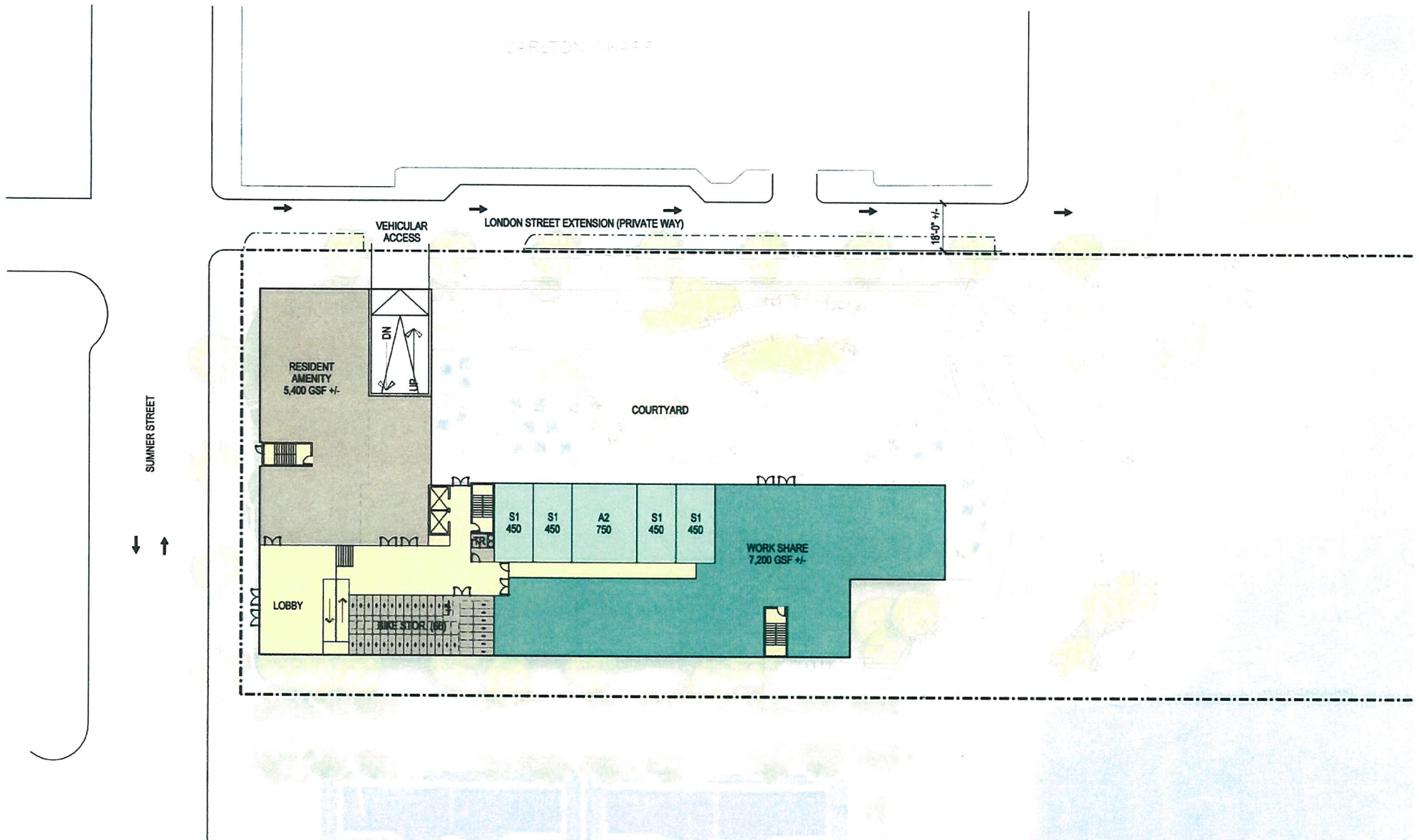




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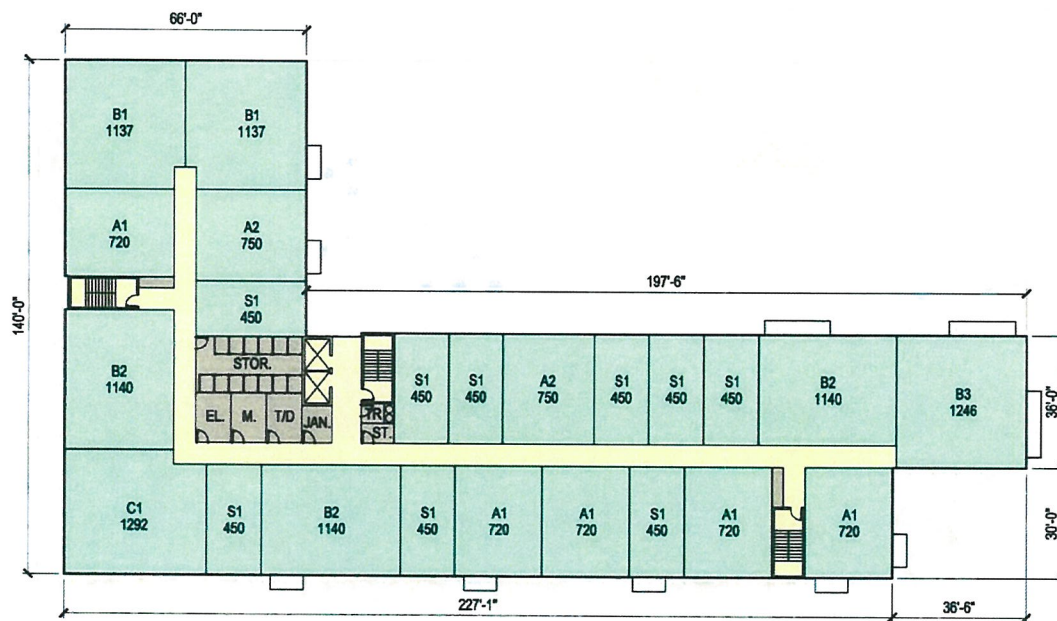
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99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA GROUND FLOOR PLAN

