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New Street Development

East Boston, Massachusetts

PROJECT NOTIFICATION FORM
EXPANDED ENVIRONMENTAL NOTIFICATION FORM

September 17, 2007

submitted to:
Boston Redevelopment Authority

Executive Office of Energy and Environmental Affairs
MEPA Office

submitted by:
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Project Summary

1.0 PROJECT SUMMARY

1.1 PROJECT IDENTIFICATION

Project Name: New Street Development
Address/Location: 6 - 26 New Street, East Boston, MA

1.2 PROJECT SITE

New Street Realty Trust ("the proponent") is proposing to redevelop the approximately 3.93-acre property ("the site") located along the East Boston waterfront on Boston Inner Harbor. The project is bound by New Street and newly redeveloped Maverick Landing residential area to the east, the city-owned LoPresti Park to the south (formerly part of the New Street project site), Boston Inner Harbor to the west, and the Boston Towing and Transportation property to the north (see Figure 1-1, Locus Plan). The project is located near East Boston's Maverick Square and the MBTA Blue Line's Maverick Transit Station.

The site currently includes four buildings located next to each other; 1, 3, 5, and 9-stories in height. There are two wharves and several timber piers on the waterside of the property.

The site has historically been used for multiple commercial and industrial purposes. From the early 1900s to the 1950s, the site was used for cold storage, among other uses. After that period, confectionary companies occupied the buildings until the 1980s. The buildings are currently used intermittently for commercial purposes.

In the late 1960s, the City took portions of the site by eminent domain to create LoPresti Park, using for public open space what had been a mechanical shop for the site. In the late 1970s, the state imposed a Designated Port Area (DPA) restriction on portions of the land and water areas of the site, with the restriction transecting the open floor plate between the 5 and 9-story buildings. After a review of the property under the DPA regulations, the DPA boundary was removed from all the land area at the site in 2003. The new DPA boundary includes only a portion of the watersheet on the northwest side of New Street Development site.

1.3 PROJECT SUMMARY

Proposed Project
The project includes the redevelopment of the existing 9-story building for residential uses with three added residential floors and 2-level parking garage on the north side of the existing 9-story building, and the demolition of the 1, 3, and 5-story buildings. It also

includes the construction of a new 6-story building for either residential use or for a hotel or extended stay use with a 2-level parking facility below the new building. Other site features include ground-floor facilities of public accommodation, on-site parking, a marina, and substantial public access and open space to and along Boston Inner Harbor including a new, permanent Harborwalk and a water taxi landing and waiting area (see Figure 1-2, Project Site Plan and Figure 1-3, Perspective View of Project). The project will enhance and maintain a view corridor to the waterfront along Sumner Street.

The portion of the site's watersheet, which remains in part of the DPA, will be restored for feasible DPA use. At minimum, pile fields will be removed from the watersheet and a vehicle access route from New Street to this area will be provided.

Redeveloped Building
The existing 9-story building will be redeveloped with an additional 3 stories. This new 12-story building will consist of approximately 148, one and two-bedroom residential units.

Parking Garage
A new 2-level, parking garage with 78 to 104 spaces will replace the existing parking/loading area and 3-story building on the north side of the redeveloped building. Vehicles will access this garage from New Street. The higher number of parking spaces in the garages could be achieved through the use of vehicle stackers. A stacker is a hydraulic lift system that provides space for two parked vehicles, one over the other.

New Building
A new 6-story building will replace the existing 1 and 5-story buildings. It will contain either approximately 62, one and two-bedroom residential units or 106 hotel or extended stay units. A restaurant or similar facility of public accommodation will be located on the waterside of the building's ground floor. A two-level subsurface parking structure, accommodating 71 to 121 spaces, will be located beneath this building. Stackers may also be used in this structure.

Waterside Facilities
The pier and wharves will be accessible to both recreational and commercial vessels. Along the southern pier, a small recreational marina is proposed. Approximately 2,300 cubic yards of material will have to be dredge to support the marina. On the northern wharf, space is set aside for DPA uses including a water taxi landing and services area.

Public Areas
The project will provide substantial new public access to and along the harbor with the addition of a continuous Harborwalk along the edge of the wharves, with open space on the landward side. The new Harborwalk will be 10-feet clear and fully accessible with no obstructions. It will connect to the existing Harborwalk at LoPresti Park.

Project Phasing

As stated in the 2002 Municipal Harbor Plan (MHP) for East Boston, this site is anticipated to require a MHP Amendment for the Chapter 91 jurisdictional portions of the site in order to permit redevelopment compatible with the community's East Boston Master Plan. This Expanded ENF/PNF presents and studies the entire site development plan and proposes to secure a "Phase I waiver" for portions of the redevelopment so some work can proceed while the MEPA and MHP processes are ongoing. Figure 1-4, Architectural Site Plan – Interim Plan shows the site features that will be permitted as part of the Phase I Waiver until the MHP Amendment is approved (see Section 1.6, Phase I Waiver).

1.4 PUBLIC AND COMMUNITY BENEFITS

Completion of the proposed New Street project will help revitalize this important part of the East Boston waterfront. The project will restore an area of the City that has been underutilized and inaccessible to the public for decades. The public benefits of the project will make the area more appealing to both residents and visitors arriving by land and by water. The project will provide substantial direct benefits for the City of Boston and the region, as noted below.

PUBLIC ACCESS

- The project will redevelop and revitalize a 3.93-acre parcel along East Boston's waterfront that has not been accessible to the public.
- The project will provide new public access to and along the water, enhancing the East Boston waterfront public realm.
- The project will connect the Harborwalk to the north with the emerging East Boston Harborwalk being developed to the east. The Harborwalk will ultimately extend 2.2 miles from the Harborside Hyatt Hotel to New Street.
- The project will create approximately 750 linear feet of new public access on the site, including 500 linear feet of Harborwalk along the water's edge.

VIEW CORRIDORS

- The project will extend the Sumner Street view corridor from Sumner Street to the water along the southern boundary of the property and allow for expansive views of Boston Harbor.
- The view corridor looking south along New Street to the Boston skyline will also be enhanced with landscaping and architectural features of the new buildings within the project site.

TRANSPORTATION

- The project will support water transportation through the provision of a water taxi landing and waiting area.

- The project is analyzing provision of parking for a car sharing service such as Zipcar and "smart cars" of smaller sizes.
- The project's proximity to Maverick Station supports the use of public transportation.

HOUSING

- The project will create between 148 and 210 new housing units, thereby expanding a constrained housing market and contributing to the City's housing goals. If the project chooses the either the hotel or extended stay option, approximately 106 units will be available to the community as a hotel/extended stay and 148 units would be for residential use.
- The proponent will work with the City to implement the City's affordable housing policies and support the Mayor's Executive Order regarding affordable housing units.

REVENUES

- The project will increase state and local tax revenues through additional commercial and residential uses.
- The project will generate over $750,000 annually in new property tax revenues.
- The project will invest approximately $90 million in development costs.
- Property values in the neighborhood will be improved.

JOB CREATION

- Contributing to the area's economy, the project will create construction phase employment opportunities and 40 new permanent jobs at the facilities of public accommodation, the residential units, and the marina.

ENVIRONMENT

- By adopting the City of Boston's Green Building standards and guidelines and reducing emissions and demand for fossil fuel energy, the project will decrease the adverse effects of air pollution.
- Stormwater controls will significantly reduce pollution and runoff to Boston Harbor as well as improve the Harbor's habitat.
- The project will reduce vehicle trips, mileage, and emissions by encouraging residency within walking distance of public transportation, including water transportation, and use of car sharing options, and providing educational and informational signage about transit options.
- The project will be certifiable under the City's Article 37, Green Buildings.

1.5 CONSISTENCY WITH ZONING REGULATIONS

The project has been studied extensively by the City and State, with the active participation of the neighborhood, the family that has owned the site for nearly 50 years, and development team. The proposed project has been designed to be generally consistent with the East Boston Master Plan and the East Boston Municipal Harbor Plan (EBMHP).

The property has recently been rezoned from Waterfront Service to Waterfront Commercial. The current zoning has a building height limit of 55 feet, which the current 9-story building already exceeds, and multi-family residential uses are allowed. Hotel uses are conditionally allowed. Open space, restaurants, and waterfront services uses, including marinas, are also allowed by right. Maritime-dependent uses are conditional. Some zoning relief will still be necessary to implement the East Boston Master Plan, as will an amendment to the Municipal Harbor Plan for a portion of the project, although the project has been designed to be consistent with the relief granted to other similar projects in the planning area. The amendment to the EBMHP for this site was specifically anticipated at the time of its approval because at that time, the site still had a DPA restriction on portions of the land area, which rendered redevelopment planning infeasible.

1.6 PHASE I WAIVER

The project is applying for a Phase I waiver through the Massachusetts Environmental Policy Act (MEPA) process. The intent is to ensure that the Phase I of the project can move forward, while Phase II simultaneously goes through a Municipal Harbor Plan (MHP) Amendment process, which may substantially extend the permitting and approval periods and is not in the control of the applicant. The Phase I waiver would allow the proponent to proceed with permitting Phase I, which does not require an MHP Amendment, while the MEPA and MHP process are being completed on the entire project site.

Phase I would include the following components (see Figure 1-4, Phase I – Interim Plan):

- Redevelopment of the 9-story building with additional three stories
- Demolition of the 1, 3, and 5-story buildings
- New 78 to 104-space, parking garage on the north side of the 9-story building
- Harborwalk along edge of wharves with a connection to LoPresti Park
- Removal of the existing dilapidated pile fields
- Truck access route to the DPA watersheet area
- Water taxi landing area in the DPA and water taxi waiting area adjacent to the DPA
- Parking in the location of the former 5-story building
- Open space in the balance of the area.

Phase II would consist of the balance of the project as described in the previous section.

1.7 SUMMARY OF REQUIRED PERMITS AND APPROVALS

The project expects to secure many local, state, and federal permits and approvals prior to commencement of construction. The following is a list of the anticipated federal, state, and local permits/approvals:

AGENCY	PERMIT/APPROVAL
Federal	
Environmental Protection Agency	NPDES Notice of Intent for Construction Dewatering
	NPDES Stormwater Management Notice of Intent
United States Army Corps of Engineers	Section 10/Section 404 Permit
Federal Aviation Administration	Notice of Proposed Construction – Crane/Building
	Notice of Proposed Construction - Building
State	
MEPA Office	Environmental Impact Review
Massachusetts Coastal Zone Management	Federal Consistency Review
Massachusetts Historical Commission	Determination of No Adverse Effect
Department of Environmental Protection	Notification of Construction/Demolition
	Water Quality Certification
	Chapter 91 Waterways License
	Massachusetts Contingency Plan (if necessary)
Local	
Boston Redevelopment Authority	Article 80 Large Project Review
	Cooperation Agreement
	Affordable Housing Agreement
Zoning Board of Appeals/Commission	Variance or Planned Development Area
Boston Landmarks Commission	Article 85 Demolition Delay
Boston Civic Design Commission	Recommendation Pursuant to Article 80 Review
Boston Transportation Department	Transportation Access Plan Agreement
	Construction Management Plan
Boston Conservation Commission	Order of Conditions
Boston Water & Sewer Commission	Site Plan Approval
	General Service Application
	Sewer Connection Permit
Boston Inspectional Services Department	Building Permit
Public Improvements Commission	Various permits for work and structures in public ways
Boston Parks and Recreation Commission	Design Approval
Boston Public Works Department	Street Opening Permit.

1.8 PROJECT TEAM

The project team is identified below:

Owners:	**New Street Realty Trust** M. Bruce Ohanian, Varney Hintlian, LuAnn Ohanian, Trustees 26 Brighton Street Belmont, MA 02478
Owner's Development Consultant:	**Cresset Development, LLC** 120 Water Street, 2nd Floor Boston, MA 02109 (617) 624-9100 Contact: Ed Nardi / Stephen Peabody
Planning Consultant:	**Fort Point Associates, Inc.** 33 Union Street, 3rd Floor Boston, MA 02108 (617) 357-7044 Contact: Jamie Fay / Richard Jabba
Waterfront Development Counsel:	**Buchanan & Associates** 33 Mount Vernon Street Boston, MA 02108 (617) 227-8410 Contact: Jamy Buchanan Madeja, Esq.
Zoning Counsel:	**McDermott, Quilty & Miller** 21 Custom House Street, Suite 300 Boston, MA 02110 (617) 946-4600 Contact: Steve Miller
Architects:	**Steffian Bradley Architects** 100 Summer Street, 9th Floor Boston, MA 02110 (617) 305-7100 Contact: John Pears, Jana Silsby

Transportation and Infrastructure Consultants:	**Howard/Stein-Hudson Associates, Inc.** 38 Chauncy Street, 9th Floor Boston, MA 02111 (617) 482-7080 Contact: Guy Busa
Wind Consultant:	**Frank Durgin** 19 Payson Road Belmont, MA 02478 (727) 581-6267 Contact: Frank Durgin
Landscape Architect:	**Crosby, Schlessinger, Smallridge, LLC** 153 Milk Street Boston, MA 02109 Contact: Deneen Crosby
Mechanical, Electrical, Plumbing, Fire Protection:	**Petersen Engineering, Inc.** P.O. Box 4774 Portsmouth, NH 03802 (603) 436-4233 Contact: James Petersen
Electrical:	**Ronald W. Buia, Inc.** 1600 Osgood Street, Building 20, Suite 2-89 North Andover, MA 01845 (978) 682-9229 Contact: Ronald Buia
Geotechnical:	**GEI Consultants** 400 Unicorn Park Drive Woburn, MA 01801 (781) 721-4000 Contact: Mark C. Ensign P.G., LSP
Parking:	**Hybrid Parking Solutions** 51 Water Street Watertown, MA 02472-4603 (617) 923-1400 Contact: Michael Skeldon, Vice President

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 1-1
Locus Plan
source: USGS

Site Plan-Full Build

New Street Project

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Figure 1-2

Project Number: 982.000
Scale: see graphic
July 2007

0 10 20 40 80

ARCHITECTS STEFFIAN BRADLEY sba

Boston Towing
& Transportation

Proposed Full Build New Street Project

LoPresti Park

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Perspective View of Project

New Street Project

Figure 1-3

Project Number: 982.000
Scale: N.T.S.
July 2007

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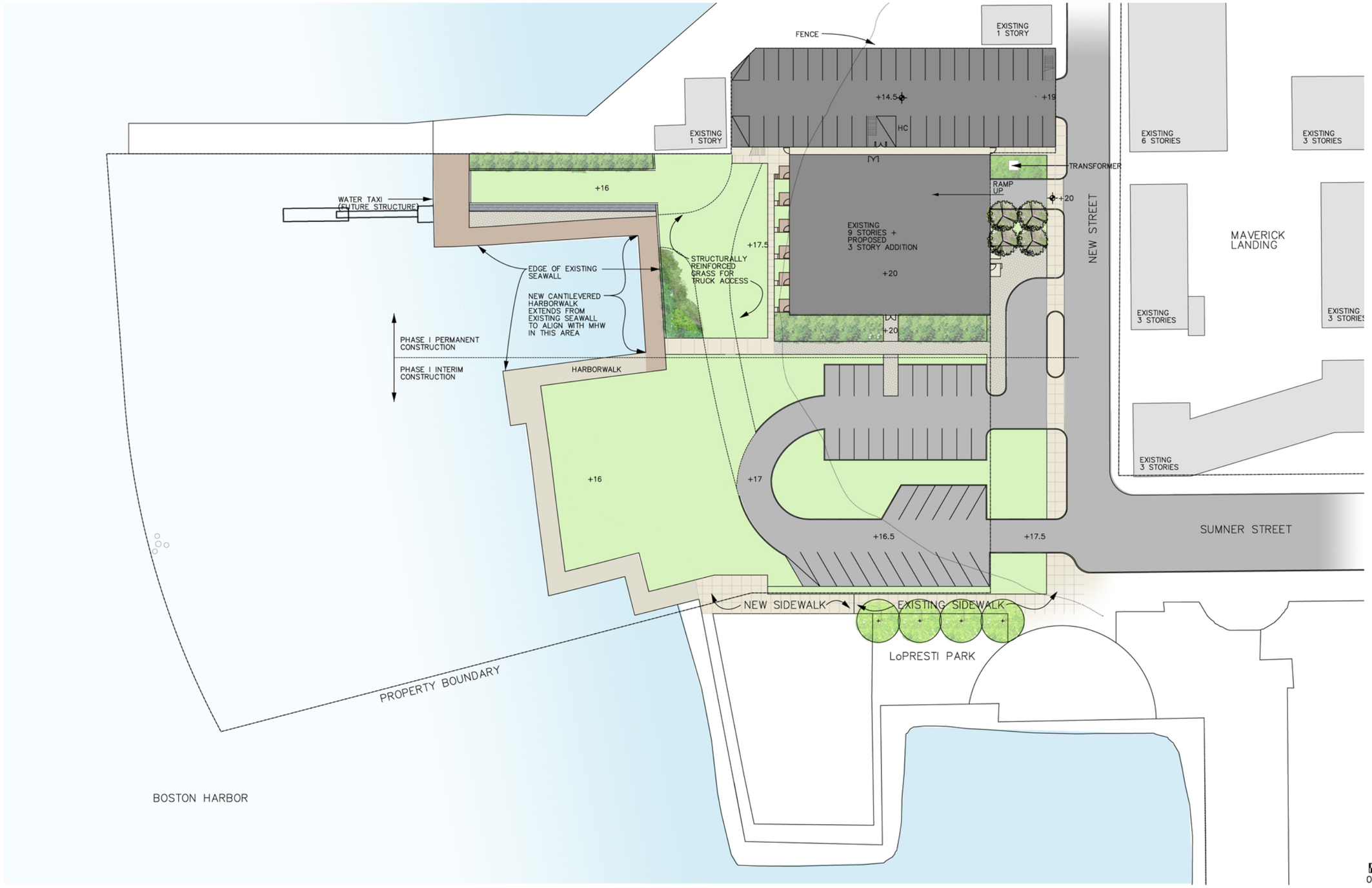

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Site Plan-Phase 1

New Street Project

Figure 1-4

Project Number: 982.000
Scale: see graphic
July 2007

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ARCHITECTS STEFFIAN BRADLEY sba

Chapter 2

Project Description

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The New Street project is located at 6 – 26 New Street at the intersection of New Street and Sumner Street in East Boston. The project site is 3.93 acres, of which 2.0 acres are watersheet. The project is bound by New Street to the east, LoPresti Park to the south, Boston Harbor to the west, and the Boston Towing and Transportation property to the north.

2.2 PROJECT CONTEXT

The project site occupies a prime location on Boston Harbor directly adjacent to LoPresti Park, with panoramic views of the downtown Boston skyline and Charlestown. Yet the site has remained underutilized for over four decades as the surrounding neighborhoods have changed from commercial and industrial uses to mainly residential uses, portions of the site were taken in eminent domain, and portions of the remainder were use-restricted by the state. Recent revitalization efforts in this portion of East Boston have focused on improving the Maverick Landing housing development and expanding public open spaces and public access to and along the waterfront with such projects as the Massport-owned Piers Park, Carlton's Wharf, and the East Boston Greenway. Maverick Landing to the east has been rebuilt with 430 units of affordable and market-rate housing. In the neighborhood to the east, three sites are currently planned for mainly residential development with some mixed-use components including Clippership Wharf, Portside at Pier One, and Hodge Boiler Works (see Figure 2-1, Neighborhood Context Plan).

The site is comprised of land under water, filled tidelands, and upland. The site currently includes a complex of four building located next to each other that include 1, 3, 5, and 9-story brick and concrete buildings. The wharves and piers on the site are not accessible to the public from the land or from the water. The security concerns of the local neighborhood and police force led the owners to honor requests to install a fence to prevent access to the site in general and to the dilapidated wharfs and piers in particular.

On the waterside of the site, there are two solid-fill wharves. Each of them has a mix of granite and concrete seawalls. On the south side of the southern wharf is a small, timber and concrete pier supported by timber piles. Approximately 27,000 square feet (sf) of remaining dilapidated timber pile areas extend over 170 feet beyond the existing wharves, with the remaining pile fields all within a larger area of piers that were historically authorized by the legislature (see Figure 2-2, Existing Conditions Plan).

Historically, the site has been used for multiple commercial and industrial purposes. From the early 1900s to the 1950s, the site was used for cold storage, among other uses. After that, confectionary companies occupied its space till the 1980s. The buildings are currently used intermittently for commercial purposes, primarily as storage space (see Figures 2-3, 2-4, and 2-5, Existing Conditions Photos).

While the three main buildings are included in the Boston Landmark Commission's 1989 industrial waterfront survey, none have been designated as landmarks. The 3 and 5-story buildings were erected in 1908, followed by the 9-story building in 1912. These buildings are thought to have been built for cold storage purposes.

2.3 PROJECT OVERVIEW

The New Street project includes the redevelopment of an existing 9-story building and the construction of a new, mid rise residential building or a building for a hotel or extended stay use, and a small parking garage. The project will also include a small marina, a water taxi service and waiting area, public open space, dredging, and substantial public access to and along Boston Harbor (see Figure 2-6, Project Site Plan). Each of these components is described below. Refer to Chapter 3 for additional discussion of the project and site in terms of urban design.

Redeveloped Building
The existing 9-story building will be redeveloped with an additional three stories. This new 12-story building will consist of 148, one and two-bedroom residential units. Entrances will be located on the side between the 6 and 12-story buildings and on the opposite side of the 12-story building.

New Building
The new building will be six stories in height and will contain either 62, one and two-bedroom residential units or 106 hotel or extended stay units. A restaurant or other facility of public accommodation will be located on the waterside of the building's ground floor. A two-level subsurface parking structure accommodating 71 to 121 cars will be located beneath the building. The higher number of parking spaces in the garages could be achieved through the use of vehicle stackers. A stacker is a hydraulic lift system that provides space for two parked vehicles, one over the other. The existing 5-story building at this location will be taken down.

Parking and Circulation
In addition to the subsurface parking beneath the new building, parking for 78 - 104 vehicles will be provided in an above ground garage on the north side of the site. Stackers may also be used at this garage to achieve higher parking numbers. The first level of this structure will be at or just below grade, and access will be from New Street. The upper

parking level will be accessed from New Street via a ramp located on the south side of the parking structure. Additional vehicular facilities include: one drop-off area in front of both residential buildings along New Street, one drop-off area in front of the restaurant, five public parking spaces near the restaurant, and ten parking spaces on the south side of the site. The lobbies of the two main buildings will be accessed from New Street.

Waterside Facilities

The pier, wharves, and surrounding watersheet will be accessible to both recreational and commercial vessels. There are two wharves on the property: one on the south side and one on the north side. On the southern wharf, a small recreational marina will be proposed. Approximately 2,300 cubic yards of material will be dredged to support this marina. On the northern pier, which is adjacent to the Designated Port Area (DPA), space will be set aside for DPA uses including a water taxi service and waiting area.

Use of New Street

There is a significant discontinuity in the layout of New Street adjacent to the New Street development. The street width varies from approximately 40 feet to 78 feet. The Boston Redevelopment Authority has suggested that regularizing the street layout would be appropriate. This would involve reducing the extent of the existing paved surface and converting it to open space and drop off area, so as to achieve a uniform street width. This work would require a discontinuance and other approvals by the Public Improvements Commission.

Building Program

The total gross floor area for the project is 225,919 sf with a total floor-area-ratio (FAR) of approximately 2.6 (see Table 2-1, Building Program). The combined building footprint is 40,598 sf, which occupies 47% of the upland lot area. There will be approximately 164 to 240 parking spaces on the site, depending on the use of stackers within the two parking structures.