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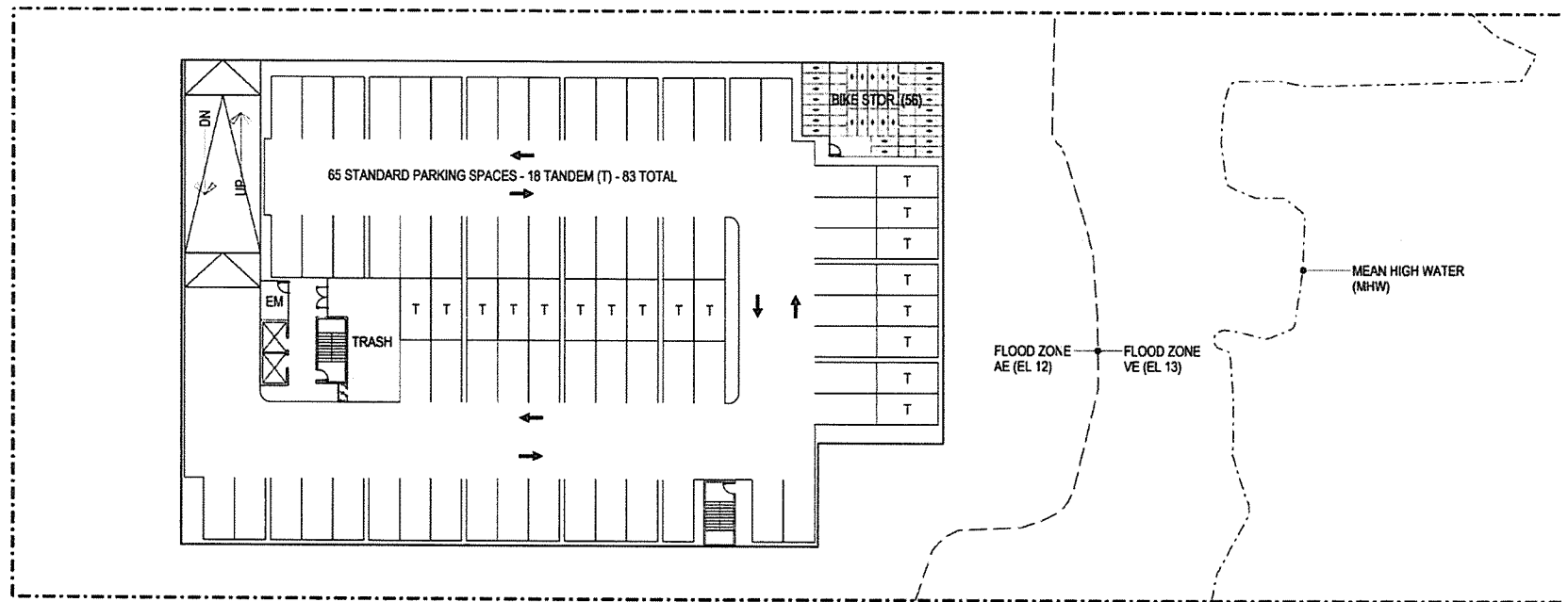
99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA TYPICAL FLOOR PLAN (FLOORS 2-5)

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99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA SIXTH FLOOR PLAN

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99 SUMNER STREET | DENORMANDIE WHARF | EAST BOSTON, MA SUB-GRADE PARKING FLOOR PLAN

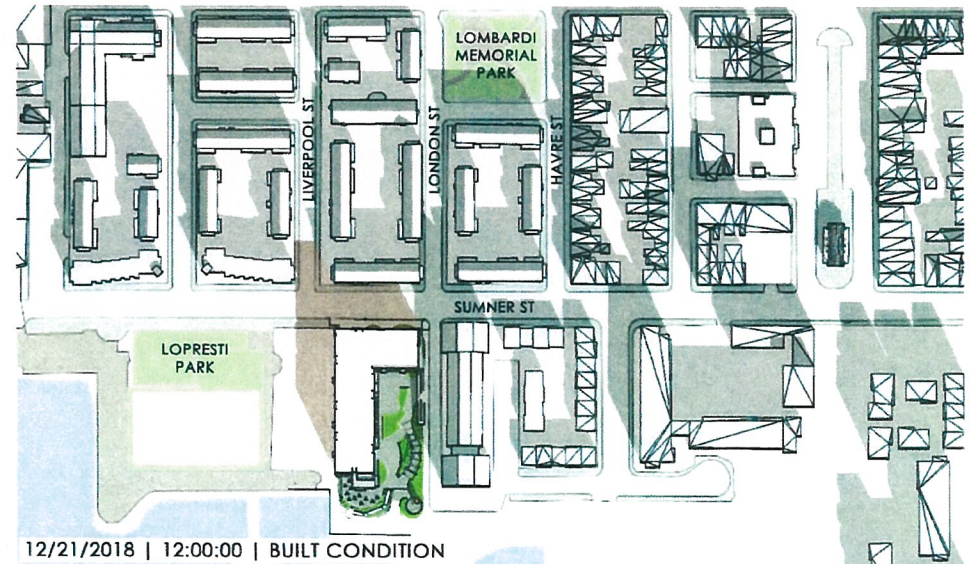
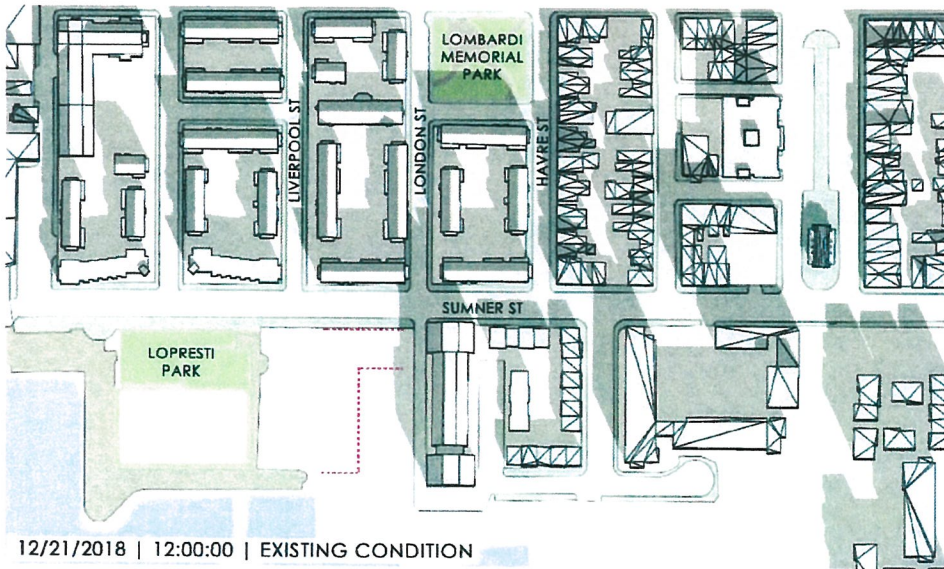
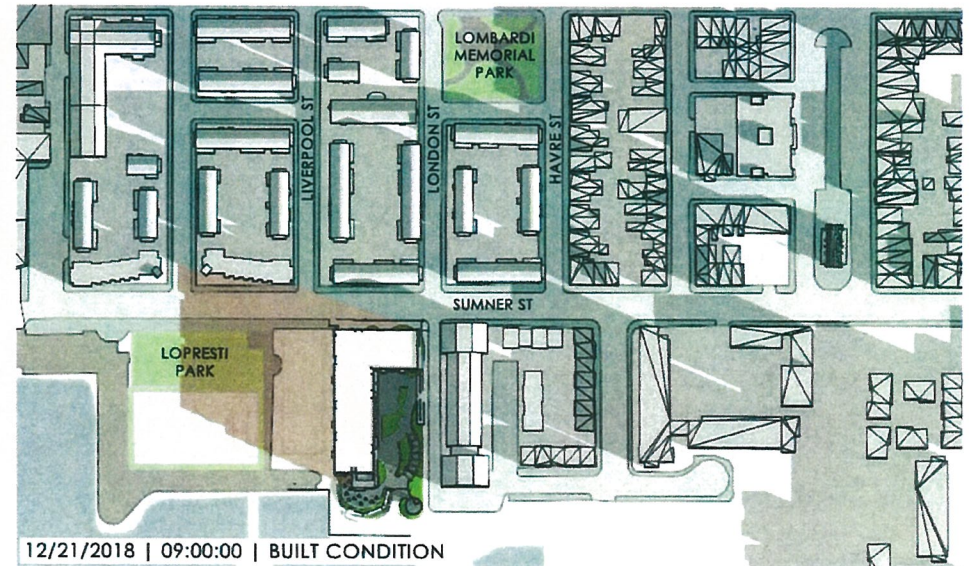
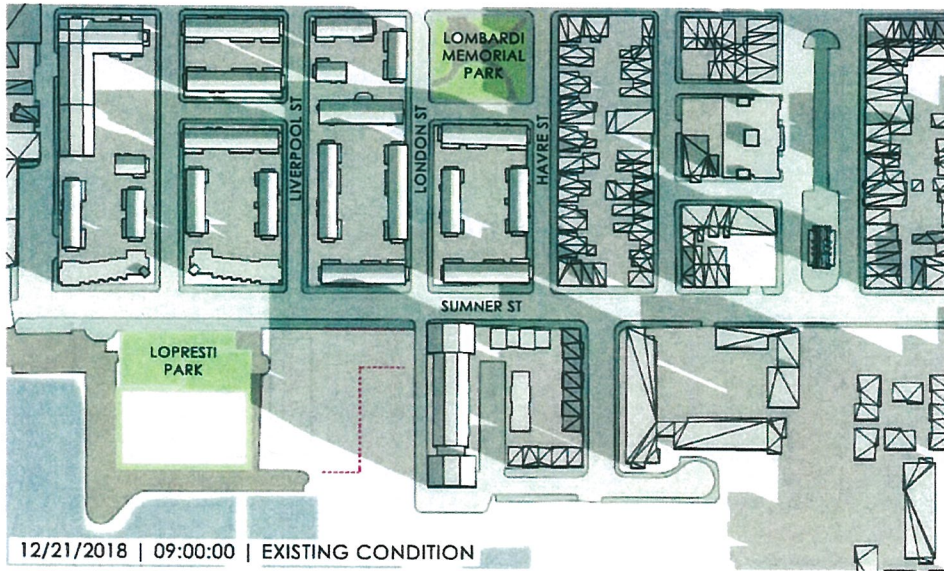
THE DAVIS COMPANIES | CUBE 3 STUDIO | COPLEY WOLFF DESIGN GROUP