Table 2-1: Building Program

Building	Bldg Footprint (sf)	Gross Square Footage	Lot Area (sf)	FAR	Bldg. Height[1]	Lot Coverage	Garage Parking Spaces	Parking On-Site
New Building	14,200	68,900	N/A	N/A	69′	N/A	71-121	15
Redeveloped Building	12,650	143,271	N/A	N/A	162′	N/A	0	0
Parking Garage	12,748	12,748	N/A	N/A	16′	N/A	78-104	0
Taxi Waiting Area	1,000	1,000	N/A	N/A	20′	N/A	0	0
Total	40,598	225,919	87,180	2.6	N/A	47%	149-225	15

1. Height is measured from grade.

2.3.1 FACILITIES OF PUBLIC ACCOMMODATION AND WATER-DEPENDENT USES

The project has been designed to welcome and encourage public access through the site, both to and along the waterfront and from New and Sumner streets. The project includes approximately 8,000 sf of Facilities of Public Accommodation (FPA) on the ground level floor of the new mid-rise residential building to attract the general public to the waterfront. This area will include a 5,400 sf restaurant that is programmed to take full advantage of the waterfront location with views of Boston Harbor and the City of Boston. The restaurant, designed as a year-round structure with indoor and outdoor seating, will offer food and beverages. This use will help activate the area and encourage the public to take advantage of the site's waterfront location and amenities.

The watersheet within the project is approximately 2.0 acres. The northern half of the watersheet is in the DPA while the southern side is not. The program for the non-DPA watersheet is for a small marina. The marina configuration is conceptual at this time due to the limited water depths and extent of the existing pile fields. However, it is expected that approximately 2,300 cubic yards of material will have to be dredge to support the marina. The program for the DPA watersheet includes a water taxi landing. The DPA will be cleared of in-water obstructions and restored to conditions feasible for DPA uses. All of these uses will help activate the waterfront and support water-dependent uses.

2.3.2 OPEN SPACE AND PUBLIC ACCESS

The site has been designed to provide significant public access to and along Boston Harbor. Public access to the site will be from several locations: sidewalks along Sumner and New streets, the Harborwalk in LoPresti Park, and by water at a water taxi landing. The Harborwalk will extend along most of the site's waterfront. Connections will be made to LoPresti Park, the Harborwalks planned at Hodge Boiler Works and Clippership Wharf to the east, and to the Waterfront Way that is planned to run along New Street and parts of the East Boston waterfront to the north.

PUBLIC ACCESS

A 10-foot wide clear, 500-foot long Harborwalk will be built along the water's edge and will provide such amenities as landscaped viewing areas and benches. On the south side of the property, the new Harborwalk will connect with the existing Harborwalk in LoPresti Park. It will continue north along the edge of the wharves to the end of the northern wharf. Two viewing areas along the Harborwalk will provide additional places for people to enjoy the panoramic views of Boston Harbor, the Boston skyline, Charlestown, and the Zakim and Tobin bridges. This Harborwalk will

link to the inland portion of the Harborwalk that will connect to the planned Harborwalk at the Boston East site as recommended in the East Boston Municipal Harbor Plan (EBMHP). The Proponent will work with the Boston Parks Department to improve pedestrian access to the Harborwalk through LoPresti Park from the sidewalk on Sumner Street. The existing pathway needs to be enhanced by extending the sidewalk and landscaping the adjacent area.

A water taxi landing and waiting area will provide additional public access to and from points throughout Boston Harbor. It will be located in the DPA portion of the site. The waiting area will be covered to shelter those who may hail a water taxi or be waiting for passengers to arrive.

OPEN SPACE

Open space area landward of the Harborwalk will provide excellent viewing areas to the Boston skyline and Boston Harbor. Nearby benches will allow visitors to enjoy the game and the views of the waterfront. Portions of the open space areas will be planted with low-height vegetation to improve visibility as well as frame the area. An outdoor seating area next to the restaurant will provide an additional place for people to enjoy the waterfront activities. The open space areas will be accessible to the public for their continued enjoyment 24 hours per day, seven days per week.

Refer to Chapter 4 for additional discussion of Open Space and Public Access in relation to the Chapter 91 program.

2.3.3 PARKING

The parking program has been designed in response to long-standing community desires to provide sufficient parking in new development. The project will provide parking to accommodate project residents and the general public visiting the site, so as to avoid overburdening the surrounding neighborhood streets. There will be approximately 164 to 240 parking spaces, of which 71 to 121 will be in the parking structure below the mid-rise building, 78 to 104 will be in the parking facility on the north side of the site, 10 will be for public/visitor use on the south side of the site, and five will be designated for public use near the restaurant. The higher number of parking spaces in the garages could be achieved through the use of vehicle stackers. A stacker is a hydraulic lift system that provides space for two parked vehicles, one over the other. The proponents are analyzing the use of parking dedicated for car sharing, such as Zipcar or "smart car" sized spaces, in the parking garage on the north side of the 12-story building.

2.4 PROJECT ALTERNATIVES

The proponent addressed three alternatives for the 6 – 26 New Street site. A No Action Alternative was considered undesirable. A Long Pier Alternative and a 10-story Alternative were also considered.

NO ACTION ALTERNATIVE

If the No Action alternative was implemented, the buildings at 6 – 26 New Street would continue to be vastly underutilized, perhaps used intermittently as commercial storage space. The site would not be improved and the site's waterfront would continue to be unavailable to the public. The No Action alternative would preclude activation of the site with 24-hour residential use, restaurant activity, and enhanced open space and public access. The No Action alternative would also leave the DPA watersheet un-restored for safe vessel access.

LONG PIER ALTERNATIVE

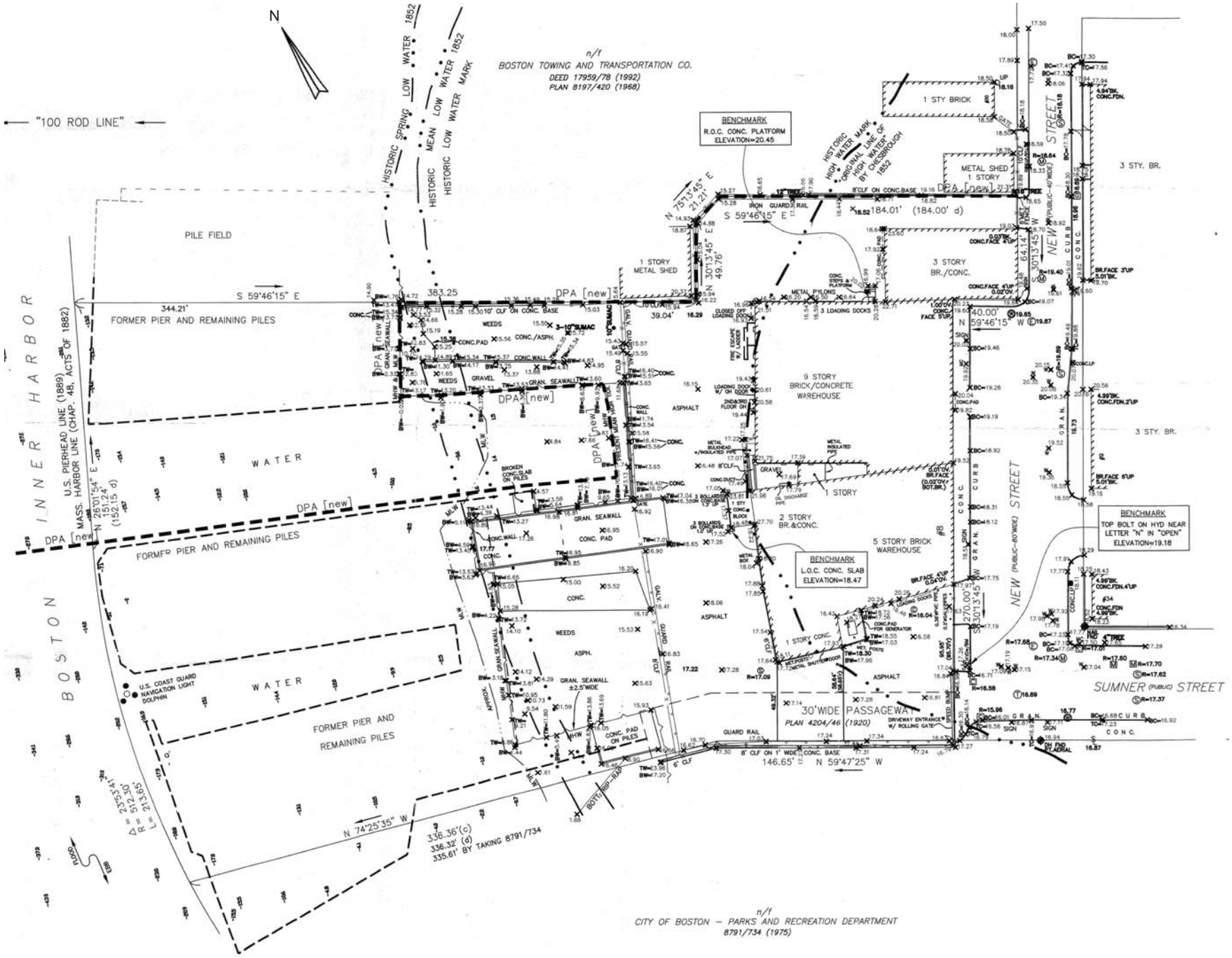
The proponent analyzed an alternative to construct a long pier over the waters of Boston Harbor. Although this alternative was similar to the proposed project that has an additional three stories on the existing 9-story building with 148 residential units and above and below grade parking garages, a large pier was designed to support a long, 97-unit, residential building. However, it was determined to be economically infeasible to construct a pier and building over the water. Furthermore, the open space and public uses would have been severely constrained by this design.

10-STORY ALTERNATIVE

The proponent analyzed an alternative to construct a new 10-story, 67-unit building next to the existing 9-story building. This alternative was similar to the proposed project that includes an additional three stories on the existing 9-story building with 148 residential units, and above and below grade parking garages. A new 10-story residential building, however, was determined to be economically infeasible to construct. The 10-story building also created environmental issues with light and shadow, both on and off the site.

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 2-1
Neighborhood Context Plan - Existing Conditions
source: Boston Redevelopment Authority



NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 2-2
Existing Conditions Plan
source: Gunther Engineering

View of project site looking north from LoPresti Park

View of project site looking north

View of project site looking south from New Street

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 2-3
Existing Conditions Photos
source: Fort Point Associates

View of project site on left looking north along New Street

View looking west along Sumner Street

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 2-4
Existing Conditions Photos
source: Cresset Development/Fort Point Associates

View of northern wharf looking north from project site

View of southern wharf looking north from LoPresti Park

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Site Plan-Full Build

New Street Project

Figure 2-6

Project Number: 982.000
Scale: see graphic
July 2007

0 10 20 40 80

ARCHITECTS STEFFIAN BRADLEY sba

Chapter 3

Urban Design

3.0 URBAN DESIGN

The design of the New Street project integrates the site into the East Boston community by creating a vibrant public realm in an area where public access has never been available in the past. The following sections describe the existing urban design setting, define the project's design principles, and demonstrate how these principles are met.

3.1 EXISTING URBAN CONTEXT

The 6 - 26 New Street site is located on the southwestern corner of the East Boston waterfront along the west side of Boston Inner Harbor, providing spectacular views of South Boston, downtown Boston, the Zakim and Tobin bridges, and Charlestown. The site is the terminus of Sumner Street with LoPresti Park adjacent to the South. To the North along the waterfront and New Street is the industrial Boston Towing and Transportation property, which has active piers with docking tug boats, numerous 1-story sheds, and a 50-foot tall industrial building that wraps around the outside corner of the intersection of Maverick and New streets. To the East of New Street is the Maverick Landing site, which consists of four recently created city blocks with 3-story townhouse buildings and a 6-story, 65-foot high apartment building at the corner of Maverick and New streets (see Figure 3-1, City of Boston Context).

Five blocks down Sumner Street to the East is Maverick Square and the Maverick MBTA Station. Along Sumner Street, East of LoPresti Park, are several residential developments starting with Hodge Boiler Works (permitted; not yet constructed), then Carlton's Wharf, followed by Clippership Apartments. In addition, there are other nearby waterfront parcels such as Clippership Wharf and Portside at Portside at Pier One that are either planned or permitted, but not yet constructed (see Figure 3-2: Neighborhood Context and View Corridors).

The project site currently consists of a 5-story building that is minimally and occasionally occupied with commercial uses, a 9-story vacant storage building and a 3-story vacant storage building, which are directly on the New Street property boundary forming a continuous street wall. At the back of the 5-story building there are one and two-story portions that have loading bays, plus a 1-story concrete block structure that houses the boiler plant for the complex. The 3-story building projects forward of the other two buildings following the property boundary where the New Street public way narrows from over 78 feet to about 40 feet. In character with the former industrial use, the rest of the existing useable site is currently covered completely in asphalt and concrete paving and is surrounded by an 8-foot high chain link fence topped by razor wire and by a 3-foot high guard rail, which is typically found along highways. The fencing and guard rail was installed as security for the site and for the public in the area, at the request of the local

police force. The existing pier, wharves, and pile fields are inaccessible from the rest of the site by this existing fence and guard rail.

The 5-story building has load bearing brick exterior walls with a corbelled brick cornice and precast concrete lintels at openings. Many of the openings have been filled with brick or glass block. The building's need for significant repairs, the close irregularly spaced interior timber columns, and the load bearing brick exterior walls would make conversion of this building into residential units difficult and cost prohibitive. Additionally, the floor levels of this building do not align with the floor levels of the adjacent 9-story concrete building, which would further complicate integration of the two buildings.

In front of the three buildings in the wide section of New Street, there is a 10-foot wide sidewalk and enough room for on-street perpendicular parking spaces and unnecessarily wide drive lanes. Historically, this area of the street was used for loading, but that function no longer exists at the building. There are no street trees or planned/maintained landscaped areas along the building or public sidewalk. The sidewalk at the narrow section of New Street is about 7-feet wide.

The adjacent Boston Tow site also has an 8' high chain link fence with razor wire on top along New Street where the buildings do not touch the property boundary. The industrial character of this west side of the street is markedly different from the residential character across the street at Maverick Landing. The 6-story Maverick Landing apartment building is a brick building with metal panel bays, individual entrances on New Street for first floor apartments, and a common pedestrian entrance on Maverick Street for the upper floors. The units, which start ½-story above the sidewalk, provide some separation from the street level as is appropriate given the industrial nature of the Boston Tow site it faces. The two 3-story townhouse structures along the south end of New Street have covered porches, individual entrances to units, landscaping and a very direct connection between the units and the public sidewalk. The existing buildings at the project site are very anonymous, with no notable entrance point and no visual connection to the street at the first floor. This wall of existing buildings currently is not in keeping with the pedestrian nature of the townhouses across the street and cuts off views to the harbor from the interior of the Maverick Landing neighborhood (see Figure 3-2: Neighborhood Context and View Corridors).

3.2 URBAN DESIGN AND RESPONSE TO CONTEXT

The urban design principles and associated design responses for the site are:

1. Maintain and enhance the existing Sumner Street view corridor to the water and the views of the Zakim Bridge and Charlestown beyond. This is achieved by extending Sumner Street into the site with a drop-off/turn-around at the end that will serve potential marine

uses on the pier, wharves, and facilities of public accommodation on the site (see Figure 3-3B, Architectural Site Plan – Full Build and Figure 3-16B, View Down Sumner Street).

2. Remove the 5-story and 3-story buildings from the site to reduce the continuous mass along New Street and open up views to the water from the street and Maverick Landing. The size, shape, condition, location, and structural capacity of the existing 9-story building on the site make it a valuable asset, which is to be renovated as part of the proposed project.

3. Provide a new 6-story residential building to align with the residential buildings along the north side of Sumner Street and face onto both the new extended portion of Sumner Street and New Street, thus continuing the street edge into the site and reinforcing the view corridor. The height of this building is +/-69 feet, very similar to the existing 6-story building across New Street on the Maverick Landing site. It will act as a transition between the townhouses on Sumner and New Streets and the taller existing building on the site (see Figure 3-3B, Architectural Site Plan – Full Build and Figure 3-16B, View Down Sumner Street).

4. Build a 3-story addition (including mechanical penthouse) on top of the existing 9-story building, with the addition stepped back from the perimeter of the existing building. This allows the density of the project to reach a critical mass for economic viability without additional building lot coverage. This approach also allows the site to be opened up and create more pedestrian-level views as well as larger, more continuous landscaped areas. Additionally, stepping the top levels back reduces their visibility from the street and the length of the shadows cast (see Figure 3-8: 12th Floor Plan and Figures 3-15, 3-16, 3-17,and 3-18 that include all the perspective views).

5. Provide a public use (restaurant) at the waterfront end of the first floor of the new 6-story building with potential for opening the exterior walls to allow both indoor and outdoor seating and abundant transparency to enliven and create a connection to waterfront pier and wharf areas and the extended Sumner Street. This will provide a destination amenity for the general public and the neighborhood (see Figure 3-3B, Architectural Site Plan – Full Build).

6. Provide units at the first floor of the existing 9-story building and the new 6-story building that will have their own individual direct entrances from the public sidewalks. This will create front doors, covered stoops, landscaping and a residential character that will compliment the entries across the street at Maverick Landing and mitigate the scale of the taller building meeting the street. True retail at the project site would be questionable as the character and draw for pedestrian traffic changes dramatically along New Street as one moves north from Sumner Street and LoPresti Park toward the very industrial Boston Tow site and Maverick Street (see Figure 3-3B, Architectural Site Plan – Full Build and Figure 3-9, East Elevation).

7. Create an entrance identity/canopy and drop-off area on New Street for the residential units in both buildings. The canopy and entrance sequence will be located on axis with the newly created view corridor between the two buildings. The walkway under the canopy will connect to the facing entrances of each building and will continue on to both the waterfront and around to the individual unit entries at the first floor of the existing building. The vehicular drop-off area is intended to be contained within landscaping created in the extra wide area of New Street formerly used for loading. The landscape area and the sidewalk are generous enough to allow for street trees, and due to the roughly north-south orientation of New Street, they will get ample light during the day.

8. Provide as much underground parking on the site as is financially viable. Two levels of underground parking will be provided beneath the footprint of the new 6-story building. A portion of the parking garage will extend below New Street, which will have to be taken through a regulatory process. The total number of underground parking spaces will be between 71 and 121. Access to the ramp down to the parking will be from the extended street and located adjacent to the new building (see Figures 3-13, W-E Section and 3-14, N-S Section).

9. Provide parking and access drives in areas of the site that will either a) enhance the viability of the facilities of public accommodation and the public areas of the wharves or b) act as a buffer and transition to the industrial Boston Tow site. Ten angled spaces are being proposed on the site along the extended Sumner Street and five additional spaces are located under the new 6-story building. These spaces are ideally located to support the proposed public uses on the site. A circular turn-around drive provides drop-off at the waterfront restaurant, and an access drive which passes through the first floor of the 6-story building maintains access to the existing wharf abutting the Designated Port Area line.

Due to the dilapidated nature of the adjacent piers and sheds on the Boston Tow site, the approximately 64-foot wide area north of the existing 9-story building is not a desirable area to face unit entries. Locating a 2-level parking structure in this area is in keeping with the character of the adjacent industrial site. The structure will support 78 to 104 parking spaces on two levels. The lower parking level is accessed directly from New Street in the area where the existing 3-story building currently sits. The upper parking level will be access by a ramp that will pass through the northeast corner of the existing 9-story building (see Figure 3-3B, Architectural Site Plan – Full Build).

10. Provide a seamless connection from the Harborwalk on LoPresti Park and the public sidewalk along Sumner Street to the waterfront of the project site. The urban context of this site has been evolving for many years towards a more residential character, as indicated by the taking in eminent domain of a portion of the New Street site for creation of LoPresti Park. The reconstructed pier design as well as the extended street design allows for a direct connection to the harbor walk at LoPresti Park. Additionally, the proponent will seek

permission to directly extend the sidewalk on the south side of Sumner Street, which currently continues into LoPresti Park and ends at the roller hockey court, to the existing and proposed Harborwalk (see Figure 3-3B, Architectural Site Plan – Full Build and Figure 3-4B, Landscape Plan – Full Build).

3.3 SITE AND LANDSCAPE DESIGN

New Street slopes in a very gentle downhill gradient from about the middle of the 9-story building in both directions. This puts the entrance drive to the lower level of the new parking structure to the north about one foot lower than the first floor and the entrance drive to the site at the extended Sumner Street approximately two feet lower than the first floor.

The proposed drop-off and entrance walk is to be shared and located between the new and existing buildings. The entrance walk will very gently slope up to a common first floor height in both buildings. The existing site continues to gently slope down towards the water and the existing wharves at the waterfront side of the site. At this point the existing grade is about 3 1/2′ below the first floor level.

The proposed site design intends to seamlessly continue the existing Harborwalk from LoPresti Park along the existing seawall and the remaining existing pier which would maintain a grade height similar to the existing. The difference in grade between the first floor of the buildings and the pier and wharves provides an opportunity to create terraced landscape areas that will allow for varying purposes and plantings. An open space area adjacent to the restaurant will provide public seating for both the restaurant and casual passersby.

There will be site furniture, plantings, and lighting to enhance the public realm along the Harborwalk and as appropriate in all the various areas of the site (see Figure 3-3B, Architectural Site Plan – Full Build, Figure 3-16, View from Channel, and Figure 3-17B, View from Channel).

3.4 PUBLIC REALM

The pedestrian and public realm along the East Boston waterfront has been improved over the past several years with the development of rs Park Phase 1, the East Boston Greenway, Porzio Park, the Golden Stairs, Lewis Mall, and most recently at Carlton's Wharf. The public realm will be improved in the future with three residential development projects including Clippership Wharf, Hodge Boiler Works, and Portside at Pier One. A Harborwalk is current planned at Hodge to connect to the existing one at Carlton's Wharf and LoPresti Park.

Substantial public improvements at the project site will create a destination and critical links to the existing and proposed areas outside of the site. A proposed Harborwalk will connect to the existing Harborwalk at LoPresti Park. It will provide excellent access and viewing area for the community to visit and enjoy. A water taxi landing will also draw the public to the area as well as connect to other points on Boston's waterfront. These facilities, combined with the waterfront open space and marina, will encourage public use and activation of the waterfront and create a lively and inviting public space (see Figure 3-3B, Architectural Site Plan – Full Build).

3.5 VIEW CORRIDORS AND PUBLIC ACCESS

The project is designed to create public access not only from New and Sumner Streets to the water's edge, but also along the waterfront from LoPresti Park to the south. A continuous Harborwalk is proposed along the waterfront and will connect back to New Street. It is embellished with open space located along portions of this walkway.

The proposed sidewalk extensions and tree plantings from Sumner Street through and along side LoPresti Park will create a view corridor and shaded pedestrian path to the waterfront. To the extent compatible with the Parks Department Plans, the New Street project can enhance this connection. Pedestrians and drivers traveling west along Sumner Street to the project will have excellent views of Charlestown and the waterfront through this corridor, which will be a continuation of the trees and sidewalks typical to the recently reconstructed Sumner Street. In addition, the site design of the new building will help to frame the views toward Charlestown and Boston Harbor. Plantings and site improvements will be kept low so as not to impede views.

3.6 ARCHITECTURE DESIGN: FORM, MATERIALS, CHARACTER, AND FEATURES

3.6.1 EXISTING BUILDING WITH ADDITION

The existing 9-story building is a very simple concrete structure that is expressive of its regular structural bays. It is approximately 98′ wide (north-south), 123′ long (east-west) and 120′ high, so it is roughly a cube with minimal detail. When adding 3-stories to the top of this existing building, the design challenge was twofold: 1) to integrate the addition with the existing structure while at the same time stepping it back from the perimeter and 2) to mitigate the large blocky massing of the existing building so that it would be more compatible with its proposed residential use and residential neighbors. The solution is to create bay structures with large windows that master the roof line at the top of the addition and then continue down the building to the fifth floor line at the east (New Street) and west elevations. Additionally, similar 2-story bays link the 12th and 11th floor levels on both the north

and south elevations. On a macro-scale, this connects the new massing to the existing, breaks up the massing of the middle floors and even further the upper floors, while maintaining a consistent base for the building; thus creating a traditional tripartite composition. On a micro-scale, individual bay windows were added to units in a staggered pattern on all four sides to create elements at a smaller scale and add an additional layer of texture to the building. Those bay windows facing the street and directly to the water are orthogonal rectangles projecting approximately 3', while the bay windows facing the new 6-story building and the Boston Tow site are angled rectangles projecting approximately 3' at the furthest point. These small bays are a contemporary version of traditional bay windows found across the street at Maverick Landing as well as throughout East Boston (see Figures 3-9, 3-10, 3-11, and 3-12, Elevations as well as Figures 3-15, 3-16, 3-17, and 3-18 that include all the perspective views).

All of the existing brick, glass block and window infill between the existing concrete structures will be removed. An exterior waterproofing and insulation system will be attached to the outside of the concrete to bring the building into compliance with the current energy codes. The finish materials will be large windows and occasionally patio doors to infill between the concrete and a combination of stone panels, phenolic resin panels and/or metal panels over the concrete. The three floors of the addition will be predominantly large windows with metal panels and/or phenolic resin panels used as trim and at bays.

3.6.2 NEW RESIDENTIAL OR HOTEL/EXTENDED STAY BUILDING

The new 6-story building is proposed to utilize the same materials and similar features as the existing building with addition, but they are composed to simultaneously create a relationship between the two buildings while allowing each to have its own character and identity. The new building is proposed to be approximately 64 feet wide (north-south), 192 feet long (east-west) and 69 feet high. The size and scale of this new building is in keeping with many traditional wharf type buildings including many buildings along the East Boston and Boston waterfronts. The design challenge with a building of this length is to break down the scale of the façade so that it maintains a residential neighborhood character. The solution is to reduce the scale of the building vertically by creating a tripartite composition of base, middle, and top and horizontally by expressing the boundaries of the units within through planar variation.

The base of the building is the first floor with its stone panel clad columns and infill with residential scale windows and entries at units and storefront providing transparency between the public outdoor areas and the facilities of public accommodation. The first floor also projects beyond the residential floors above near the waterfront. This allows facilities of public accommodation (the restaurant) to

become a public destination in the open space area created at the end of the Sumner Street extension drive. The second, third and fourth floors create the middle of the composition. These floors are organized with stacking units that correspond to the structural column bays. Each structural bay of units has the windows, patio doors, and bay windows composed uniquely and every other one is slightly stepped back from the face of the building giving the visual impression of townhouses side by side. This even provides the opportunity to change color and materials among the visual "townhouses"; although a general kit of parts and palette of materials will be established to create a cohesive language and harmony. The top of the building is created by stepping the fifth and sixth floors back from the perimeter of the lower floors similar to the way the 3-story addition stepped back on the existing building. There are also bays connecting the top two floors as well as bays at the sixth floor breaking the flat roof line of the façade similar to the bays on the addition. These bays repeat in a consistent rhythm reminiscent of traditional dormers often found on both residential and wharf buildings (see Figures 3-9, 3-10, 3-11, and 3-12, Elevations as well as Figures 3-15, 3-16, 3-17, and 3-18 that include all the perspective views).

The materials on this new building will be stone panels, brick, metal panels and/or phenolic resin panels in addition to an abundance of windows.

At the time of the submission of this Expanded ENF/PNF, the proponent was analyzing the market to determine whether the new building would be used as either a residential building or for a hotel/extended stay building. If the market calls for the hotel/extended stay building option, the new building will still be visually consistent and compatible with the other structures on the site as described above.

3.6.3 NEW 2-LEVEL PARKING STRUCTURE

North of the existing 9-story building, the existing 3-story building is being replaced with a 2-level parking structure with a lower level at or slightly below the existing grade and an upper level approximately 10' above the grade at New Street. This parking structure will be designed to compliment the new proposed project and surrounding neighborhood so the front façade treatment will match the fabric of the street. It will utilize a panelized system of brick, pre-cast concrete, metal panels, and metal mesh proportioned to be in keeping with the adjacent first floor materials proposed for the existing 9-story building and the 6-story residential building directly across the street at Maverick Landing.

3.7 CONSISTENCY WITH PLANS FOR THE AREA

Over the past decade, the neighborhood groups and the Boston Redevelopment Authority have undertaken several planning studies, which recommend the development of housing, and other uses, to activate and reconnect the East Boston waterfront to adjacent

neighborhoods. In response to the favorable economic climate and the planning focus in this area, several residential development projects for waterfront sites have been permitted under local and state review. These projects include various site amenities for residents and the public at large including significant public access to and along the waterfront. The redevelopment of the New Street project site will add to the exciting transformation of the East Boston waterfront.

3.7.1 EAST BOSTON MASTER PLAN

In 2000, the neighborhood groups and the Boston Redevelopment Authority (BRA) completed the East Boston Master Plan. The Plan provides a framework for new growth and development in the community's commercial districts and waterfront area, while preserving and enhancing the quality of life in the community's residential neighborhoods. The intensive one-year planning process involved widespread community participation. In addition to citizen involvement, the planning process included extensive coordination among departments (such as the Division of Neighborhood Development, Department of Parks and Recreation, the Boston Transportation Department, and the Boston Housing Authority). The plan is organized around four focus areas:

1. Reviving the East Boston Waterfront,
2. Enhancing the Neighborhood's Commercial Centers,
3. Strengthening the Residential Neighborhoods, and
4. Shoring up the Airport Edge.

For each focus area, the plan provides recommendations regarding land use, open space, public environment, historic resources, heritage, transportation, and parking. The plan also provides development guidance and addresses regulatory issues for each focus area (see Figure 3-19, East Boston Master Plan – Inner Harbor Waterfront).

Issued in conjunction with an Implementation Strategy, the plan established a set of goals and objectives that reflect the community's desire to maintain East Boston's identity and culture, while looking into its future development. The project complies with the provisions of the plan by providing much needed housing, critical open space connections, public access, and views through and from the site.

3.7.2 EAST BOSTON MUNICIPAL HARBOR PLAN

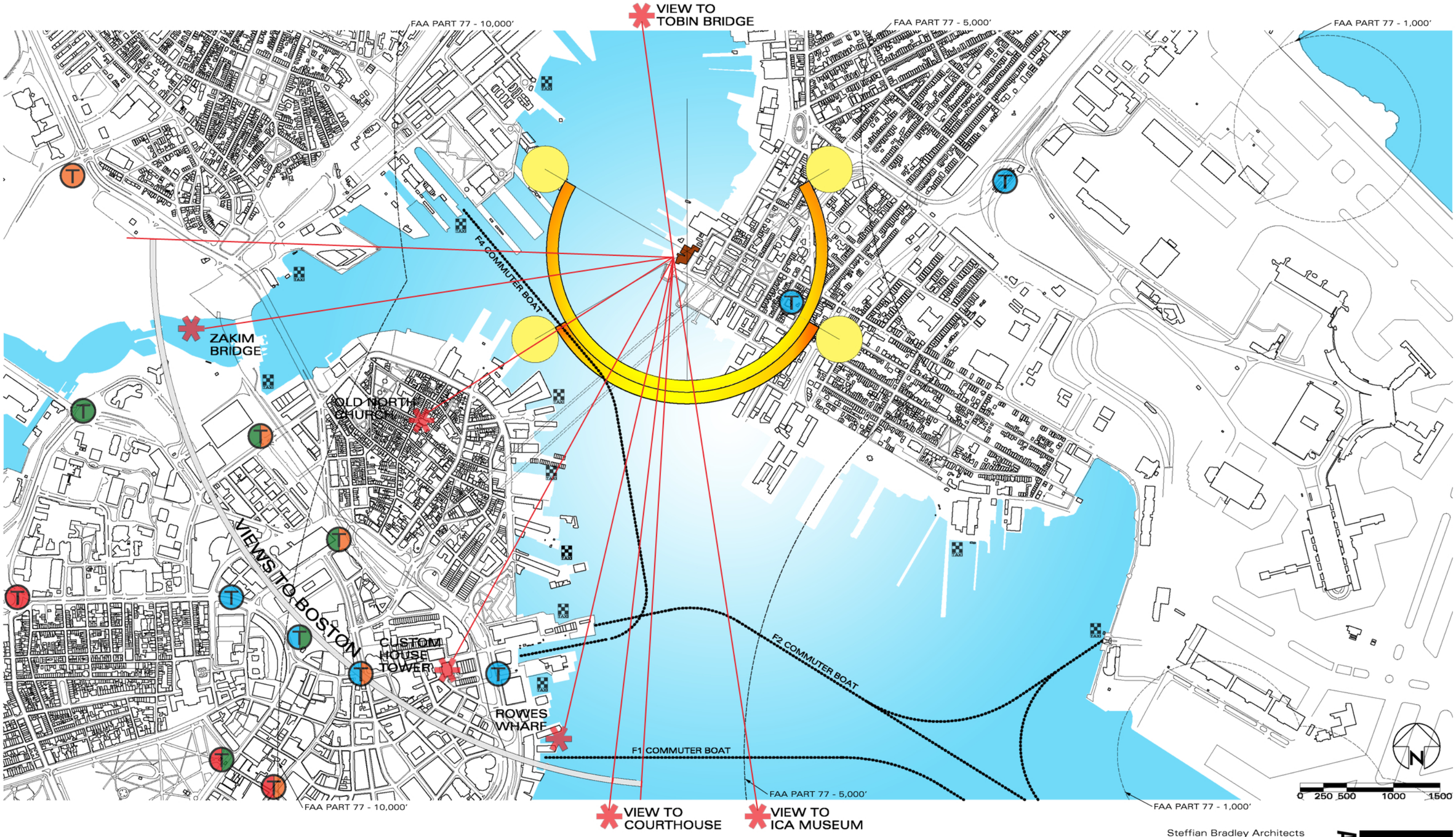
The East Boston Municipal Harbor Plan (EBMHP) is a land use plan prepared by the City under the Commonwealth's statewide licensing regulations for waterfront projects. This document details a harbor plan tailored to the characteristics of the East Boston waterfront and reflects the planning goals of the community. To assist in preparing the plan, the BRA convened an Advisory Committee that included a broad range of individuals with interest in and knowledge about waterfront issues in East

Boston and the City as a whole. The BRA also coordinated the planning process with state agencies, property owners, developers and interested community residents. To implement many of the provisions of the East Boston Master Plan, the BRA submitted the East Boston Municipal Harbor Plan (EBMHP) for the East Boston waterfront to the Executive Office of Environmental Affairs' (EOEA) Office of Coastal Zone Management on March 12, 2002. On July 15, 2002, the Secretary of EOEA issued a decision on the EBMHP.

The New Street site is included in the planning area of the EBMHP, which anticipated the redevelopment of the site and a subsequent municipal harbor plan amendment to ensure effective implementation of the East Boston Master Plan and address additional site particulars. The Secretary noted in the Decision, that at that time, the State had not yet resolved the Designated Port Area (DPA) status of the New Street site and recommended the completion of a DPA Boundary Review for the site and then a MHP amendment with substitutions and amplifications in order to achieve the overall goals of the EBMHP. The DPA boundary was reviewed, and the Secretary made a Designation Decision on the East Boston DPA, including removal of all land area on the New Street site from the DPA, on April 23, 2003. As part of this Designation Decision, the DPA boundary was removed from all land area, leaving a DPA designation on only a portion of the waterside of the site (see Section 4, Tidelands).

Since that time, the BRA has voted to recommend to the Zoning Commission a change in the existing zoning for this general area from Waterfront Service to Waterfront Commercial. The Zoning Commission voted to accept this recommendation in October 2006. Further site-specific zoning modifications may also be required to establish conformance with the anticipated EBMHP amendment and to provide additional zoning relief for the project.

The New Street site complies with the guidance policies of the existing EBMHP, including enhancement of the view corridor. The project will provide critical public realm improvements including expansive open space and a Harborwalk that will connect to the existing Harborwalk at LoPresti Park. The open space will provide a direct visual and physical link to LoPresti Park and to the proposed portions of the Harborwalk along the East Boston waterfront. Additional waterfront amenities, watersheet activation, and programming opportunities will be discussed as part of the municipal harbor plan amendment process.



City of Boston Context

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Figure 3-1

Project Number: 982.000
Scale: see graphic
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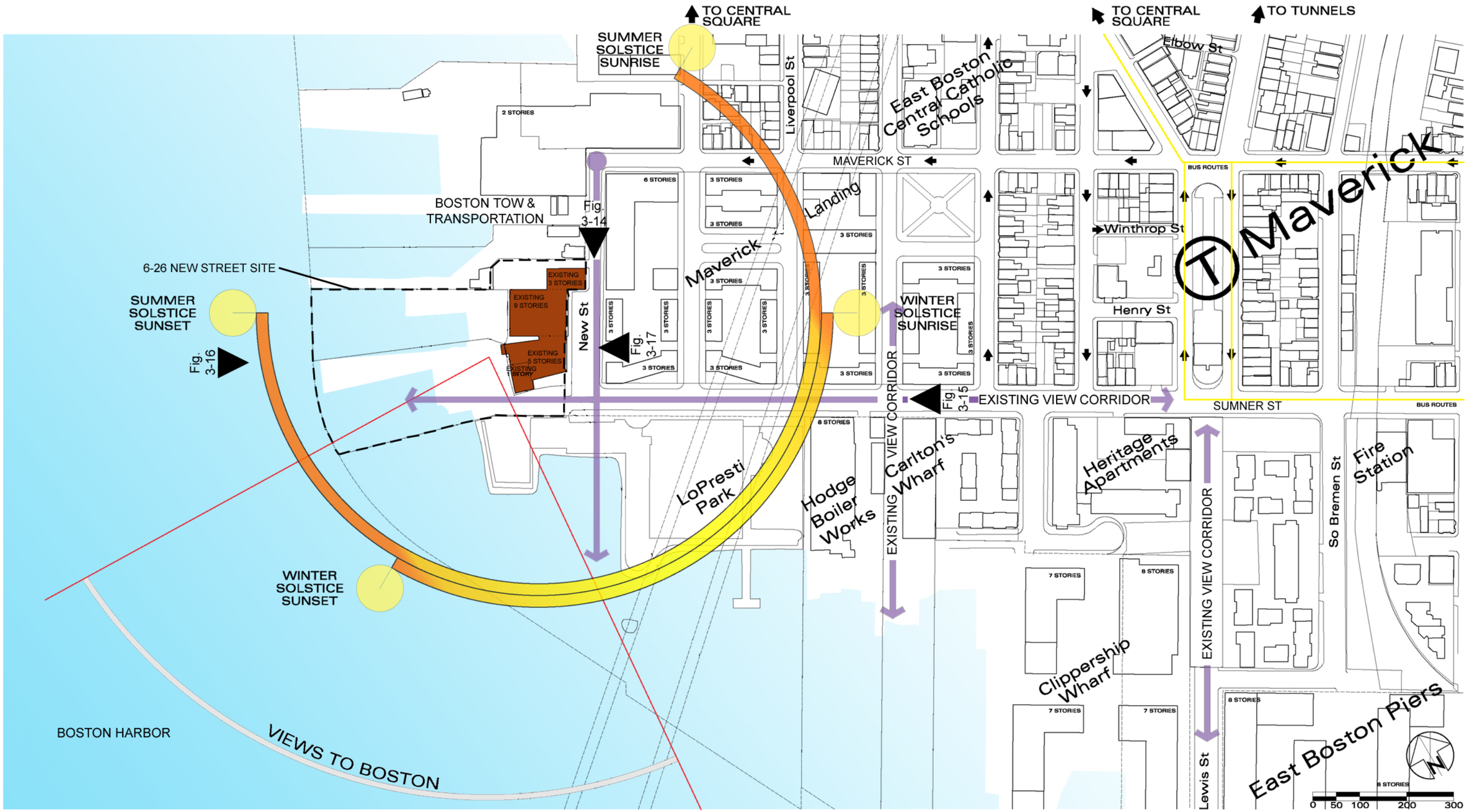

Neighborhood Context & View Corridors

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Figure 3-2

Project Number: 982.000
Scale: see graphic
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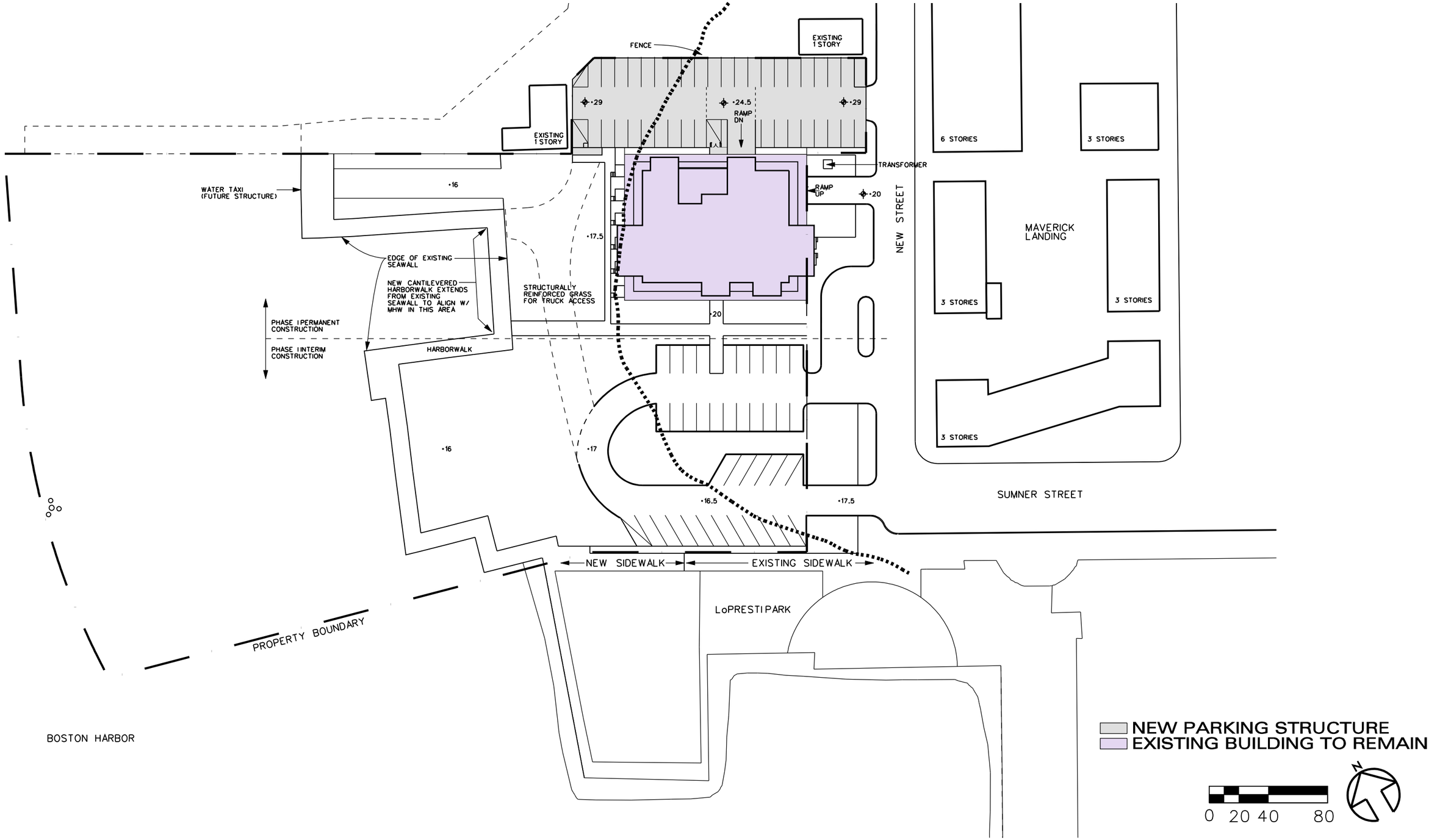

Architectural Site Plan-Phase 1

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Figure 3-3A

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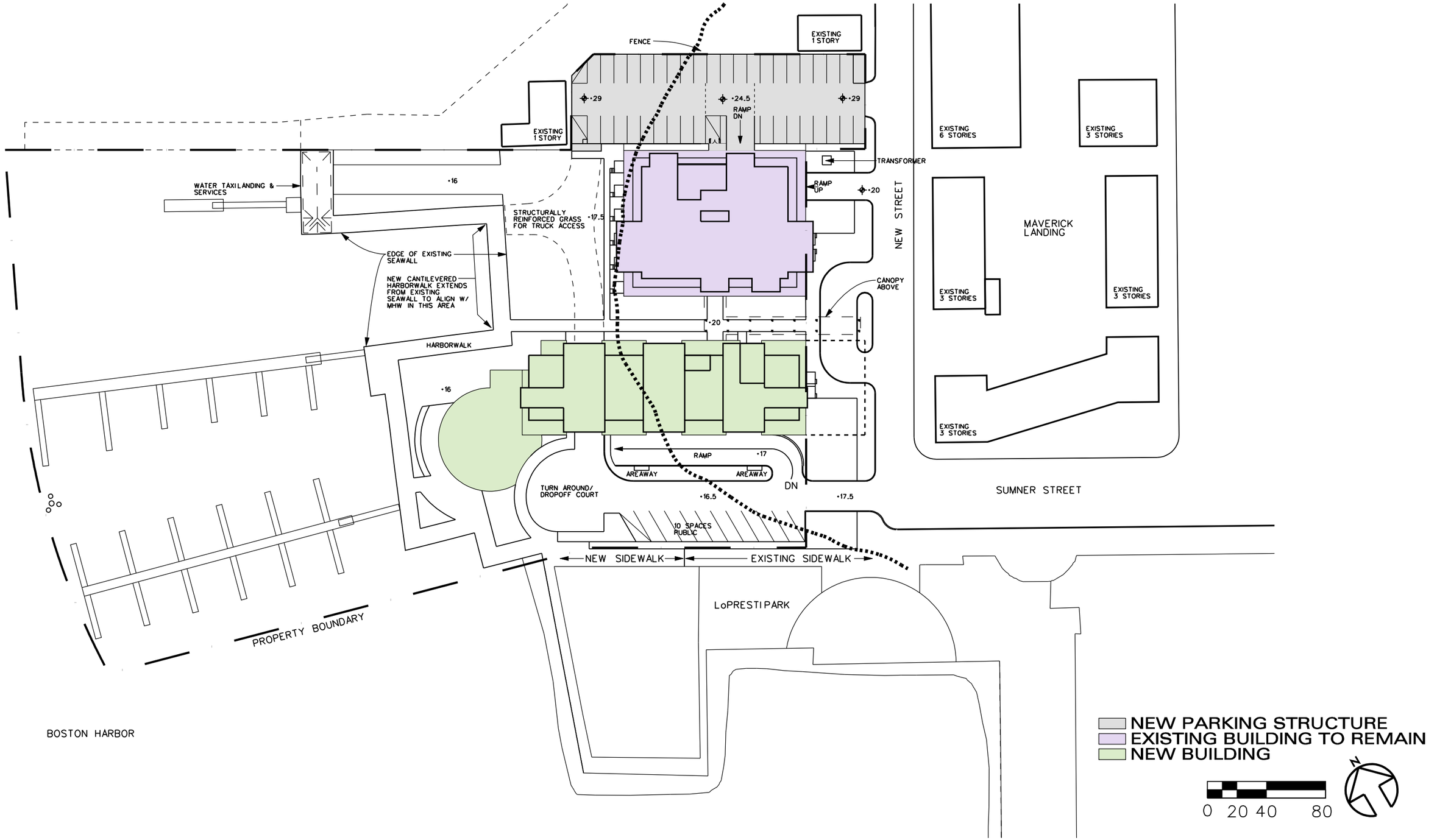