Exhibit B

Shadow Studies

[See attached]

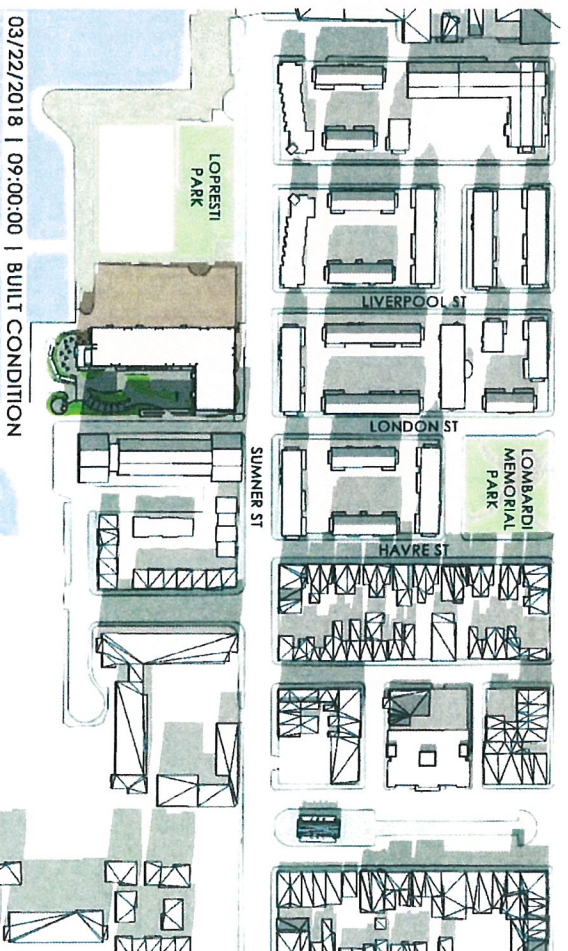
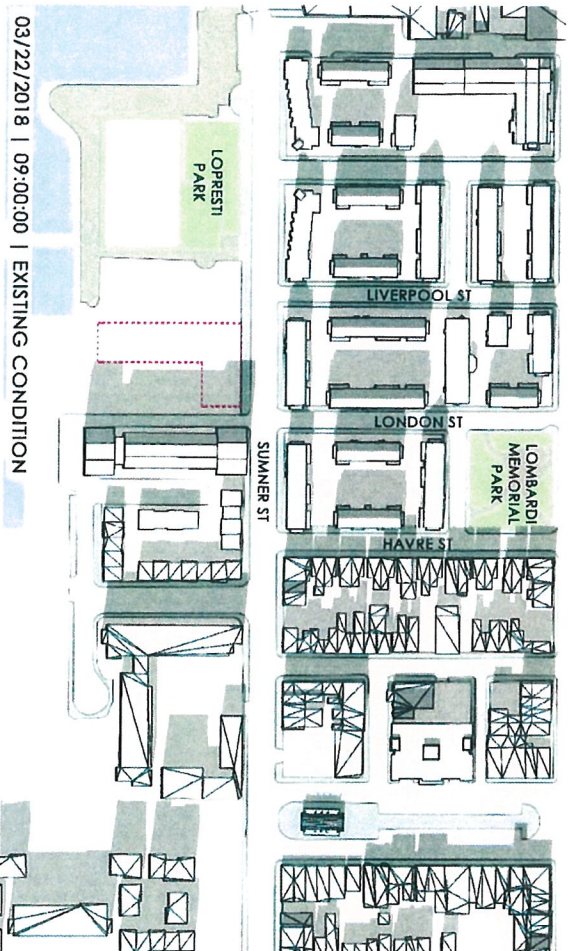
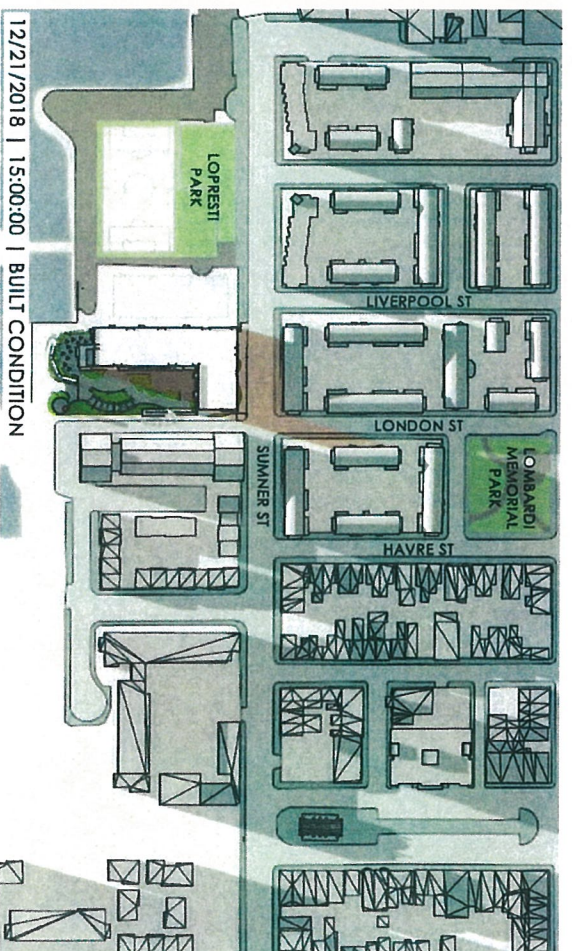
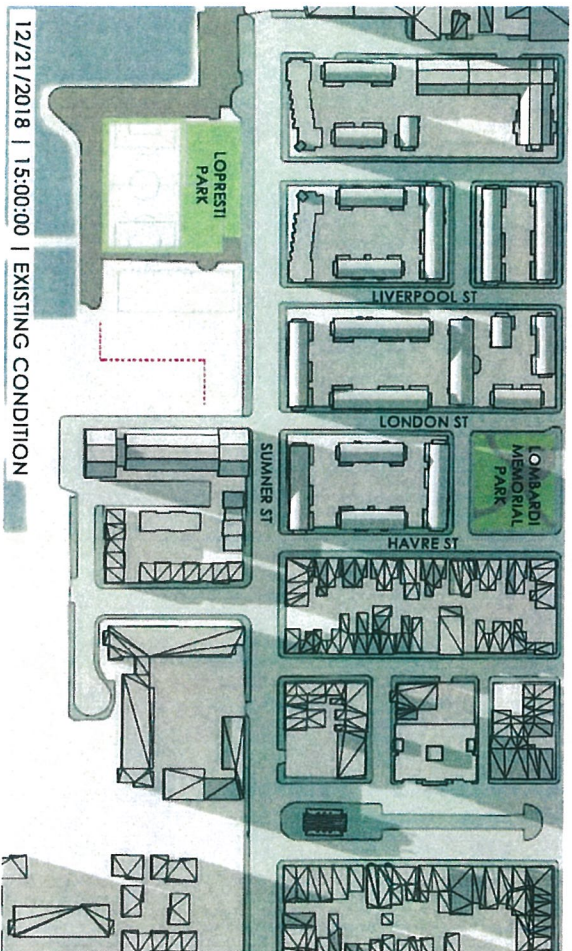