Architectural Site Plan-Full Build

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Figure 3-3B

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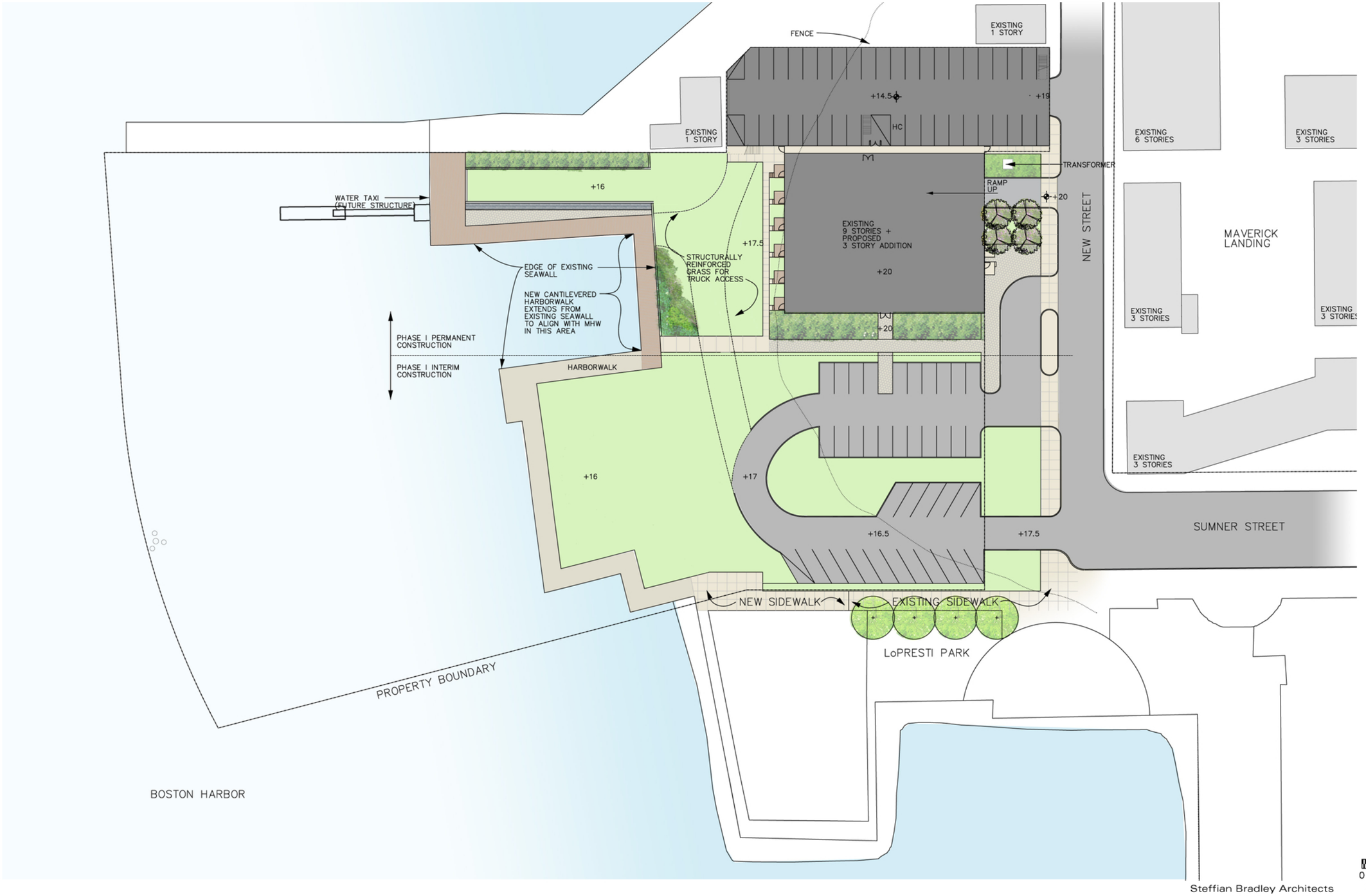

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Landscape Plan-Phase 1

New Street Project

Figure 3-4A

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Landscape Plan-Full Build

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Figure 3-4B

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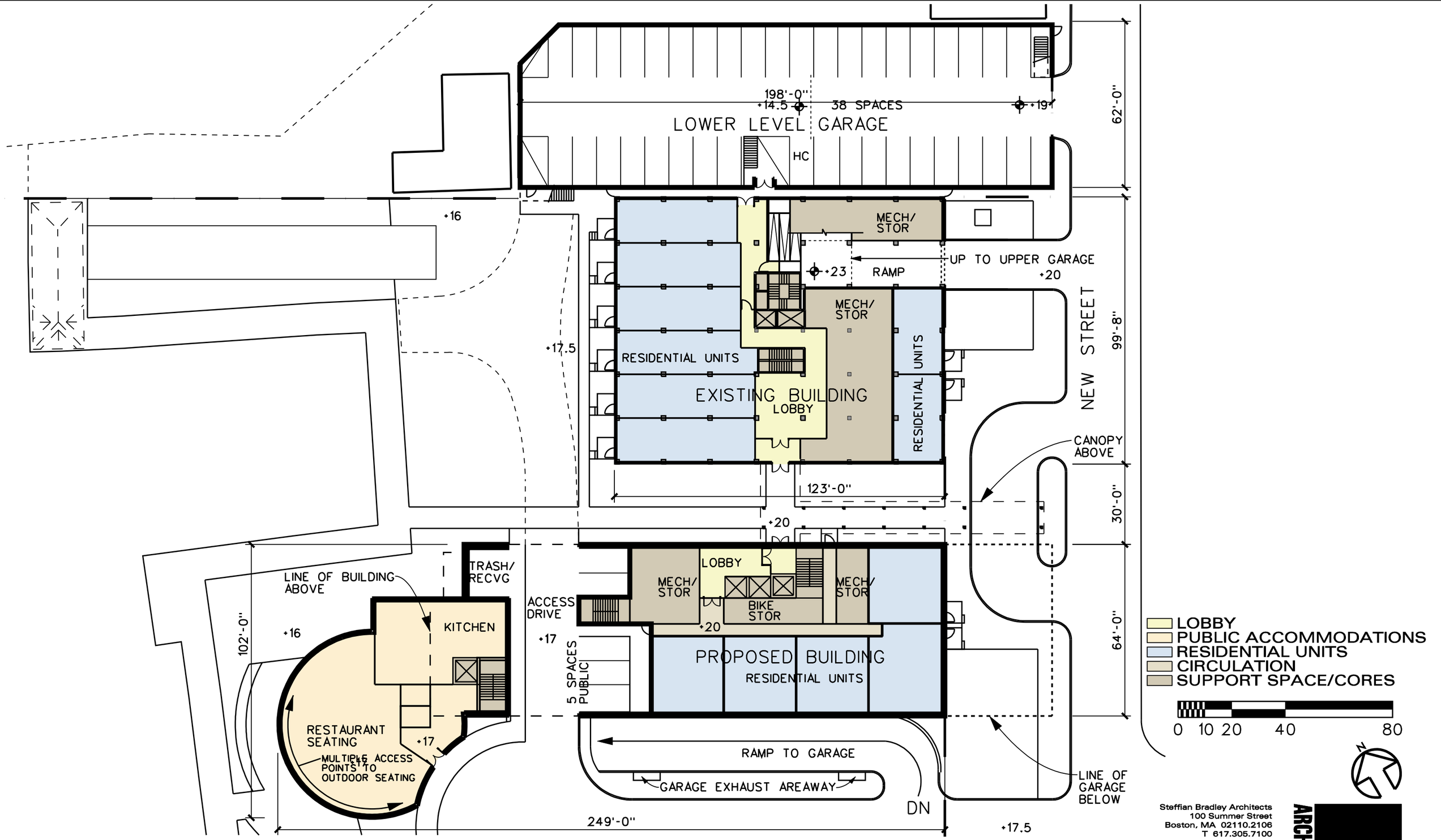

1st Floor Plan

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Figure 3-5

Project Number: 982.000
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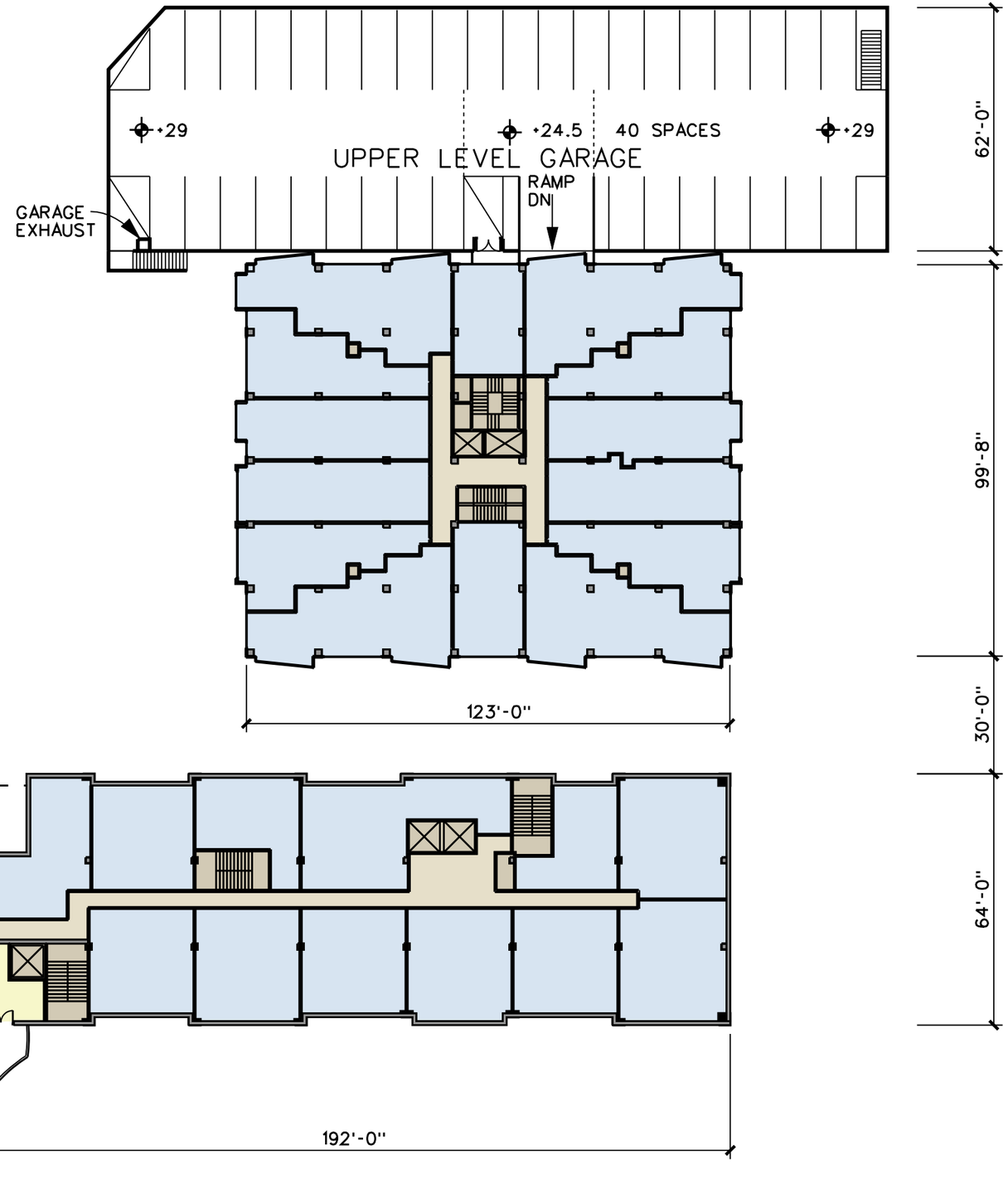

2nd Floor Plan

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Figure 3-6

Project Number: 982.000
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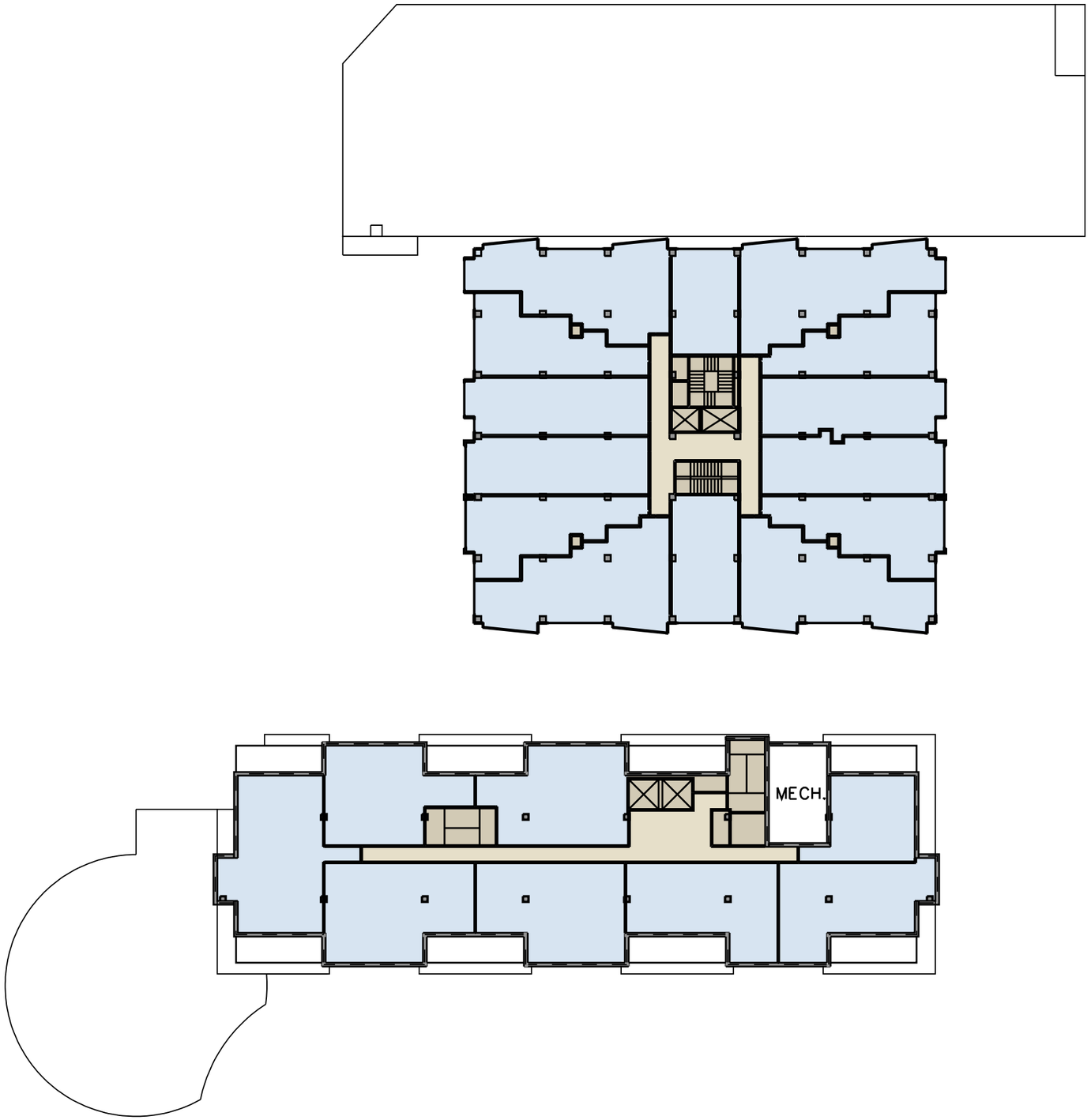

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PUBLIC ACCOMMODATIONS
RESIDENTIAL UNITS
CIRCULATION
SUPPORT SPACE/CORES

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6th Floor Plan

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Figure 3-7

Project Number: 982.000
Scale: 1/32"=1'-0"
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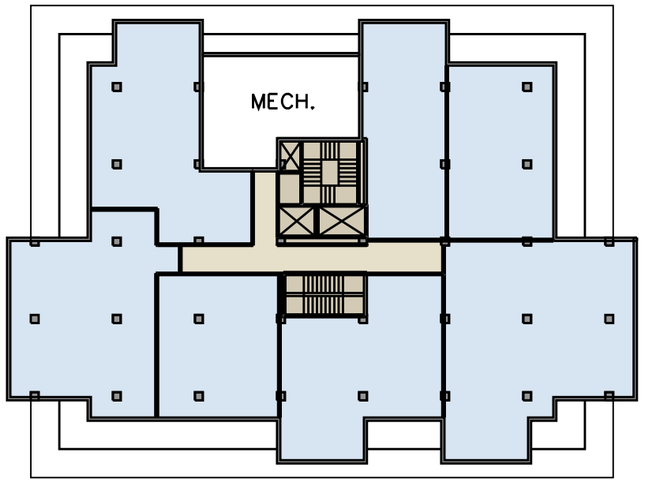

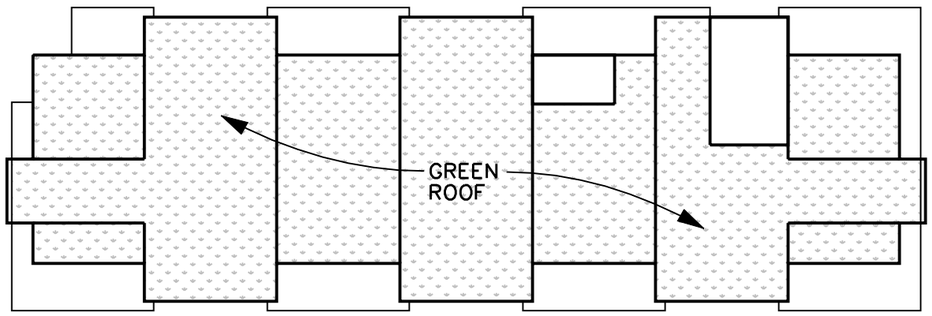

LOBBY
PUBLIC ACCOMMODATIONS
RESIDENTIAL UNITS
CIRCULATION
SUPPORT SPACE/CORES

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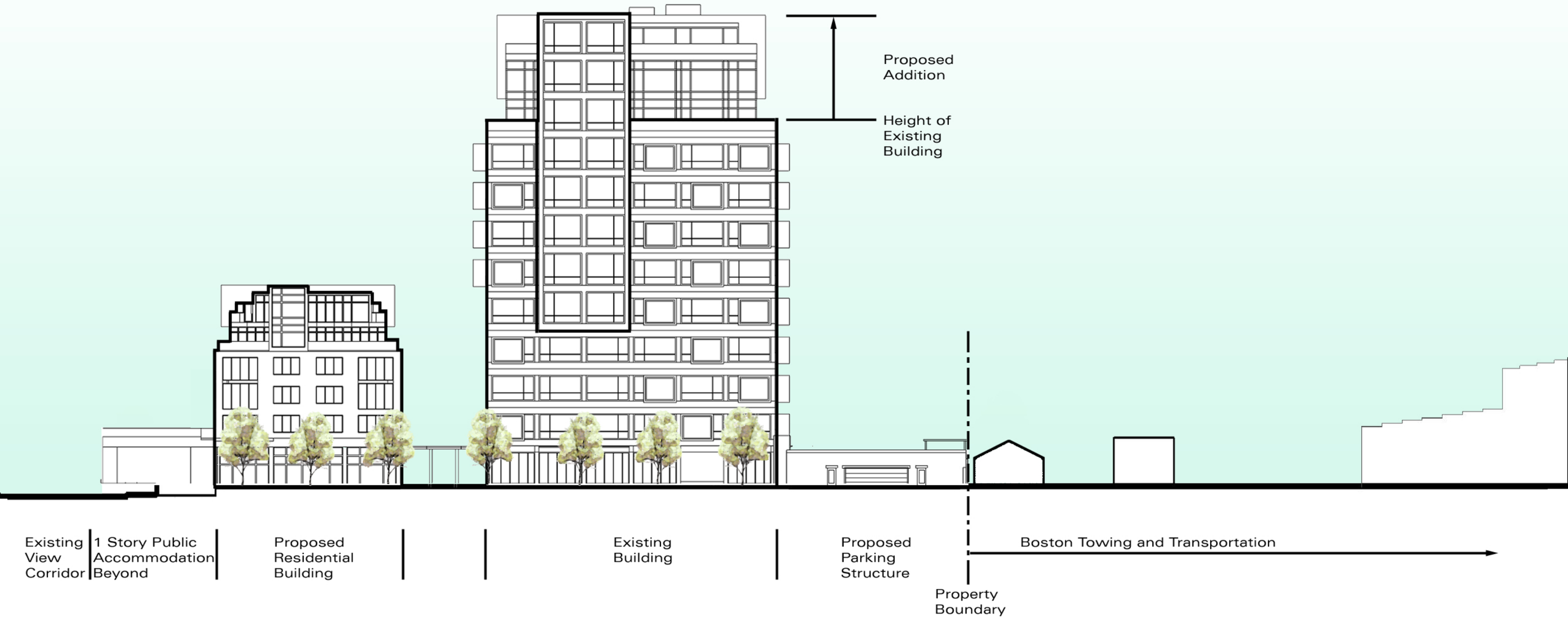
12th Floor Plan

New Street Project

Figure 3-8

Project Number: 982.000
Scale: 1/32"=1'-0"
July 2007

ARCHITECTS STEFFIAN BRADLEY sba



0 10 20 40 80

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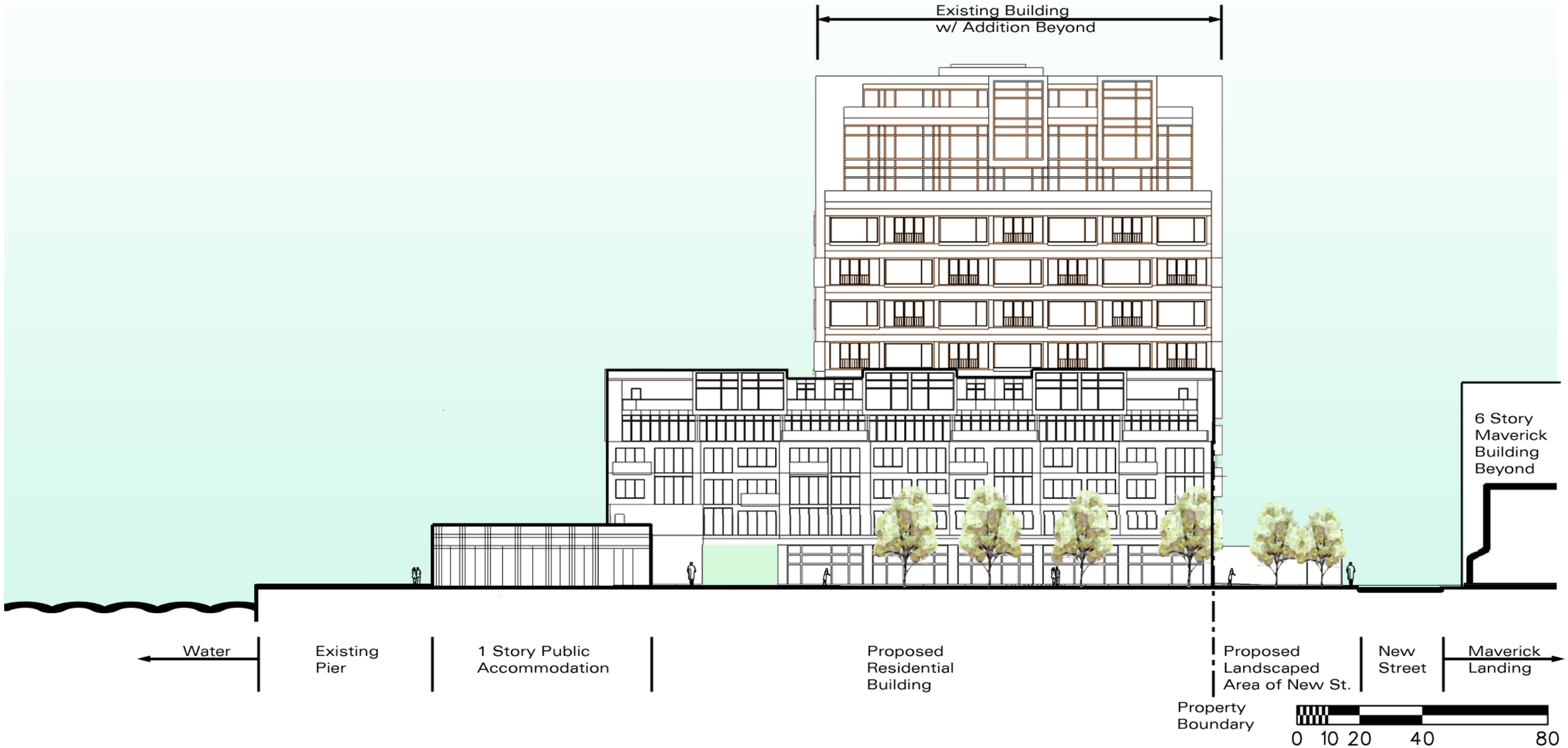
East Elevation

New Street Project

Figure 3-9

Project Number: 982.000
Scale: 1/32"=1'-0"
July 2007



South Elevation

New Street Project

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Figure 3-10

Project Number: 982.000
Scale: 1/32"=1'-0"
July 2007

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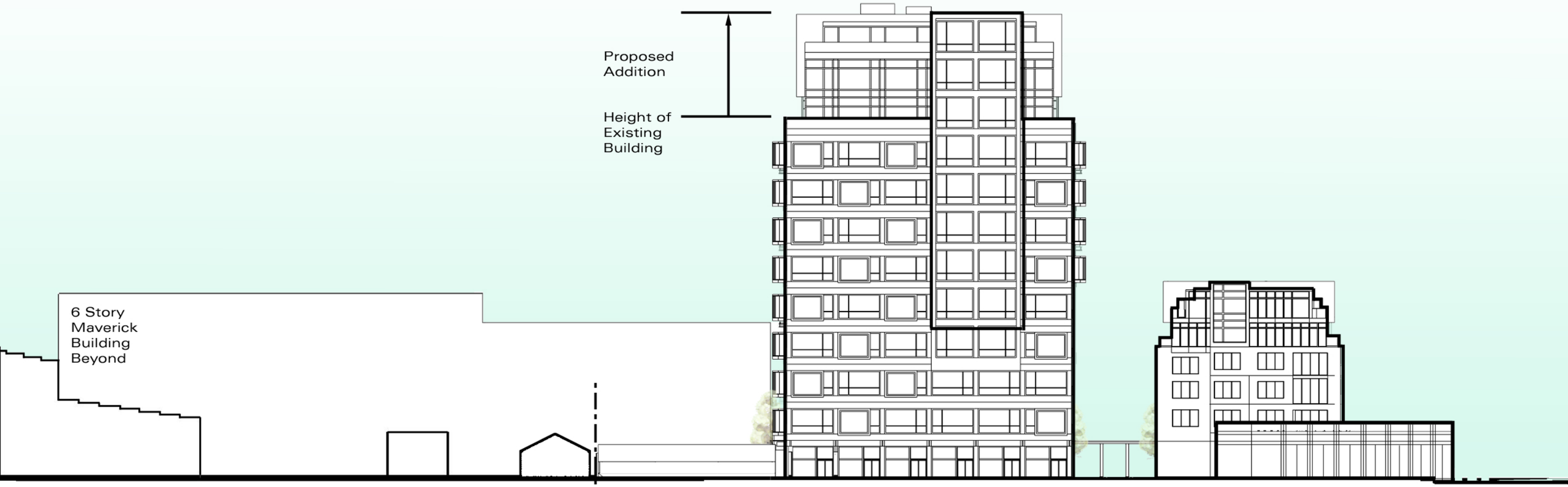

0 10 20 40 80

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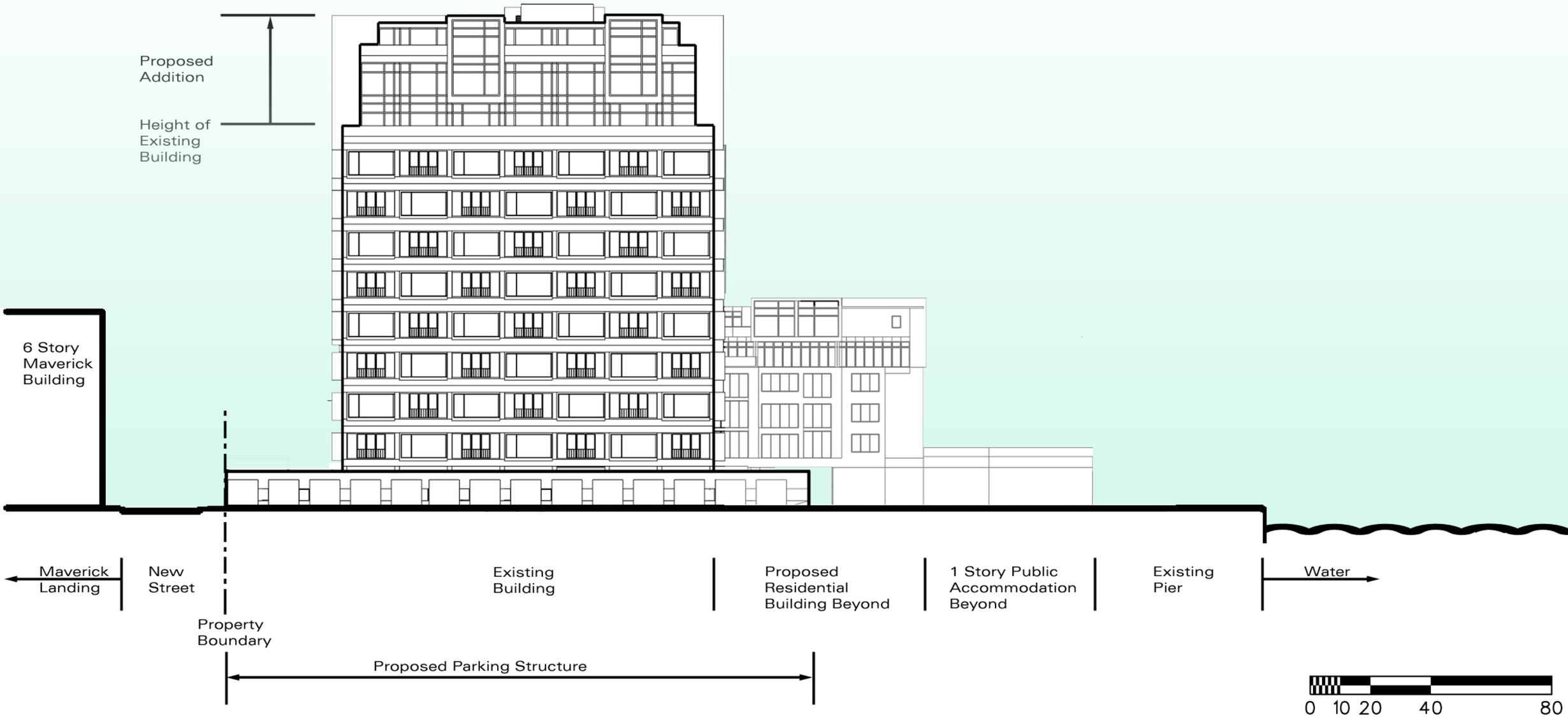
West Elevation

New Street Project

Figure 3-11

Project Number: 982.000
Scale: 1/32"=1'-0"
July 2007



North Elevation

New Street Project

0 10 20 40 80

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100 Summer Street
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Figure 3-12

Project Number: 982.000
Scale: 1/32"=1'-0"
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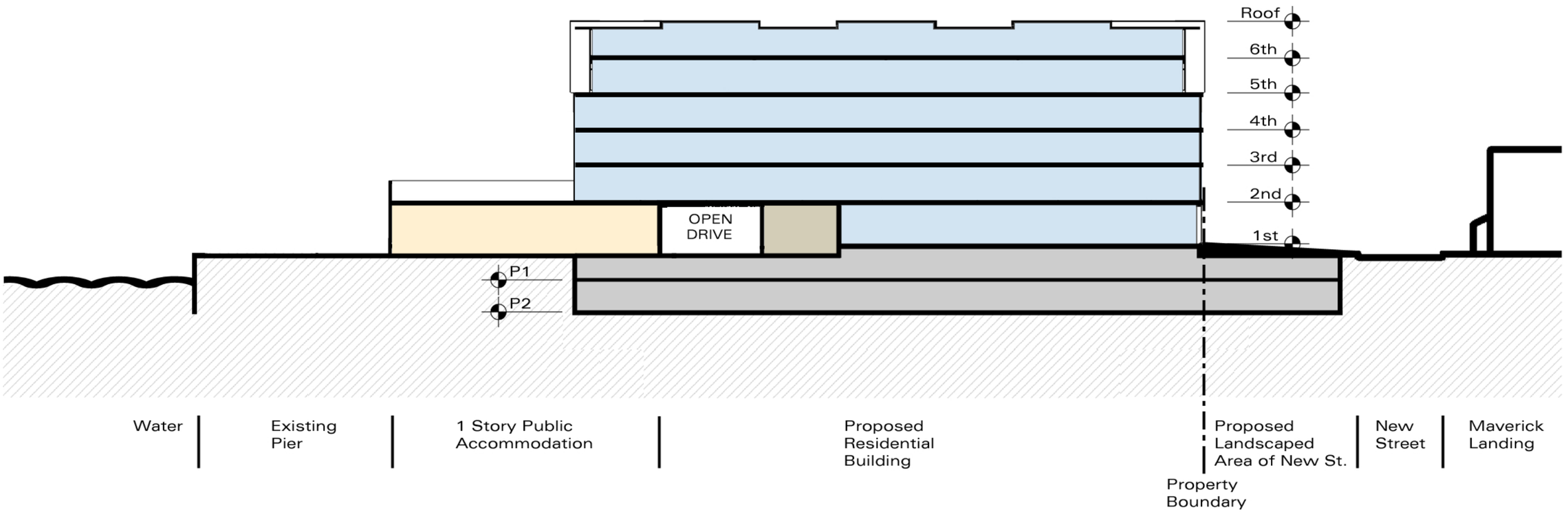

W-E Section

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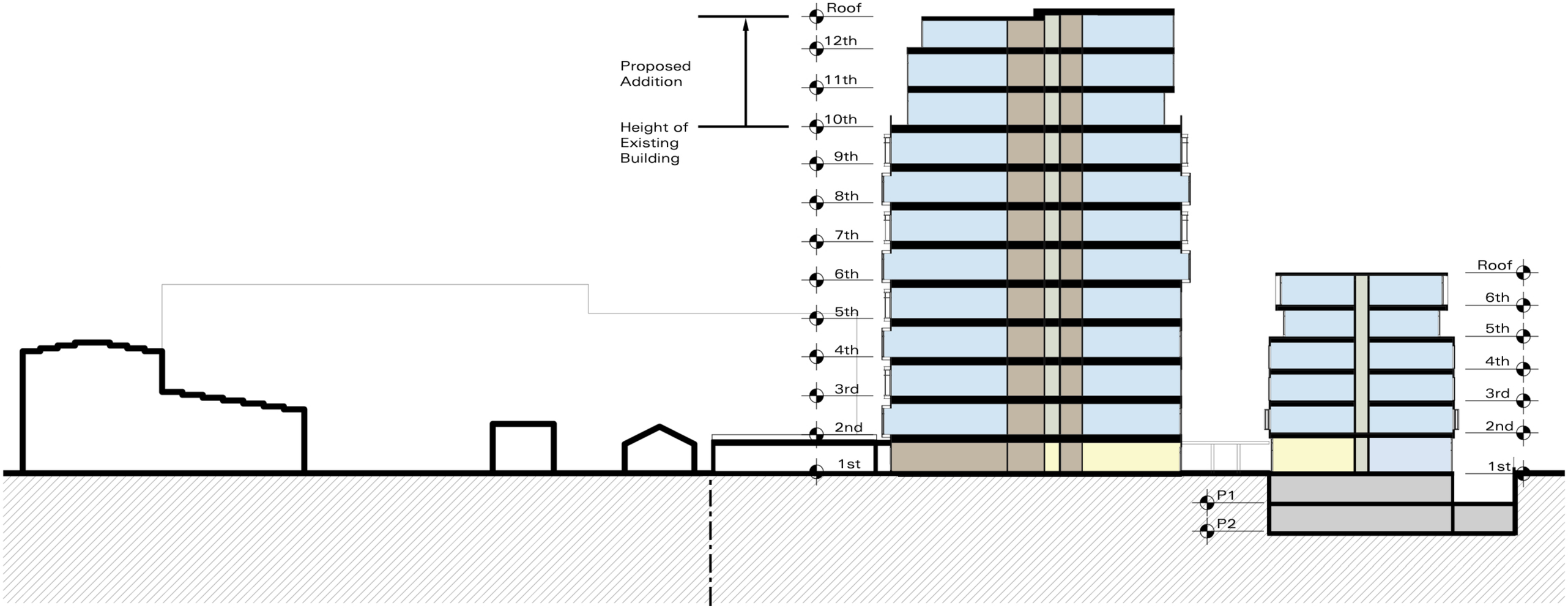
Figure 3-13

Project Number: 982.000
Scale: 1/32"=1'-0"
June 2007



N-S Section

New Street Project

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Figure 3-14

Project Number: 982.000
Scale: 1/32"=1'-0"
June 2007

Maverick Landing | New St. Existing View Corridor w/ Boston in distance | Existing New Street Project Site | Boston Towing & Transportation

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View from New Street-Existing

Figure 3-15A

New Street Project

Project Number: 982.000
Scale: N.T.S.
July 2007

ARCHITECTS STEFFIAN BRADLEY sba

Maverick Landing | New St. Existing View Corridor w/ Boston in distance | Proposed Full Build New Street Project | Boston Towing & Transportation

View from New Street-Proposed

New Street Project

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Figure 3-15B

Project Number: 982.000
Scale: N.T.S.
July 2007

ARCHITECTS STEFFIAN BRADLEY sba

Carlton's Wharf
Proposed Hodge Boiler Works in foreground

Sumner St. Existing
View Corridor
w/ Charlestown in distance

Maverick Landing

View Down Sumner Street -Existing

New Street Project

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Figure 3-16A

Project Number: 982.000
Scale: N.T.S.
July 2007

ARCHITECTS STEFFIAN BRADLEY sba

Carlton's Wharf
Proposed Hodge Boiler Works in foreground

Sumner St. Existing
View Corridor
w/ Charlestown in distance

Maverick Landing

View Down Sumner Street -Proposed

New Street Project

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Figure 3-16B

Project Number: 982.000
Scale: N.T.S.
July 2007

ARCHITECTS STEFFIAN BRADLEY sba

Boston Towing
& Transportation

Proposed Full Build New Street Project

LoPresti Park

View from Channel-Existing

New Street Project

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Figure 3-17A

Project Number: 982.000
Scale: N.T.S.
July 2007

ARCHITECTS STEFFIAN BRADLEY sba

Boston Towing
& Transportation

Proposed Full Build New Street Project

LoPresti Park

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View from Channel-Proposed

New Street Project

Figure 3-17B

Project Number: 982.000
Scale: N.T.S.
July 2007

ARCHITECTS STEFFIAN BRADLEY sba

EXISTING

Maverick Landing w/ Existing New Street Site in foreground

PROPOSED

Maverick Landing w/ Proposed Full Build New Street Project in foreground

Charlestown
in distance

View from Maverick Landing

New Street Project

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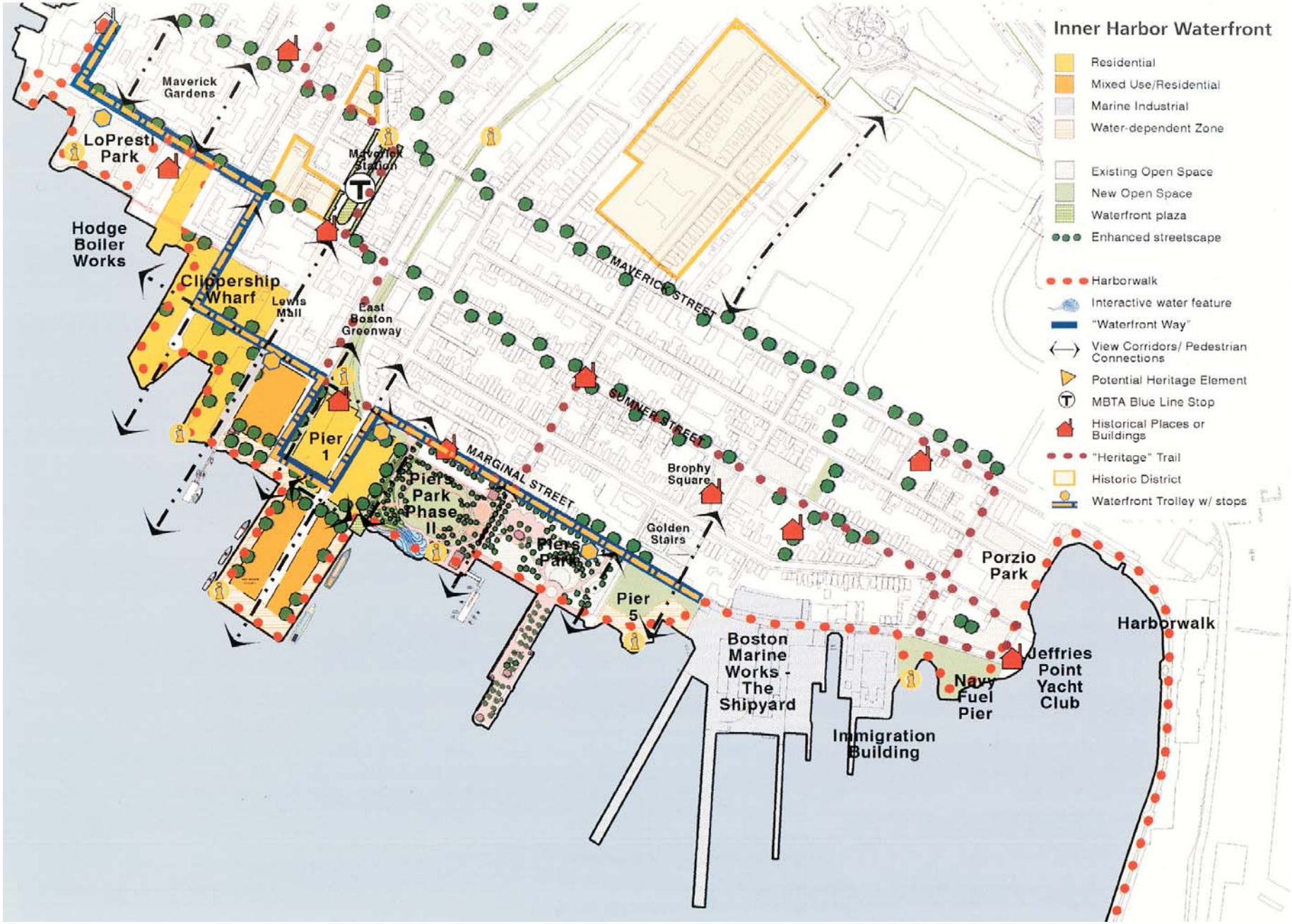
Figure 3-18

Project Number: 982.000
Scale: N.T.S.
July 2007

ARCHITECTS STEFFIAN BRADLEY sba



NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 3-19
East Boston Master Plan - Inner Harbor Waterfront
source: Boston Redevelopment Authority

Chapter 4

Tidelands

4.0 TIDELANDS

4.1 INTRODUCTION

The New Street site is approximately 3.93 acres and located at the intersection of New and Sumner streets in East Boston along Boston Harbor. Approximately half of the property is solid ground composed of both filled tidelands and upland, and approximately half the site is watersheet.

A portion of the site is located within Chapter 91 jurisdiction and thus the Chapter 91 regulations, as modified by the East Boston Municipal Harbor Plan (EBMHP), apply to the portions of the proposed development that are in jurisdiction. Under the state Waterways Regulations, certain use and dimensional requirements outlined in the Chapter 91 regulations may be altered if a local municipality has developed and received state approval of a municipal harbor plan. The applicable Chapter 91 standards, as modified by the EBMHP and the Boundary Review Decision, are discussed in Section 4.4 below. The proponent will also be seeking an amendment to the EBMHP as anticipated by the Secretary's Decision and as described in Section 4.5.2, Compliance with the Proposed Amendment to the East Boston Municipal Harbor Plan. The Secretary's Decision involved a redeliniation of the DPA boundary at the New Street property in April 2003.

4.2 PROJECT DESCRIPTION

The project includes a new a 6-story building with either 62 residential units or 106 hotel or extended stay units and a facility of public accommodation (FPA) that replaces an existing 1, 3, and 5-story commercial/industrial buildings. It also includes an addition of three floors to the existing 9-story commercial/industrial building to create 148 residential units.

The project will provide substantial public benefits and water-dependent uses along the waterfront including a Harborwalk that connects to the existing pedestrian network at LoPresti Park, outdoor seating, multiple viewing areas, and a water taxi waiting area. The new building also includes approximately 8,000 square feet (sf) of space on the ground floor that is programmed as an FPA such as a restaurant. In the non-Designated Port Area watersheet, there will be a small recreational marina. Approximately 2,300 cubic yards of material will have to be dredged to support the marina. In the Designated Port Area (DPA) portion of the watersheet, there will be a water taxi landing and space for DPA activities.

A 2-level underground parking garage with 71 - 121 spaces will be located under the new building. A 2-level, parking garage for 78 - 104 vehicles will be located on the north side of the existing 9-story building. The higher number of parking spaces in the garages could be achieved through the use of vehicle stackers. A stacker is a hydraulic lift system that

provides space for two parked vehicles, one over the other. On the south side of the new building will be two parking areas with a total of 15 spaces.

4.3 TIDELANDS JURISDICTION

The project site is comprised of flowed tidelands, filled (formerly flowed) tidelands, and non-jurisdictional upland. Of the 171,131 square-foot site, approximately 84,547 sf are flowed tidelands, 50,434 sf are filled tidelands, and 36,150 sf are non-jurisdictional upland. Based on the Chesbrough Plan of 1852, the original shoreline runs seaward of all but a small corner of the existing 9-story building. The historic low water line runs parallel to the seaward edges of the existing solid-filled wharfs. Approximately 1/3 of the site is in private tidelands and less than ½ of the site is in Commonwealth tidelands (see Figure 4-1, Chapter 91 Jurisdiction).

Early 1800s East Boston waterfront maps show the natural shoreline. Historic maps from the mid-1800s show wharves and piers on this site and in the vicinity (see Figure 4-2, Historic Maps and Authorizations).

The jurisdictional boundary was established by DEP through a Request of Determination of Applicability in 2002. In 2003, the site was re-delineated for Chapter 91 regulatory purposes with a new Designated Port Area boundary by a decision of the Secretary.

All of the existing piers and fill were previously authorized or licensed Authorizations in 1848 (Chapter 244 of 1848) and 1871 (Chapter 267 of 1871) allowed wharves to be maintained and extended to specific Harbor Commission Lines. Chapter 91 licenses, 118 (1915), 154 (1915), and 200 (1916), permitted the property owner to maintain, dredge, construct walls, and fill in and over the tidewaters of Boston Harbor.