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THE DAVIS COMPANIES | CUBE 3 STUDIO | COPLEY WOLFF DESIGN GROUP



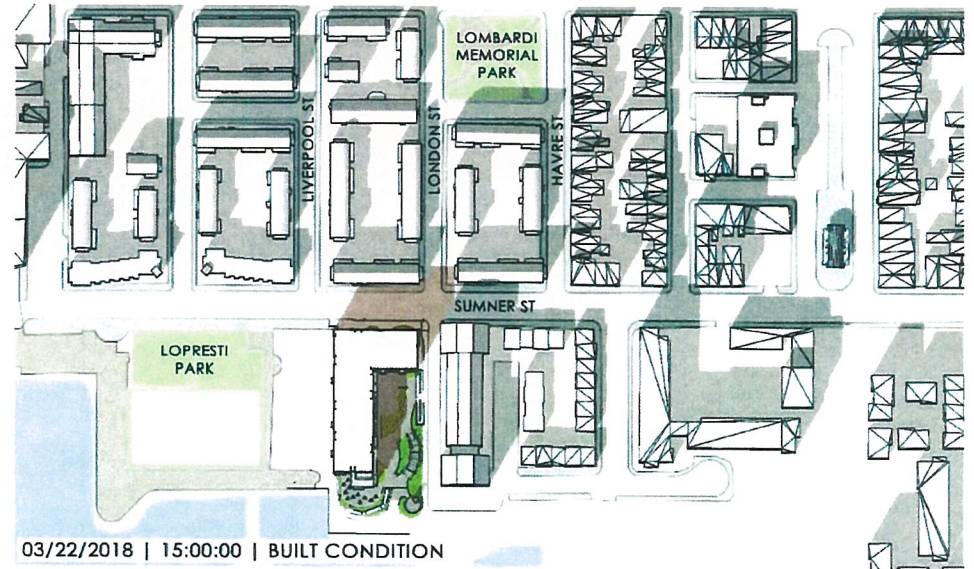
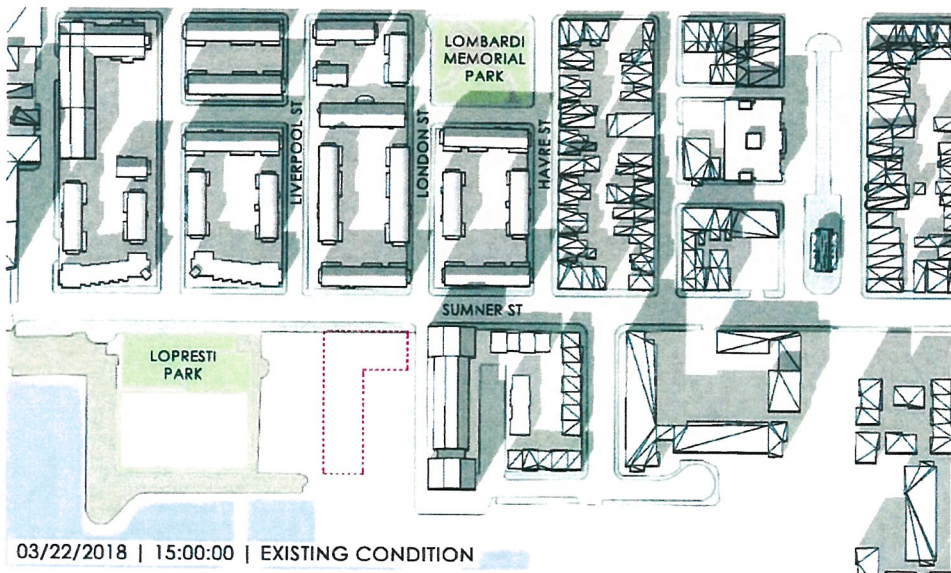
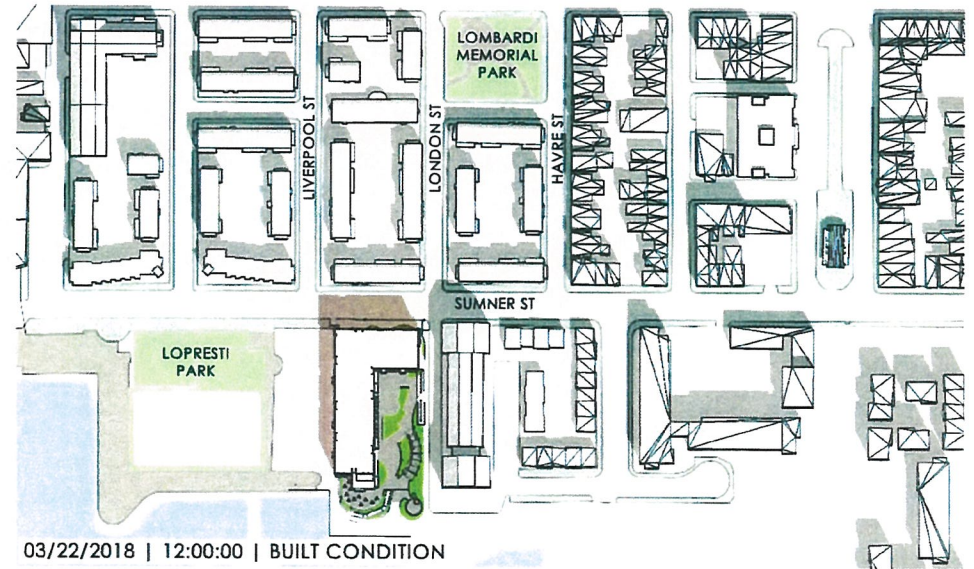
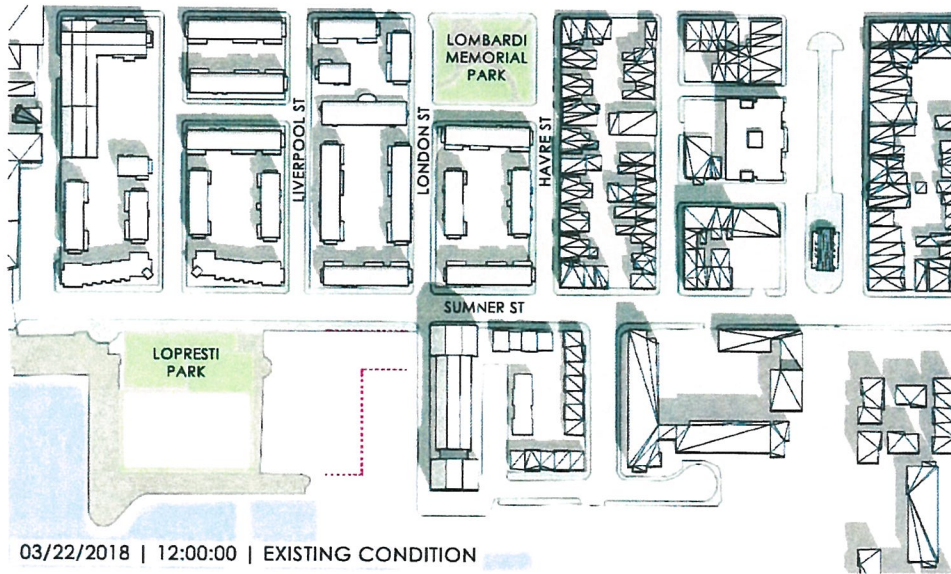


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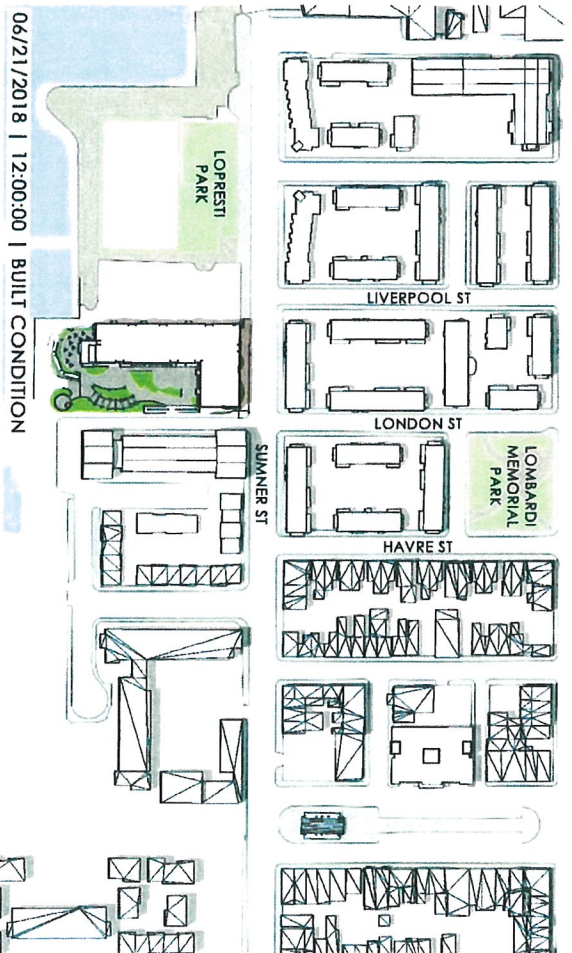
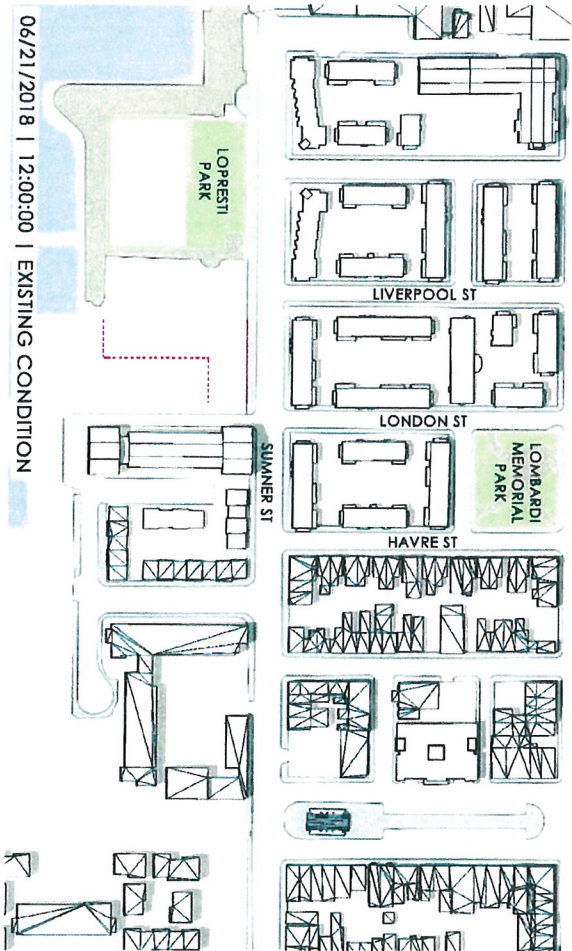
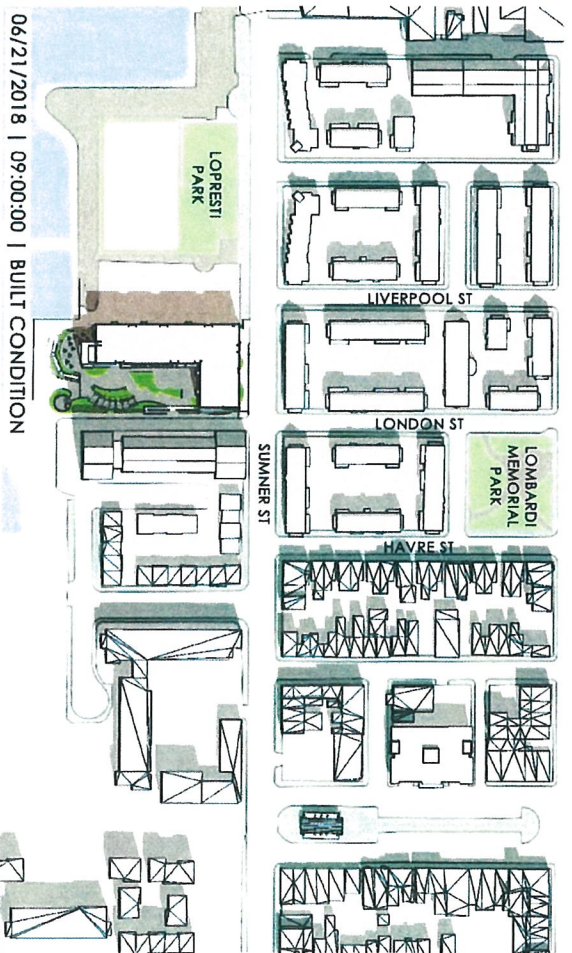
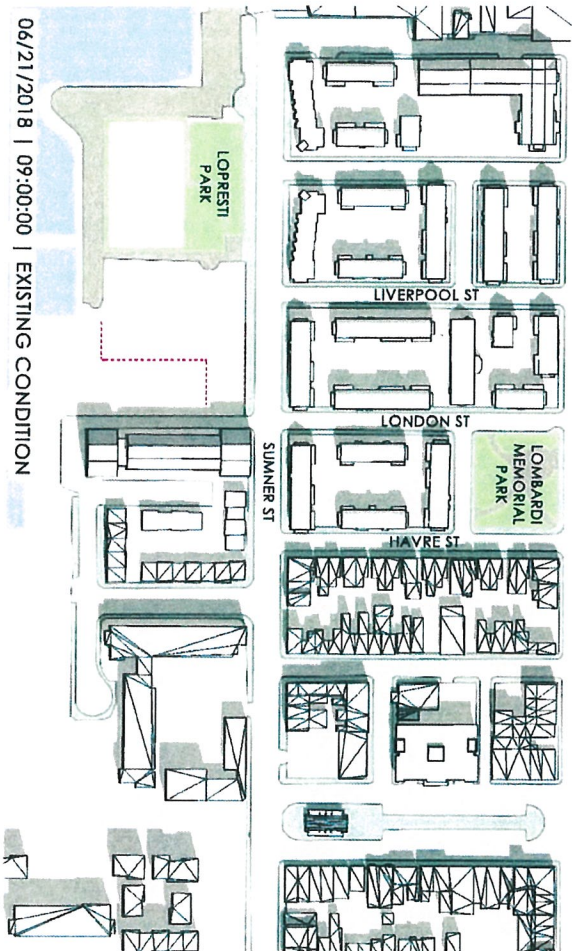