4.4 COMPLIANCE WITH DESIGNATED PORT AREA

The Boston Redevelopment Authority (BRA) with the Boston Municipal Harbor Planning Committee finalized Part 1 of the EBMHP in February 2002. The Secretary of Environmental Affairs approved the EBMHP on July 15, 2002. The New Street site was specifically mentioned in the EBMHP, which anticipated the redevelopment of the site and a municipal harbor plan amendment to ensure effective implementation of the East Boston Master Plan. The Secretary noted in the Decision that the State had not yet resolved the DPA status of the New Street site and recommended the completion of a DPA Boundary Review for the site and then a MHP amendment with substitutions and amplifications in order to achieve the overall goals of the EBMHP.

The DPA boundary was reviewed, and the Secretary made a Designation Decision on the East Boston Designated Port Area, which included the property at 6 – 26 New Street, on

April 23, 2003. This Designation Decision removed the DPA designation from all land area on the site and left a portion of the waterside DPA restricted, placing several requirements on the redevelopment of the site.

1. Removal or restoration of all on-site piles (DPA and non-DPA portions of the site);
2. Site-wide reconstruction of deteriorated sections of the bulkhead;
3. The design of any future project will include a permanent vehicle access route from New or Sumner Street to the site's Water Dependent Use Zone (WDUZ) and DPA that will be included in any future Chapter 91 license review process;
4. Provide language in lease forms or deeds describing the prior existence of nearby water-dependent industrial facilities with operational characteristics as enumerated at 310 CMR 9.51(1); and
5. Develop any non-water dependent facilities in a manner to prevent significant conflict in operation between their uses with those of any water-dependent facility which can reasonably be expected to locate on or near the project site.

In response to number 1 above, all the pile fields are proposed to be removed from the DPA watersheet as well as the remainder of the water area within the site.

In response to number 2 above, the seawalls and the adjacent surfaces were repaired in March 2007.

In response to number 3 above, a permanent access route will be created to preserve the capacity for vehicle access to the DPA portion of the site. The access road is through a 14-foot high passageway in the 6-story building, which is higher than the clearance of the Ted Williams Tunnel.

In response to number 4 above, the proponent will include language in all residential lease forms or condominium deeds that describes the existence of nearby water-dependent industrial facilities and associated activities.

In response to number 5 above, the proponent will ensure that the design of the project will minimize conflicts in operational uses of nearby water-dependent uses. The design of the project will create a buffer between the uses by locating the parking structure between the residential building and the adjacent site. Double-glazed windows will be used to minimize noise. Similar building techniques will be developed in other parts of the project.

The Designation Decision also requires that one of the following options be implemented to upgrade the existing infrastructure when the property is redeveloped:

1. Construction of a permanent pile supported pier in the DPA;
2. Installation of floating docks capable of berthing vessels of a type and size common to marine industrial use; or

3. Restoration of the DPA portion of the site to a level that will allow the area to be accessible for vessel berthing at the existing neighboring dock.

The program for the project will conform to two options: For option 2, the proponent will provide a water taxi landing and service area, which is a water-dependent industrial use under the Chapter 91 regulations (310 CMR 9.12 (2)(b)). The water taxi area will be located in the DPA section of the project along the north wharf. For option 3, the proponent's site improvements will allow the area to be newly accessible for marine industrial vessels berthing at the adjacent dock for the first time in recent memory.

4.5 COMPLIANCE WITH CHAPTER 91 STANDARDS

The project is nonwater-dependent pursuant to 310 CMR 9.12(4) of the Waterways regulations because it consists of a residential and mixed-use development. As stated in M.G.L. Chapter 91 Section 18, "No structures or fill for nonwater dependent uses of tidelands may be licensed unless a written determination by the department [of Environmental Protection] is made following a public hearing that said structures or fill shall serve a proper public purpose and that said purpose shall provide a greater public benefit than public detriment to the rights of the public in said lands . . " Pursuant to 310 CMR 9.31(2)(b) of the Waterways regulations, DEP presumes that the referenced requirement is met if the project complies with the nonwater-dependent use standards of 310 CMR 9.51 - 9.53, and is consistent with the policies of the Massachusetts Office of Coastal Zone Management (CZM).

Section 4.5.1 below describes the project compliance with the existing, applicable Chapter 91 standards outlined in 310 CMR 9.00. Section 4.5.2 describes how the project will comply with the proposed substitutions being requested through an amendment to the EBMHP, which was discussed in the Secretary's Decision on July 15, 2002.

4.5.1 COMPLIANCE WITH CHAPTER 91 REGULATIONS

The project complies with the following standards of the existing Chapter 91 regulations.

310 CMR 9.51(3)(c) – Water-Dependent Use Zone

In accordance with 310 CMR 9.51(3)(c), the project must preserve the site's capacity to serve water-dependent uses. This standard is met by ensuring that new or expanded non-water dependent buildings and at or above grade parking facilities are set back from the waterfront. The setback or "water dependent use zone" (WDUZ) extends landward from the project shoreline 25% of the depth of the lot, with a minimum of 25 feet and a maximum of 100 feet, and along the sides of piers 15% of the lot width, with a minimum of 10 feet and a maximum of 50 feet.

The site has a lot depth of 212 feet, and the WDUZ is set back 53 feet from the project shoreline. On the southern wharf, the WDUZ is set back 25 feet from the end and 22 feet on the sides. On the northern wharf, the setback is 31 feet from the end and 12 feet from the side (see Figure 4-3, Chapter 91 Compliance).

The project complies with the WDUZ standard. The only building located within the WDUZ is the covered, water taxi waiting area, which is a water-dependent use.

310 CMR 9.51(3)(D) - OPEN SPACE

In accordance with 310 CMR 9.51(3)(d), no more than 50% of the project site may be occupied by nonwater-dependent use buildings. The regulations require that, at a minimum, one square foot of open space be provided on the project site, landward or the project shoreline, for each square foot of tidelands occupied by the footprint of buildings containing nonwater-dependent uses.

There are 51,088 sf[1] of tidelands landward of the project shoreline on the project site. As proposed, the building footprints will occupy approximately 13,733 sf or approximately 27% of this jurisdiction area, thereby keeping much more than half of the project site free from nonwater-dependent buildings.

310 CMR 9.52(1)(B) PEDESTRIAN ACCESS NETWORK

The proposed Harborwalk along the waterfront, its connection at LoPresti Park and the public access through and across the open space areas and restaurant along the southern and western portion of the site enable the project to meet the pedestrian access network requirements of 310 CMR 9.52(1)(b).

310 CMR 9.52(1)(A) – WATER-DEPENDENT ACTIVITY FACILITIES

The standard 310 CMR 9.52(1)(a) requires that projects with a WDUZ include at least one facility that generates a water-dependent use activity. The proposed water taxi landing and waiting area on the north wharf, and the proposed marina enable the project to meet this standard. The water taxi landing will promote an active use of the shoreline and will provide a water-dependent facility that is needed on Boston Harbor.

310 CMR 9.53 - COMMONWEALTH TIDELANDS

The site is privately owned and consists of both private and Commonwealth tidelands, the provisions of 310 CMR 9.53(2)(a) pertaining to water-dependent activity and exterior open space apply. However, the only structures in Commonwealth tidelands are the water taxi landing and waiting area, and the marina.

The project promotes the public use and enjoyment of such lands to a degree that is fully commensurate with the proprietary rights of the Commonwealth therein, and

[1] As measured to the project shoreline.

which ensures that private advantages of use are not primary but merely incidental to the achievement of public purposes.

4.5.2 COMPLIANCE WITH THE PROPOSED AMENDMENT TO THE EAST BOSTON MUNICIPAL HARBOR PLAN

The project will be applying for relief to the following standards as part of the anticipated Amendment to the East Boston Municipal Harbor Plan:

310 CMR 9.51(3)(B), FACILITIES OF PRIVATE TENANCY

Under Chapter 91 regulations, non-water dependent Facilities of Private Tenancy (FPTs) may not be located at the ground level of any filled tidelands within 100 feet of the project shoreline. This use requirement shall be waived if the project conforms to a municipal harbor plan (MHP), subject to the following conditions:

> "…no significant privatization of waterfront areas immediately adjacent to the water dependent use zone will occur for non-water dependent purposes, in order that such areas will be generally free of uses that conflict with, preempt, or otherwise discourage water-dependent activity or public use and enjoyment of the water-dependent use zone…"

The project has 7,971 sf of FPA area in the ground level of the 6-story building that is within 100 feet of the project shoreline. There is an additional area of at least 527 sf of FPA beyond the 100-foot line. There is also a total of 527 sf of interior space within 100 feet of the project shoreline, which includes 507 sf within the parking garage and 20 sf within the 9-story residential building.

Since public use of the small portions of the garage and the residential areas within 100 feet of the project shoreline is impractical, the proponent is seeking relief of 527 sf of FPT space by reconfiguring the location of the FPA zone through an amendment to the MHP. At least 527 sf of FPT within 100 feet of the high water mark would be offset by an equal area of expanded FPA. It would be located within the ground floor of the 6-story building, landward of the FPA line that is setback 100 feet from the project shoreline (see Figure 4-3, Chapter 91 Compliance).

310 CMR 9.51(3)(E), HEIGHT

Although the EBMHP does not include any substitutions or offsets regarding Chapter 91 heights for this particular site, it allows a maximum overall height of new buildings elsewhere within the planning area to be in the range of 75 to 85 feet. Under the provisions of 310 CMR 9.51(3)(e), the building heights are required to be 55 feet or less when located within 100 feet of the high water mark. Landward of the 100-foot line to the Chapter 91 jurisdiction line, buildings can be stepped up on a 1:2 slope.

The height of the 6-story building will be 69 feet within 28 feet of the high water mark (see Figure 4-4. Project Building Heights). This height will be maintained for the entire length of the building. The project will be seeking a substitution through the MHP amendment process to allow a 69 foot building height within 100 feet of the high water mark. This requested height is less than that approved for nearby waterfront projects in East Boston.

The EBMHP requires projects with height substitute provisions to demonstrate that they result in comparable wind, shadow, and other conditions at the ground level. A qualitative wind analysis and supporting letter showed that the project meets the BRA wind criteria at key ground level pedestrian areas (see Section 6.1, Wind).

The EBMHP requires an offset if a proposed height substitution results in additional net new shadow. A detailed shadow analysis will be undertaken as part of the Draft Environmental Impact Report/Project Impact Report. It is expected that the proposed project will not result in a net increase in shadow over that which would occur under a Chapter 91 compliant buildout and that no additional open space will be required.

4.5.3 SUMMARY OF CHAPTER 91 COMPLIANCE

As the foregoing discussion demonstrates, the project complies with the state Chapter 91 regulations except for two provisions that are proposed to be part of the amendment to the EBMHP. The site design and program will substantially enhance the waterfront environment along this vacant, dilapidated section of the East Boston waterfront. Consistent with goals of Chapter 91 and the EBMHP, the public will benefit from public realm improvements that not only provide views and access to and from the waterfront, but also activate the waterfront with a restaurant, recreational use, or similar public waterfront uses.

4.6 PROJECT COMPLIANCE WITH THE MASSACHUSETTS OFFICE OF COASTAL ZONE MANAGEMENT POLICIES

The project is consistent with the Massachusetts Coastal Zone Management (CZM) Program Policies. The Massachusetts CZM Program was established to protect and manage the development and use of the coastal zone under the provisions of the Federal Coastal Zone Management Act of 1972. This is accomplished by reviewing proposed developments in the coastal zone in terms of consistency with the CZM Coastal Policies and Management Principles. The project's consistency with relevant policies/principles is described below.

STORMWATER MANAGEMENT

WATER QUALITY POLICY #2

"Ensure that nonpoint pollution controls promote the attainment of state surface water quality standards in the coastal zone."

The project has developed a stormwater strategy for construction term and post construction activities. During construction, all stormwater generated from the surfaces used for vehicular traffic will be treated for the removal of suspended solids and potential contaminants in accordance with the Massachusetts DEP stormwater management policies. Best Management Practices (BMPs) will also be implemented to ensure that erosion and sedimentation are minimized. As deemed necessary, erosion and sedimentation controls, such as hay bales and siltation fences, will be used.

HABITAT PROTECTION

HABITAT POLICY #1

"Protect coastal resource areas including salt marshes, shellfish beds, dunes, beaches, barrier beaches, salt ponds, eelgrass beds, and fresh water wetlands for their important role as natural habitats."

The project includes an approximately 36-slip marina and a water-taxi landing that will affect land under ocean and coastal beach resource areas in Boston Harbor. BMPs will be implemented during construction of both the landside and waterside developments to minimize any potential impacts to the resources of the harbor.

COASTAL HAZARDS

COASTAL HAZARD POLICY #1

"Preserve, protect, restore, and enhance the beneficial functions of storm damage prevention and flood control provided by natural coastal landforms, such as dunes, beaches, barrier beaches, coastal banks, land subject to coastal storm flow, salt marshes, and land under the ocean."

COASTAL HAZARD POLICY #2

"Ensure construction in water bodies and contiguous land areas will minimize interference with water circulation and sediment transport. Approve permits for flood or erosion control projects only when it has been determined that there will be no significant adverse effects on the project site or adjacent or downcoast areas."

There are no natural coastal landforms such as dunes, beaches, barrier beaches, coastal banks, or salt marshes that provide storm damage prevention and flood control. Although there is land subject to coastal storm flowage on the project site, project activities will not

create an adverse impact on this resource area. Abandoned pilings will be removed to help improve the water quality and remove hazards to vessels navigating the local waters.

PUBLIC ACCESS

PUBLIC ACCESS POLICY #1

"Ensure that developments proposed near existing public recreation sites minimize their adverse effects. "

PUBLIC ACCESS MANAGEMENT PRINCIPLE #1

Improve public access to coastal recreation facilities and alleviate auto traffic and parking problems through improvements in public transportation. Link existing coastal recreation sites to each other or to nearby coastal inland facilities via trails for bicyclists, hikers, and equestrians, and via rivers for boaters.

PUBLIC ACCESS MANAGEMENT PRINCIPLE #2

Increase capacity of existing recreation areas by facilitating multiple use and by improving management, maintenance and public support facilities. Resolve conflicting uses whenever possible through improved management rather than through exclusion of uses.

The project creates public access to the waterfront in areas where it is currently prohibited. The project also provides public access along the waterfront and will link a new Harborwalk with LoPresti Park. A water taxi landing at the site will also create additional connections to other parts of Boston Harbor.

COASTAL HAZARDS

GROWTH MANAGEMENT PRINCIPLE #1

"Encourage, through technical assistance and review of publicly funded development, compatibility of proposed development with local community character and scenic resources."

The project creates affordable housing opportunities and is currently going through the community review process. The project is consistent with the East Boston Master Plan and the East Boston Municipal Harbor Plan.

GROWTH MANAGEMENT PRINCIPLE #3

"Encourage the revitalization and enhancement of existing development centers in the coastal zone through technical assistance and federal and state financial support for residential, commercial and industrial development."

The site is in proximity to the MBTA Blue Line station at Maverick Square, as well as a densely developed residential neighborhood. The project involves the redevelopment of an

old, partially vacant, commercial/industrial urban site located on Boston Harbor in East Boston. It also involves redevelopment of vacant and dilapidated piers and wharves in order to support recreational, commercial, and water-dependent industrial uses.

PORTS POLICY #3

"Preserve and enhance the capacity of Designated Port Areas (DPAs) to accommodate water-dependent industrial uses, and prevent the exclusion of such uses from tidelands and any other DPA lands over which a state agency exerts control by virtue of ownership, regulatory authority, or other legal jurisdiction."

This project preserves and enhances the chances of locating water-dependent uses within the DPA portion of the watersheet. Access for DPA uses will be substantially improved by removing the dilapidated timber pilings. A water-taxi landing will be located along the north wharf.

PORTS MANAGEMENT PRINCIPAL #1

"Encourage, through technical and financial assistance, expansion of water dependent uses in designated ports and developed harbors, re-development of urban waterfronts, and expansion of visual access."

This Plan proposes expansion of water-dependent uses in the both the DPA and Non-DPA portions of the project site. It also supports redevelopment of this urbanized waterfront as well as expansion of visual access.

Expansion of Water-dependent Uses

Activities that support expansion of water-dependent uses include:

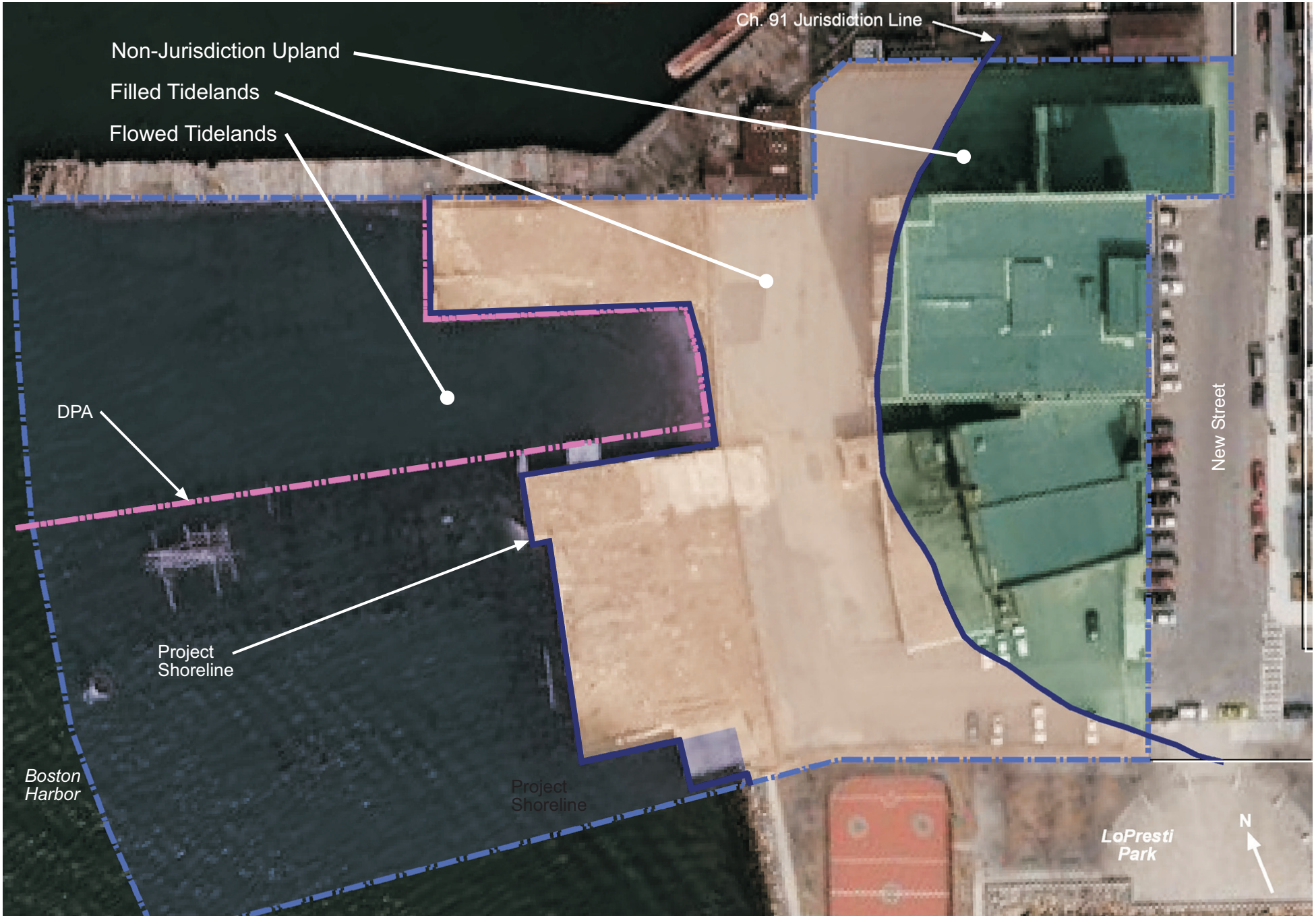
- Removal of all the deteriorated timber pilings within the watersheet of the site,
- A water taxi landing in the DPA portion of the watersheet, and
- A marina in the non-DPA portion of the watersheet.

Re-development of Urban Waterfronts

The project will substantially redeveloped this urban waterfront with new public access and uses including a Harborwalk, water taxi service, and outdoor seating. It will redevelop existing, partially vacant buildings into residential and mixed uses that will help activate this part of East Boston as well a create vibrant place for residents to visit and enjoy.

Expansion of Visual Access

In addition to the Harborwalk that is proposed along the edge of the waterfront, two viewing areas will expand visual access for pedestrians to enjoy the panoramic views of the Boston skyline, Charlestown, vessel activities on the harbor, as well as in the adjacent Boston Tow and Transportation property. Viewing areas, benches, and other amenities would also support public use of the Harborwalk.



NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 4-1
Chapter 91 Jurisdiction
source: Fort Point Associates

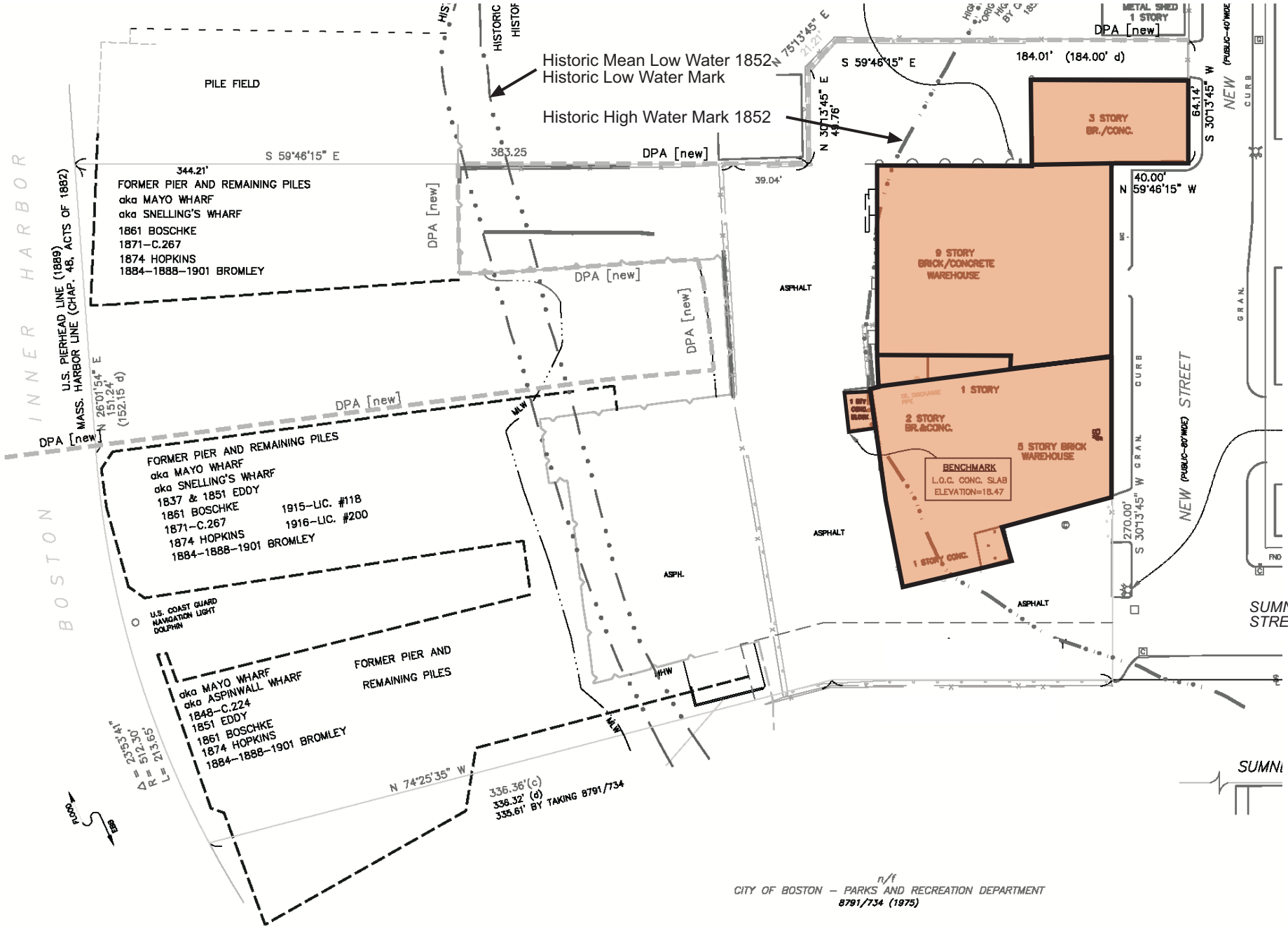
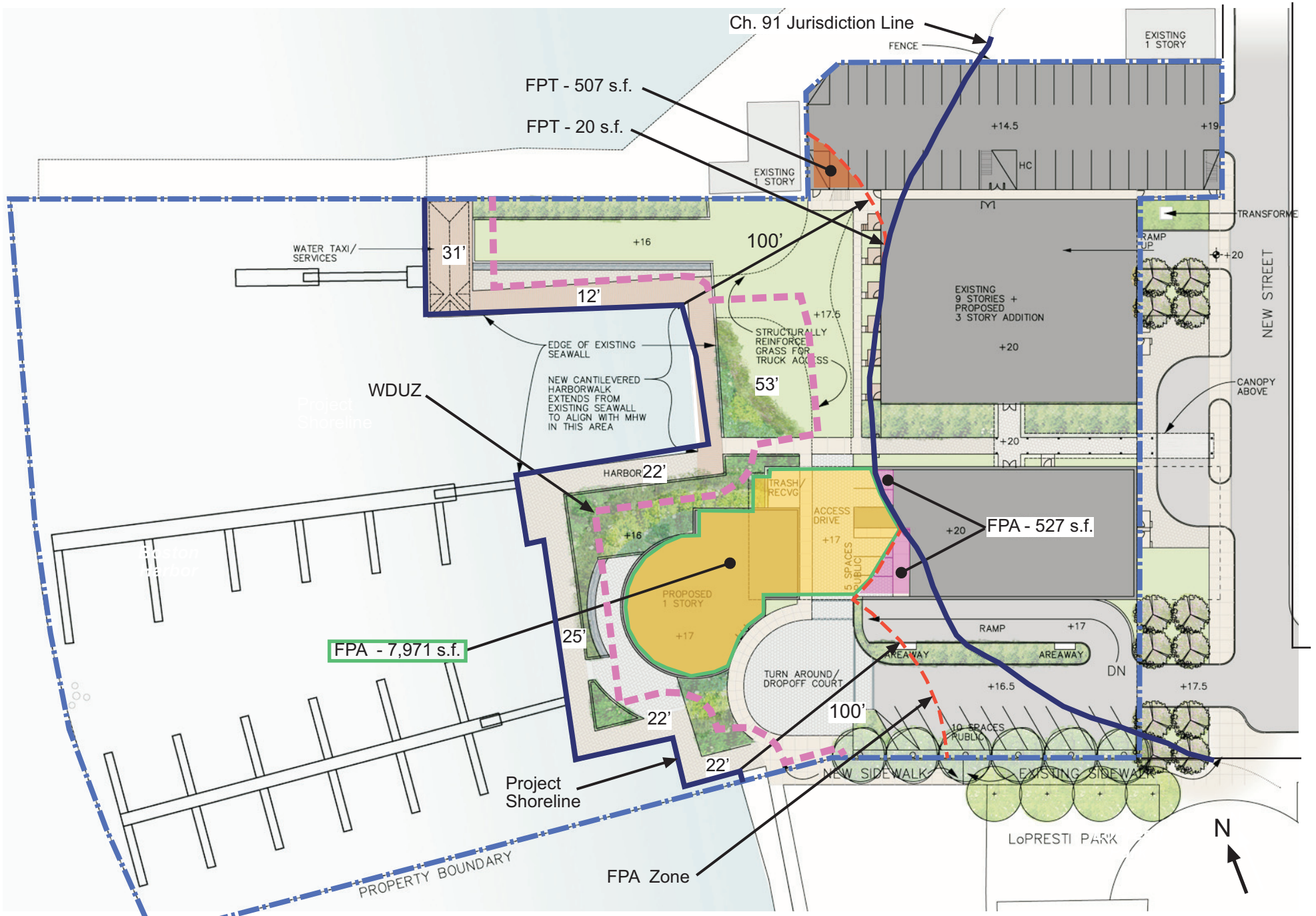


Figure 4-2

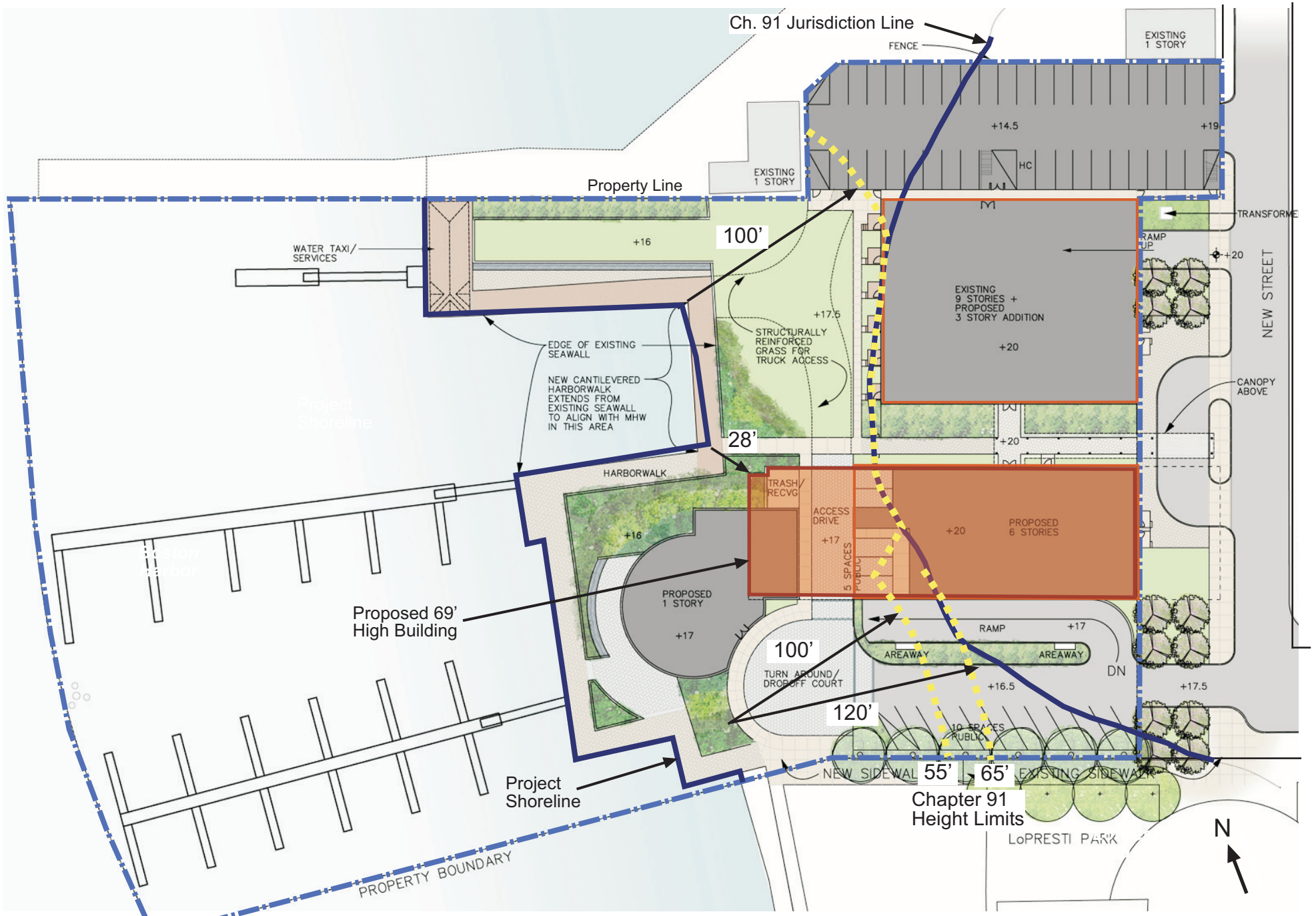
Historic Shoreline and Authorizations

source: Gunther Engineering



NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 4-3
Chapter 91 Compliance
source: Crosby, Schlessinger, Smallridge; Fort Point Associates



NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 4-4
Project Building Heights
sources: Crosby, Schlessinger, Smallridge; Fort Point Associates

Chapter 5

Transportation

5.0 TRANSPORTATION

5.1 INTRODUCTION

The project will contribute to the revitalization of East Boston's Inner Harbor Waterfront by providing public access to the waterfront, creating a Harborwalk connection, and enhancing the public realm in this section of East Boston. With its residential uses and facilities of public accommodation, the project will generate new pedestrian traffic that will enliven the streets and the open spaces.

The project site is near Maverick Square, a major transit hub with subway connections to downtown Boston and bus connections to East Boston, Chelsea, and Revere. The project site is only 1,200 feet (about a five-minute walk) from Maverick Square, which makes transit connections via Maverick Square very convenient. The addition of a water taxi facility is anticipated to be a welcome addition to transportation options for residents and visitors.

The existing site is occupied primarily by a nine-story commercial storage space building with some associated office uses. During a workday observation, there were approximately 25 vehicles parked in the private lot adjacent and behind the building, and along New Street directly in front of the existing site.

There are two options for development under consideration. The Residential Option includes a new six-story building with 62 residential units and the addition of three stories to the existing nine-story building with 148 residential units. In total, this option includes 210 residential units in both buildings, a 5,400 sf restaurant, and between 164 and 240 parking spaces. The higher number of parking spaces in the garages could be achieved through the use of vehicle stackers. A stacker is a hydraulic lift system that provides space for two parked vehicles, one over the other. The second option, the Residential and Hotel or Extended Stay Option, would be a mix of residential units and a hotel or extended stay hotel. The new six-story building would have 106 units. The existing nine-story building would have three stories added and, in total, would have 148 residential units. This option also includes a 5,400 sf restaurant and the same range of parking spaces as the Residential Option.

Both residential and hotel uses have significantly lower peak period traffic impacts than other uses, such as office and retail developments. The proponents will implement travel demand management (TDM) measures in order to further minimize automobile reliance among project residents.

The proposed transportation study in the Draft Environmental Impact Report/Draft Project Impact Report (DEIR/DPIR) for the project will describe the existing transportation

conditions near the project site, evaluate the anticipated transportation impacts of the project, and implement measures to reduce and/or mitigate any transportation impacts of the project. The proposed transportation study will also take into account planning efforts, including the Boston Redevelopment Authority's (BRA's) April 2000 *East Boston Master Plan* and January 2000 *Boston Inner Harbor Passenger Water Transportation Plan*, as well as major transportation projects in the area: the Central Artery/Tunnel Project (CA/T), the Logan Airport modernization, and the Blue Line subway upgrade including improvements to Maverick Station and Maverick Square. It will also account for other permitted development projects in the area, including Clippership Wharf, Hodge Boiler Works, and Portside at Pier One/Boston Harbor Shipyard & Marina.

The public review for this project will include many opportunities for community input on transportation impacts and improvements. The proponents anticipate working closely with the neighborhood and Boston Transportation Department (BTD) to assure successful transportation planning.

5.2 PROJECT CONTEXT AND LOCAL TRANSPORTATION SYSTEM

The project site occupies a parcel on East Boston's Inner Harbor waterfront with LoPresti Park to the south and the Maverick Landing project to the east, as shown in Figure 5-1, Locus Map. Maverick Square, which lies east of the project site, is the nearest commercial district and the site of the MBTA Blue Line subway station and bus connections. The Jeffries Point residential neighborhood is farther east beyond Maverick Square and Logan Airport lies north and east of Jeffries Point. The Maverick Landing housing complex is directly to the east of the project site. To the north of Maverick Landing are residential streets with primarily townhouse dwellings and beyond these streets are Central Square and the Sumner Tunnel/Callahan Tunnel/Route 1A portal and toll plaza.

As shown in Figure 5-2, Area Projects, the project will also be affected by several major development projects that were either recently completed or have been permitted for construction in the immediate vicinity of the project site. The Maverick Landing housing complex has undergone major redevelopment, which included the restoration of three discontinued north-south local streets, London Street, Liverpool Street, and Border Street, between Maverick Street and Sumner Street. These restored streets will improve vehicular and pedestrian access for the area as a whole, including the project site. To the immediate east of the project, the Carlton's Wharf site (part of the Maverick Landing project) was developed with 110 residential units. Farther south, the Clippership Wharf project will add approximately 400 residential units and the Portside at Pier One project will add approximately 600 residential units. Both projects will include ground floor public uses. Hodge Boiler Works, located to the southeast of the site, will include 119 condominium units, 5 bed and breakfast rooms, a public café, and a marina.

5.2.1 ROADWAY NETWORK AND VEHICULAR CONNECTIONS

The project site is located in the southwestern corner of East Boston, between Boston Harbor and New Street where it intersects with Sumner Street. Because of the study area's corner location adjacent to Boston Harbor, the streets near the project site do not provide regional connectivity and do carry mainly local traffic and very little through-traffic. Since the land uses near the project site are mainly residential, and there are no major traffic generators, traffic volumes on the streets in the study area are relatively low.

The project site has street frontage on New Street, which runs two-way between the western edges of Maverick and Sumner streets. Further to the east, these streets form the northern and southern edges of Maverick Square. Paris Street is a one-way southbound neighborhood collector street running toward Sumner Street, and Havre Street provides a one-way northbound connection. These north-south streets provide access to and from other destinations in and around East Boston; they also provide access via Route 1A and the Sumner/Callahan Tunnels to and from downtown Boston and the regional highway system.

To the north of Sumner Street and to the west of Havre Street, the Maverick Landing redevelopment project recently restored three discontinued north-south streets: London Street, Liverpool Street, and Border Street. Therefore, the transportation study for the project will assume that access is available via these streets.

The study area for the proposed project should include the roadways that will provide the principal access to and egress from the site. In existing conditions, access to the site is principally via Paris Street and Sumner Street, while egress away from the site is via Sumner Street to Havre Street or New Street and Maverick Street to Border Street. After the Maverick Landing development restored London Street, Liverpool Street, and Border Street, trips to and from the project site included use of these streets. As a result, it is proposed that the project study area include the following intersections, as shown in Figure 5-3, Study Area Intersections.

- Sumner Street/Havre Street
- Sumner Street/London Street
- Sumner Street/Liverpool Street
- Sumner Street/Border Street
- Sumner Street/New Street
- Maverick Street/Havre Street
- Maverick Street/London Street
- Maverick Street/Liverpool Street
- Maverick Street/Border Street

5.2.2 PUBLIC TRANSPORTATION

Excellent public transit service is provided in the neighborhood of the project site. The MBTA Blue Line rapid transit to and from downtown Boston is the core of the transit service to the neighborhood. This subway service is supplemented by MBTA bus service to other destinations in East Boston and to neighboring cities of Chelsea and Revere. The following are detailed descriptions of the public transportation modes serving the project neighborhood. The public transportation system near the project site is shown in Figure 5-4, Public Transportation.

BLUE LINE RAPID TRANSIT

The MBTA Blue Line subway, with a station at nearby Maverick Square, provides direct rapid transit service to downtown Boston's densest employment centers: the Financial District (at Aquarium Station and State Street Station) and the concentration of city, state, and federal government offices (at Government Center Station and Bowdoin Station). It also provides connections to the Green Line (at Government Center Station) and Orange Line (at State Street Station), and with it access to the rest of downtown Boston and Back Bay.

Blue Line service operates with high frequency: weekday peak-hour headways of four minutes, midday headways of nine minutes, weekend headways of 10-11 minutes and late night headways of 13 minutes. These trains have five cars.

Blue Line service to the project area will also be significantly enhanced by two MBTA initiatives. The ongoing Blue Line Modernization project, which is a Central Artery/Tunnel-related public transit commitment, will enable six-car train service throughout the Blue Line, thereby relieving crowding. The MBTA is currently reconstructing Maverick Station. This project will improve the aesthetics of the station headhouse, circulation, and transit and pedestrian access at Maverick Square.

LOCAL BUSES

Maverick Station is served by five MBTA local bus routes:

- Route 114: Maverick Square – Bellingham Square, Chelsea
- Route 116: Maverick Square – Wonderland Station via Revere Street
- Route 117: Maverick Square – Wonderland Station via Beach Street
- Route 120: Jeffries Point – Orient Heights via Maverick Square, Bennington Street
- Route 121: Maverick Square – Wood Island Station

Route 114 operates with limited service during weekday commuter peak periods, and operates on 45-minute headways during the day. Route 121 operates only during weekday commuter peak periods and it operates on 30-minute headways. The other routes all operate on 20-minute headways during weekday commuter peak periods. During weekday off-peak periods, they operate on 20 – 35 minute headways; on Saturdays, they operate on 30-minutes headways; and on weekday nights and Sundays they operate on 40 – 60 minute headways.

WATER TRANSPORTATION

There are opportunities for water-borne connections between the East Boston waterfront and other points on Boston Harbor. Currently, water transportation services on the East Boston waterfront are limited to water taxis and airport ferries that connect the Logan South water terminal to downtown Boston. The developer of the Portside at Pier One/Boston Harbor Shipyard & Marina project has also proposed re-instituting water transportation service between the Lewis Mall terminal at the southern end of Lewis Street and downtown Boston. The New Street project proponents are proposing a water taxi facility open to the general public for daily and occasional trips in and around Boston Harbor, year round, to serve the currently underserved area of East Boston.

5.2.3 PEDESTRIAN CONNECTIONS

The public streets near the project site provide good pedestrian access in general. All public streets have continuous sidewalks and good pedestrian crossings, which enable pedestrian access. Commercial uses at Central Square and Maverick Square and transportation connections at Maverick Square provide residents and visitors with walking destinations. LoPresti Park, immediately adjacent to the project site, provides pedestrian destinations and recreational opportunities.

The division of the existing Maverick Landing block into smaller blocks that are consistent with the scale of the surrounding East Boston neighborhood has greatly improved pedestrian access in the vicinity of the project site. Further to the east, the pedestrian system in East Boston is also undergoing major enhancement as a result of open space improvements. Piers Park (Phase I) provides a pleasant pedestrian environment and an attractive destination on the waterfront less than a half mile from the project site. Pier Park (Phase II) will provide another new waterfront open space even closer to the project site. The East Boston Greenway provides a pedestrian connection through East Boston to the waterfront, and the Bremen Street Park, upon its completion, will extend this connection further into East Boston. All of these projects, along with the creation of a continuous Harborwalk, will dramatically improve pedestrian amenities in East Boston.

5.3 PROJECT IMPACT ASSESSMENT

5.3.1 PROJECT CHARACTERISTICS

There are two options for development under consideration. The Residential Option includes a new six-story building and the addition of three stories to the existing nine-story building. In total, this option includes 210 residential units in both buildings and a 5,400 sf restaurant. The second option, the Residential and Hotel or Extended Stay Option, would be a mix of residential units and either a hotel or extended stay hotel. The new six-story building would have 106 units. The existing nine-story building would have three stories added and, in total, would have 148 residential units. This option also includes a 5,400 sf restaurant.

The project will include approximately 164 to 240 parking spaces of which 149 to 225 will be in private parking garages and 15 at-grade parking spaces. The higher number of parking spaces in the garages could be achieved through the use of vehicle stackers. A stacker is a hydraulic lift system that provides space for two parked vehicles, one over the other.

5.3.2 IMPACT ASSESSMENT METHODOLOGY

As part of the Massachusetts Environmental Protection Act (MEPA) and BRA Article 80 Large Project Review processes, the proponents will prepare a Draft Project Impact Report/Draft Environmental Impact Report (DPIR/DEIR). This will include a transportation component that will thoroughly assess the transportation impacts associated with the proposed project, in accordance with accepted engineering standards and with the requirements issued by MEPA and by the BRA/Boston Transportation Department (BTD). The basic procedures that will be used to assess these transportation impacts follow.

CONDITIONS TO BE ANALYZED

The transportation impacts of the proposed project will be placed in the context of the following conditions:

EXISTING CONDITIONS

The Existing Conditions analysis will describe the current status of the transportation system within the study area.

FUTURE NO-BUILD CONDITION

The Future No-build Condition will establish a baseline for assessing the impacts of the project. This condition will take into account all known effects on transportation conditions that will be felt in the horizon year of 2011. These effects include background travel growth (general increase in travel due to population growth, greater trip-making, and other demographic factors), travel generated by other new

development in the vicinity (e.g. Maverick Landing, Clippership Wharf, Hodge Boiler Works, and Portside at Pier One), and changes to travel patterns associated with infrastructure changes (e.g. Central Artery/Tunnel and Logan Modernization).

FUTURE BUILD CONDITION

For each development option, the Future Build Condition will be predicted by adding the anticipated impacts of the project itself to the transportation system as described in the Future No-Build Condition. The Future Build Condition will therefore illustrate the effects of the project relative to the Future No-Build Condition.

TRANSPORTATION IMPACT COMPONENTS

The DPIR/DEIR will include a thorough quantitative and qualitative review of the proposed project's transportation impacts, as described by the following components:

TRIP GENERATION

The new travel demand associated with the proposed project options will be predicted through person-trip generation and mode split. The incremental new "person-trips" resulting from the project will be determined based on trip generation from the Institute of Transportation Engineers *Trip Generation Manual, 7th Edition* (2003), supplemented by other sources as appropriate. These total "person-trips" will be apportioned to different transportation modes (automobile, public transit, bicycling and walking) based on U.S. Census travel data, data from the Central Transportation Planning Staff (CTPS) and data from comparable developments.

TRIP DISTRIBUTION

The trips will be distributed geographically to their appropriate destinations based primarily on CTPS data, in accordance with BTD transportation access plan guidelines. Other information, such as U.S. Census data and information on prevailing travel patterns may be used where necessary. The expected vehicle trip distribution for the proposed project is shown in Figure 5-5, Vehicle Trip Distribution.

TRIP ASSIGNMENT

The trips will be assigned to their specific routes based on the geographic distribution.

TRAFFIC

The DPIR/DEIR will include a qualitative discussion of the roadway network in the study area and a quantitative assessment of the traffic operations at the intersections in the study area. This quantitative assessment will utilize Synchro capacity analysis software, which is based on the procedures of the Highway Capacity Manual, 2000 edition.

PUBLIC TRANSIT

The demand for each public transit mode (subway, bus, and water transportation) will be projected, based on the mode split analysis.

PEDESTRIAN SYSTEM

The DPIR/DEIR will describe the pedestrian demand generated by the project as well as the project's pedestrian access benefits.

BICYCLE AMENITIES

The DPIR/DEIR will describe the project's benefits in terms of bicycle accommodation, including provision of bicycle storage.

PARKING

The proposed parking plan will be described in detail, including number of parking spaces, parking ratio, parking operations and circulation, and any proposed car sharing or "smart car" options.

SERVICE AND LOADING

Service and loading requirements for the project options will be described, including design vehicle, projected level of demand, and schedule of usage. The site access design will accommodate the appropriate design vehicle.

MITIGATION AND TRAVEL DEMAND MANAGEMENT (TDM)

The DPIR/DEIR will identify any transportation impacts of the project that require mitigation as well as opportunities for implementing such mitigation measures.

5.3.3 ANTICIPATED PROJECT IMPACTS AND BENEFITS

The following is a preliminary discussion of the major transportation impacts and benefits that will result from the project. All of these issues will be addressed in detail in the DPIR/DEIR.