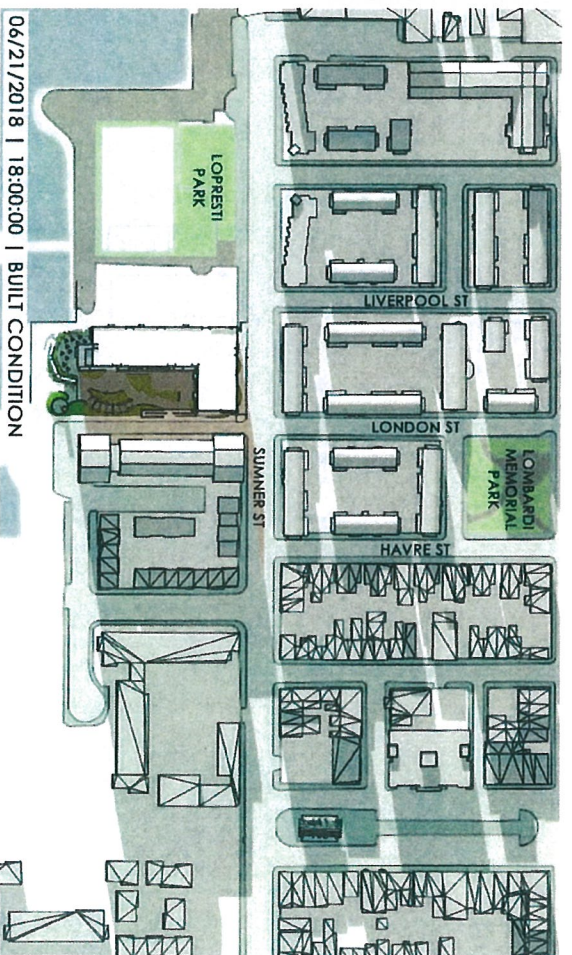
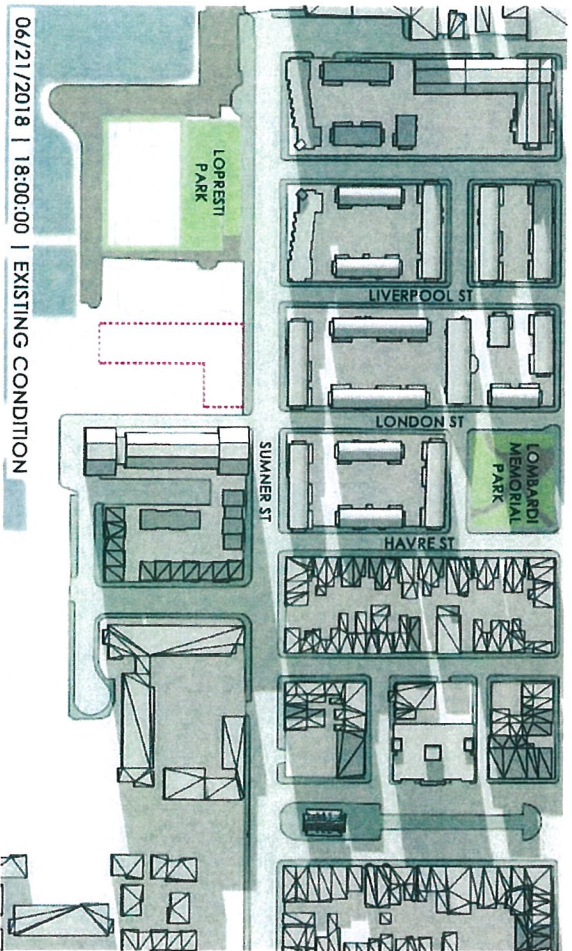
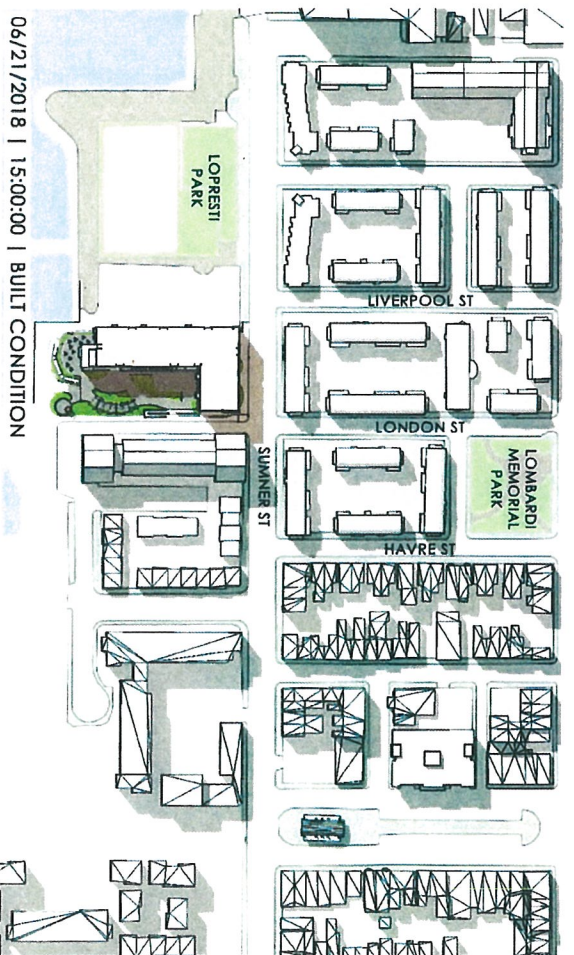
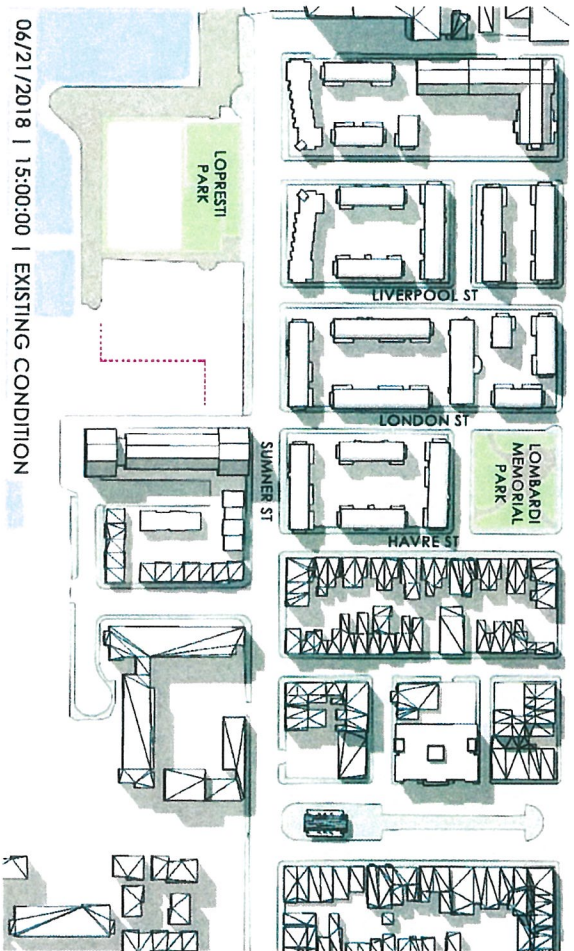
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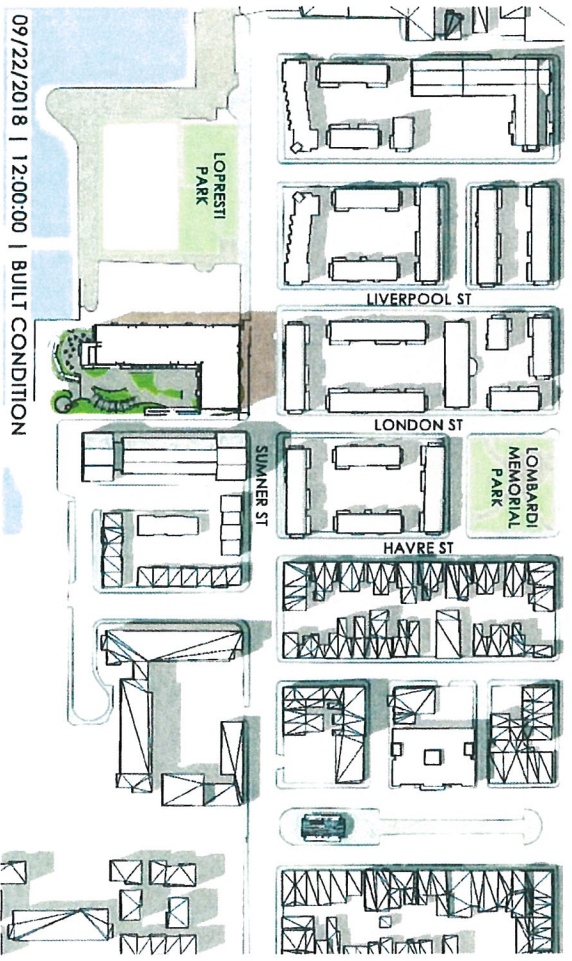
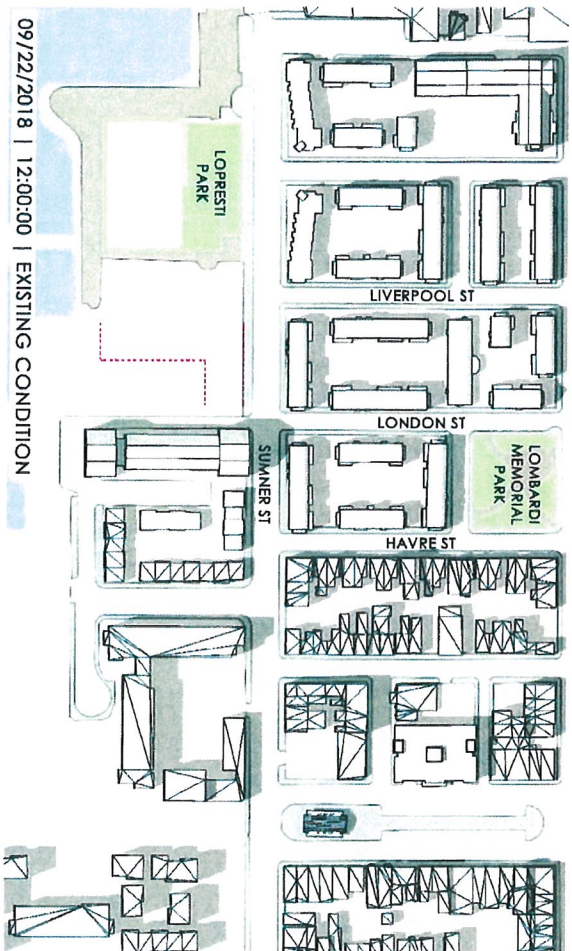
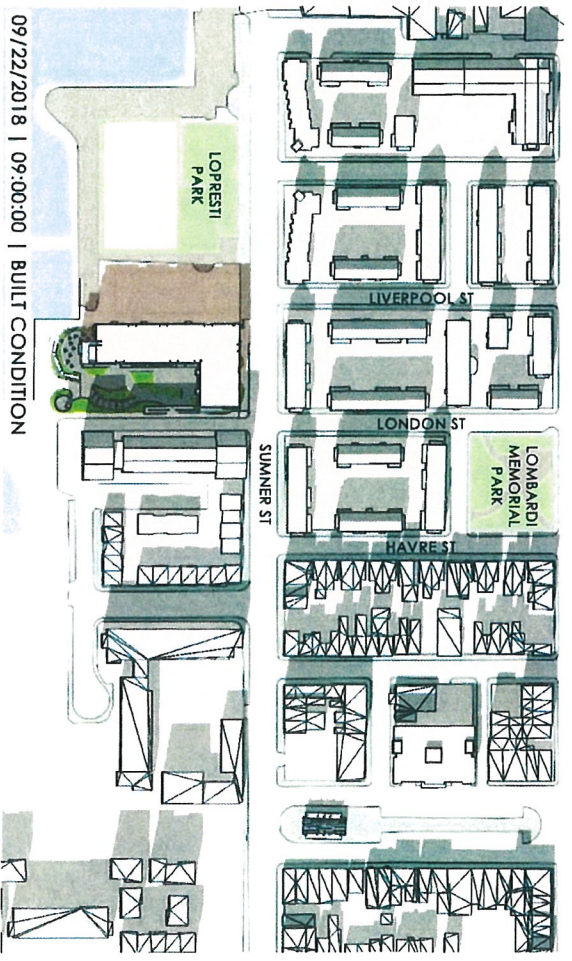
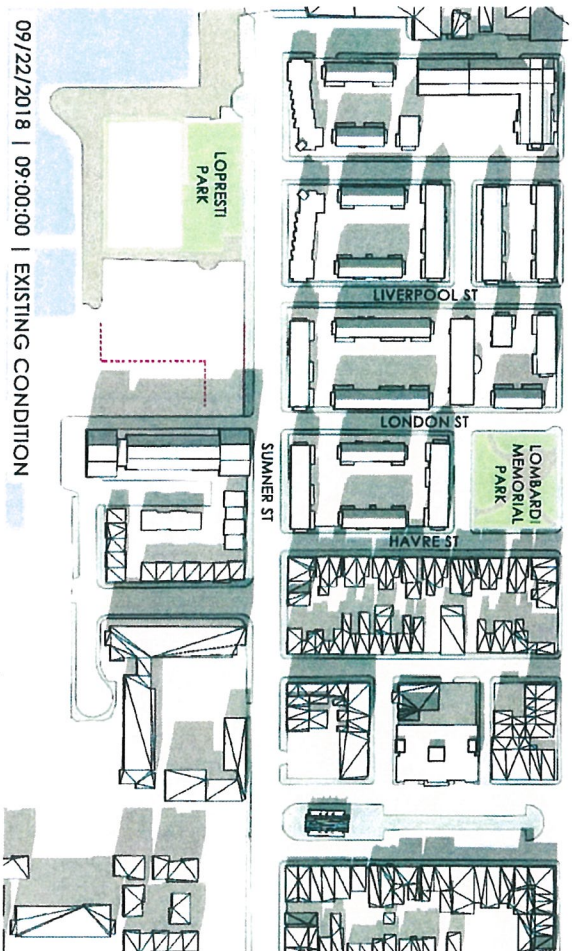




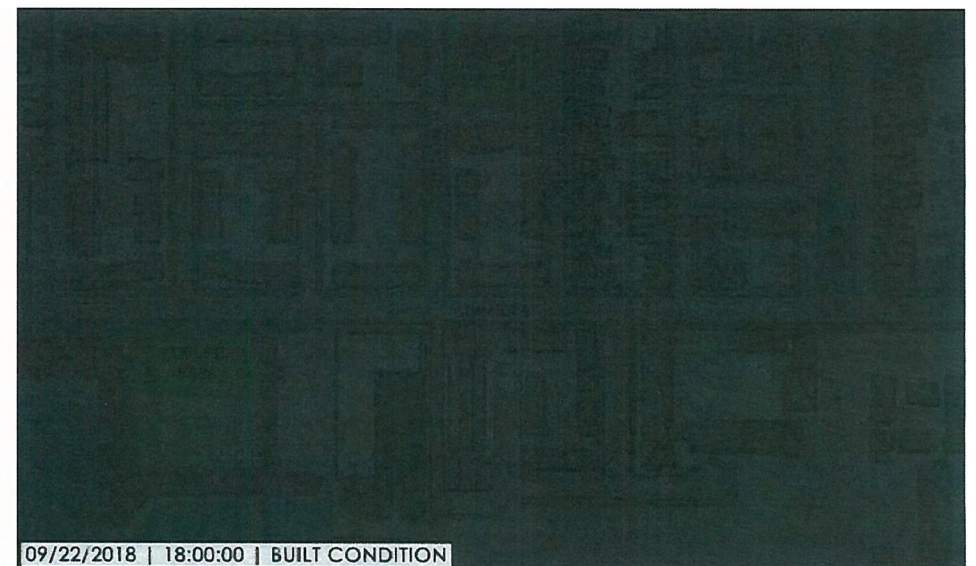
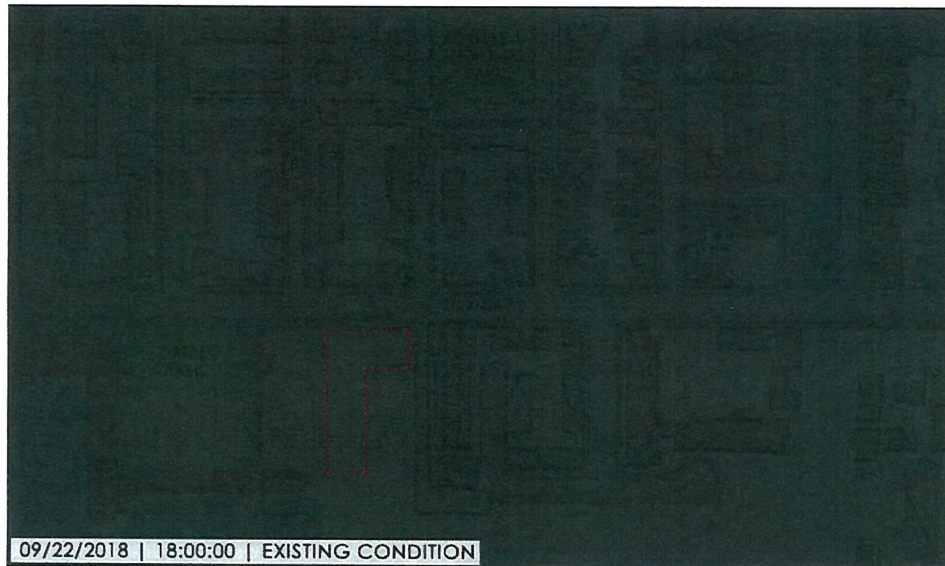
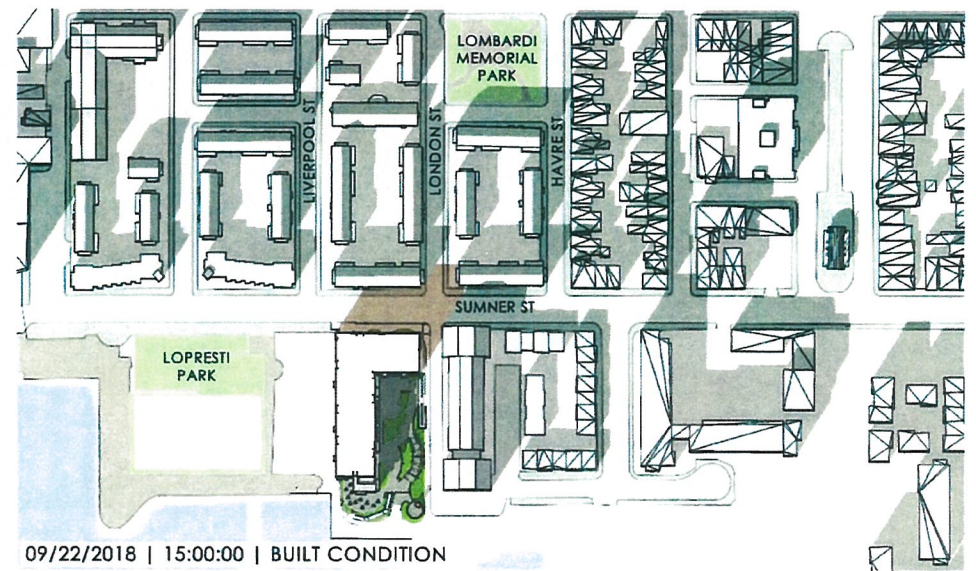
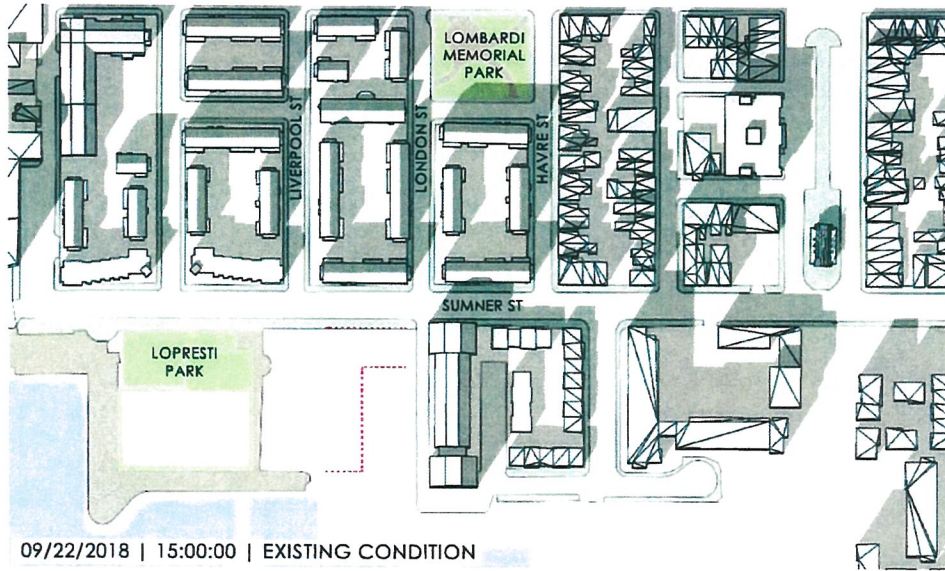












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