TRIP GENERATION

The trips associated with each option have been estimated and are presented in this section. It is important to distinguish the difference between unadjusted vehicle trips and adjusted vehicle trips. The unadjusted vehicle trips are an estimate of trip making activity the project were located in an area where ***all*** trips were made by vehicle, such as a suburban office park with no nearby transit service. City and state agency representatives review the unadjusted vehicle trips to compare the relative impacts of a development with a uniform set of transportation characteristics. Certain agency impact thresholds are dependant on the number of unadjusted vehicle trips. For example, MEPA has established 3,000 net new unadjusted daily vehicle trips (and above) as a trigger for filing an Environmental Impact Report.

Adjusted vehicle trips are the result of applying mode shares and auto occupancy rates reflective of the particular transportation characteristics of a site. The adjusted vehicle trips represent the actual number of project generated vehicles and are used in the detailed traffic impact analysis.

A detailed trip generation table is shown in Appendix D with unadjusted vehicle trips, auto occupancy rates, transit trips, walk trips, and adjusted vehicle trips.

Under either proposed option, the project will have relatively modest vehicle trip generation, especially during commuter peak periods when traffic volumes are higher on East Boston streets. The restaurant component of the project is quite small, and therefore will not have much effect on the transportation system since users of those sites tend to travel largely during off-peak periods.

Table 5-1 and Table 5-2 show a summary of unadjusted daily and unadjusted peak hour vehicle trips for the Residential Option and Residential and Hotel/Extended Stay Option, respectively. Trips under either option are below the MEPA threshold of 3,000 new unadjusted daily vehicle trips for a mandatory Environmental Impact Report, with 1,746 trips for the Residential Option and 2,219 trips for the Residential and Hotel/Extended Stay Option.

The project is well situated to take advantage of alternative transportation modes and to reduce automobile mode share. Blue Line subway connections to downtown Boston and local bus connections are available at the Maverick Square public transportation hub, only 1,200 feet from the project site, equivalent to about a five-minute walk. Enhanced by the new water taxi facility at the project, the public transportation options will be very attractive to residents of 6 – 26 New Street.

East Boston is also a dense urban neighborhood, with a mix of residential and commercial land uses and concentrated destinations. These neighborhood conditions make walking and bicycling convenient modes of travel, especially for short errands. Residents and visitors to 6 - 26 New Street will also travel by automobile, but the auto mode is not expected to dominate travel for the proposed project. Automobile travel will be a less attractive mode than public transit for residents who work downtown. Parking in downtown Boston is expensive and driving through any of the harbor tunnels during commuter peak times will be more time-consuming than taking the train for 6 - 26 New Street residents.

The mode split assumptions for trips generated by the project are based on Boston Transportation Department (BTD) data. As shown below, Table 5-3 summarizes the mode split assumptions. Table 5-4 shows the resulting daily and peak hour trips via each mode.

Table 5-1: Residential Option - Unadjusted Project Vehicle Trips

	Residential[1] (210 units)	Restaurant[2] (5,400 sf)	**TOTAL**
Daily			
Total	1,260	486	**1,746**
In	630	243	**873**
Out	630	243	**873**
AM Peak Hour			
Total	95	5	**99**
In	16	4	**20**
Out	79	1	**79**
PM Peak Hour			
Total	112	41	**152**
In	75	27	**102**
Out	37	14	**50**

1. ITE Land Use Code 230 (Condominium/Townhouse)
2. ITE Land Use Code 931 (Restaurant)

Table 5-2: Residential and Hotel/Extended Stay Option - Unadjusted Project Vehicle Trips

	Residential[1] (148 units)	Hotel/Extended Stay[2] (106 units)	Restaurant[3] (5,400 sf)	**TOTAL**
Daily				
Total	868	866	486	**2,219**
In	434	433	243	**1,110**
Out	434	433	243	**1,110**
AM Peak Hour				
Total	65	5	59	**129**
In	11	4	36	**51**
Out	54	1	23	**78**
PM Peak Hour				
Total	77	63	41	**180**
In	52	33	27	**112**
Out	25	29	14	**68**

1. ITE Land Use Code 230 (Condominium/Townhouse)
2. ITE Land Use Code 310 (Hotel)
3. ITE Land Use Code 931 (Restaurant)

Table 5-3: Project Mode Splits

Use	Automobile	Public Transit	Walk / Bicycle / Other
Daily			
Residential	52%	13%	35%
Hotel/Extended Stay	52%	13%	35%
Restaurant	52%	13%	35%
AM Peak Hour			
Residential	45%	25%	30%
Hotel/Extended Stay	45%	25%	30%
Restaurant	37%	5%	58%
PM Peak Hour			
Residential	45%	25%	30%
Hotel/Extended Stay	45%	25%	30%
Restaurant	37%	5%	58%

Table 5-4: Project Trips by Mode

Time Period	Adjusted Vehicle Trips	Public Transit Trips	Walk / Bicycle / Other Trips
Residential Option			
Daily	919	329	886
AM Peak Hour	45	29	39
PM Peak Hour	66	38	90
Residential/Hotel/Extended Stay Option			
Daily	1,162	448	1,206
AM Peak Hour	58	48	57
PM Peak Hour	78	52	107

TRAFFIC IMPACTS

The adjusted vehicle trips as shown in Table 5-4 will be distributed onto the roadway traffic network and their impacts will be assessed. The traffic impacts of the proposed project will be concentrated on the streets providing access to and from the project site: Sumner, Paris, Havre, London, and Liverpool streets. The study area will include the following intersections:

- Sumner Street/Havre Street
- Sumner Street/London Street
- Sumner Street/Liverpool Street

- Sumner Street/Border Street
- Sumner Street/New Street
- Maverick Street/Havre Street
- Maverick Street/London Street
- Maverick Street/Liverpool Street
- Maverick Street/Border Street

The existing traffic volumes at these intersections will be increased to a projected future no-build condition that reflects new traffic from proposed new development projects in the area, as well as general future traffic growth. The traffic impact analyses for the other new developments in the area, including Maverick Landing, Clippership Wharf, Hodge Boiler Works, and Portside at Pier One, will all be reviewed to ensure that the project no-build condition properly reflects the impacts of these projects. The new traffic generated by the project will then be added to the projected future no-build traffic at these intersections. The traffic operations at the study area intersections will be assessed for existing, No-Build, and all Build options.

PUBLIC TRANSIT

The majority of public transit trips to and from the project will be via the Blue Line. This reflects the concentration of employment in downtown Boston, the attractiveness of living at 6 - 26 New Street or people who work downtown, the speed of travel to downtown Boston via the Blue Line, and the low cost of subway travel versus parking in downtown Boston.

PEDESTRIAN SYSTEM

Pedestrian improvements will be summarized in the DPIR/DEIR.

BICYCLE AMENITIES

The project will provide ample bicycle storage, both secure interior storage for project residents and publicly accessible storage for visitors to the marina and the waterfront public space.

PARKING

Parking will be provided in a private garage, private at-grade parking spaces, and on-site parking spaces. Under the Residential Option, between 149 and 225 spaces would be designated entirely to residents. Under the Residential/Hotel/Extended Stay option, about 53 of these spaces would be designated for hotel/extended stay use. The higher number of spaces could be achieved through the use of vehicle stackers - a hydraulic lift system that provides space for two parked vehicles, one over the other.

The Boston Transportation Department (BTD) has established parking space guidelines throughout the City to ensure that the proper parking capacity is provided with new developments. Table 5-5 shows the number of proposed parking spaces by land use, the recommended BTD parking ratio for this area of East Boston, and the estimated Project parking ratio.

Table 5-5: Parking Space Allotment by Land Use

Use	Spaces	BTD Guideline Parking Rate	Project Ratio
Residential Option			
Residential – 210 units	149 - 240	0.75–1.25 spaces/unit	0.71 – 1.14 spaces/unit
Residential and Hotel/Extended Stay Option			
Residential – 148 units	111-187	0.75–1.25 spaces/unit	0.75 - 1.26 spaces/unit
Hotel/Extended Stay – 68,900 sf [1)] (106 rooms)	53	0.75–1.25 spaces/1,000 sf	0.77 spaces/1000 sf

[1)] For this area of Boston, the BTD does not specifically recommend a hotel parking rate but specifies a non-residential rate based on square feet.

Under each option, the parking supply would be within the City's guidelines. Parking supply and demand will be discussed more fully in the DEIR/DPIR.

SERVICE AND LOADING

Service and loading requirements for the project will be modest. Most service and loading requirements will be limited to trash pickup from the residences and trash pickup and occasional deliveries for the restaurant. Service and loading will be discussed fully in the DPIR/DEIR.

TRAVEL DEMAND MANAGEMENT (TDM)

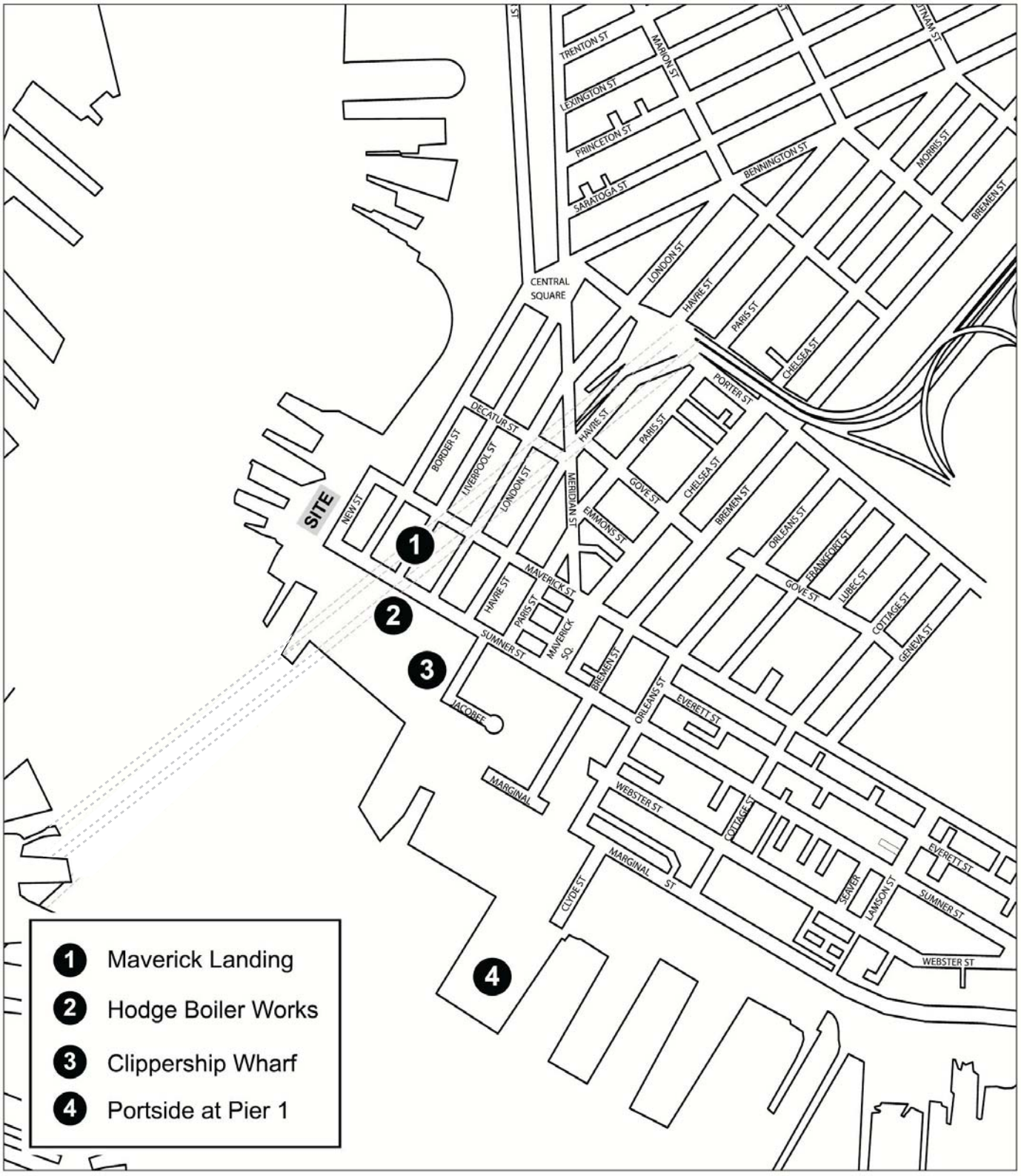
The project proponents will implement a travel demand management (TDM) program in order to reduce automobile travel, automobile ownership and traffic impacts associated with the proposed project. The TDM measures to be implemented by the project will include:

- Parking management;
- Promotion of public transit and dissemination of transit information;
- Access to car-sharing through Zipcar.com; and
- Secure, internal bicycle storage for project residents and publicly accessible bicycle storage for project visitors.

The proponents will work with BTD to determine an appropriate TDM program and will formalize this program in a Transportation Access Plan Agreement (TAPA).

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 5-1
Locus Map
source: MassGIS



NEW STREET
EAST BOSTON, MASSACHUSETTS

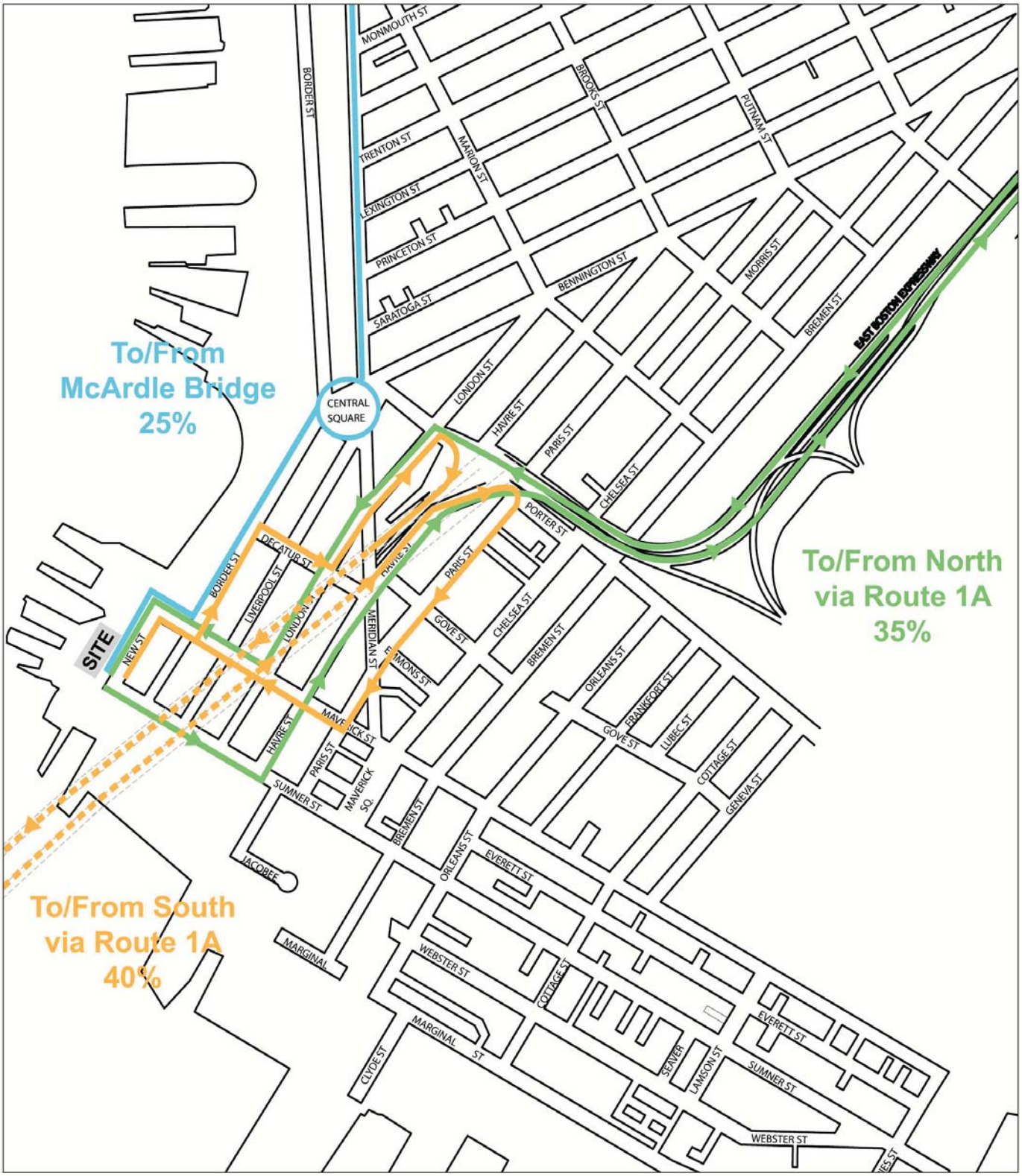
Figure 5-2
East Boston Area Projects
source: BRA

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 5-3
Study Area Intersections
source: HSH

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 5-4
Public Transportation
source: MBTA



NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 5-5
Vehicle Trip Distribution
source: HSH

Chapter 6

Environmental

6.0 ENVIRONMENTAL PROTECTION COMPONENT

The redevelopment of 6 – 26 New Street will substantially improve the environmental qualities of the site. The current conditions include dilapidated wharves and piers, uncontrolled runoff into Boston Harbor, a mix of impervious surfaces, and partially vacant buildings and land areas. This section describes the proposed project and its impacts regarding wind, shadow, daylight, solar glare, air quality, water quality, geotechnical, ground water, soil and hazardous waste, noise, rodent control, construction impacts, sustainable design, and historic resources.

The development proposed on the site will be built in full compliance with the State's Chapter 91 use and dimensional limitations as modified by a proposed amendment to the East Boston Municipal Harbor Plan (EBMHP), the East Boston Designated Port Area Boundary Review, and other applicable design guidelines and environmental regulations.

6.1 WIND

A qualitative assessment has been made to determine the effect of the proposed New Street buildings in East Boston, Massachusetts, on pedestrian level winds (PLWs) in their vicinity, as well as the winds in the Inner Harbor. Results are obtained for both existing and build conditions for NW, SW, easterly storm, and annual winds.

None of the 62 locations considered for either existing or build conditions is estimated to have PLWs that exceed the Boston Redevelopment Authority (BRA) guideline wind speed of 31 mph one percent of the time. In fact, no location is predicted to have PLWs higher than Category 3 (comfortable for walking) for either existing or build conditions for any of the wind conditions considered.

Overall, the addition of the new buildings tends to increase PLWs somewhat. Most of the increases occur as a result of the removal of the 45′ three-story building just northeast of the existing 120′, 9-story building. Of the 61 PLW locations that were reviewed, 50 PLWs did not change, two PLW locations decreased, and nine PLW locations increased. The outdoor seating area and the gap between the proposed 12 and 6-story buildings will be a little windy at times, especially at the harbor end. Clear plexiglass windshields may be installed for public comfort where outdoor seating for the restaurant is planned.

Detailed results are presented in Appendix 2, Qualitative Wind Analysis. For this assessment, it has been assumed that there is no landscaping for existing conditions and none associated with the new buildings.

6.2 SHADOW

A detailed shadow analysis of the proposed project will be anticipated as part of the DPIR/DEIR.

6.3 DAYLIGHT

A daylight analysis will be conducted as part of the DPIR/DEIR.

6.4 SOLAR GLARE

Final building materials for the project have not been chosen; however, any panel system to be proposed project will be matte or "brushed" in nature. There will not be any reflective glazing or polished/reflective metals used on the project. Additionally, the forms used on the project are traditional in their origins and are not designed to concentrate or focus any reflected light.

6.5 AIR QUALITY

The Executive Office of Energy and Environmental Affairs recently announced a new policy on Greenhouse Gas (GHG) Emissions that requires certain projects undergoing MEPA review quantify their greenhouse gas emissions and identify measures to avoid, minimize, or mitigate these emissions. The policy is intended to ensure that project proponents and reviewers have carefully considered the GHG impact of their projects and taken all feasible means and measures to reduce those impacts. This project does not meet any of the thresholds that trigger compliance with the GHG policy.

Potential long-term air quality impacts associated with the project will be limited to pollutant emissions from vehicular traffic generated by the project and products of combustion from natural gas associated with space heating and domestic hot water systems. As discussed in Chapter 5, the proposed project will add up to 1,162 daily vehicle trips, 58 am peak hour vehicle trips, and 78 pm peak hour vehicle trips. These are modest traffic volumes; therefore, no air quality exceedances are expected as a result of this project. The DPIR/DEIR will include a full traffic operations analysis of all study area intersections for existing, future no-build, and future build conditions.

Gas burning equipment that provides space heating and domestic hot water will incorporate condensing technology to help minimize pollutants associated with the combustion of natural gas.

Short-term air quality impacts from fugitive dust may be expected during the early phases of construction from demolition of the buildings and site preparation activities. The construction contract will provide for a number of strictly enforced measures to be utilized by contractors to reduce potential emissions and minimize air quality impacts. Mitigation measures will include:

- Using wetting agents to control dust where needed on a scheduled basis;
- Using covered trucks; minimizing exposed storage debris on site;
- Monitoring construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- Locating aggregate storage piles away from areas having the greatest pedestrian activity, where and when possible; and
- Periodically cleaning streets and sidewalks to minimize dust accumulations.

Given the limited amount of such activities, air emissions are not expected to be substantial.

6.6 WATER QUALITY

The existing site contains approximately 2.0 acres of impervious surface. The western portion of the site drains via sheet flow directly to the Boston Harbor. The southern and eastern portion of the site flows to a catch basin located in front of the loading docks at the rear of the site. At this time, it is undetermined where the storm drainage flows from the catch basin. Currently, approximately 100% of the site is impervious. Post development, approximately 76% of the project site will be impervious, which is achieved through landscaping throughout the project site.

For the proposed condition, runoff from most of the site will be collected by a new storm drain system to provide a greater degree of treatment than the existing conditions. The new storm drain system will contain new drywells to collect the runoff from the proposed buildings and deep sump catch basins to collect the runoff from the parking lots. The stormwater will be treated by a treatment unit (i.e. Stormtreat or Stormceptor unit) that will provide a secondary treatment for total suspended solids (TSS) removal prior to discharge. Additionally, both the roof of the addition to the existing 9-story building and the roof of the new 6-story building are designed as green roofs that will reduce the amount of stormwater discharging into below grade stormwater systems.

The project will be designed to meet the applicable stormwater performance standards outlined in the Department of Environmental Protection's Stormwater Guidelines (see Section 7.3 in Chapter 7.0, Infrastructure). In particular, oil/grease traps will be installed in the systems in conformance with the requirements of the Boston Water and Sewer Commission. As a result, the project will improve the water quality of runoff entering the Boston Harbor.

6.7 GEOTECHNICAL

Borings are currently being taken at the site. Deep borings are being performed for the proposed development to evaluate subsurface conditions for project design. Subsurface conditions based on shallow borings performed at the adjacent LoPresti Park and local knowledge are anticipated to consist of the following elements as described in order of increasing depth:

MISCELLANEOUS FILL

Beneath a thin layer of asphalt is a non-homogeneous layer of miscellaneous urban fill typically consisting of fine to medium sand with varying proportions of silt, gravel and construction debris (brick, concrete, cinders, ash, glass, coal and wood). Building rubble, demolition debris and buried granite block-pile supported seawalls are anticipated to be in the fill. The fill thickness is estimated to be 5 to 20 feet.

ORGANIC SILT

Very soft organic silt estuarine and harbor deposits are below the fill. In some areas there may be peat. Anticipated thickness is 10 to 20 feet.

NATURAL SAND

Five to 15 feet of natural sand may occur below the fill and organics.

BOSTON BLUE CLAY (BBC)

Typically the BBC has a stiff crust and becomes softer with depth. The top of the clay is anticipated to be about 30 feet below existing site grades.

GLACIAL DEPOSITS

These deposits can vary from a dense outwash till to a very dense glacial till, and are typically granular in nature with varying amounts of gravel, sand, silt and clay. This stratum is likely to be encountered at a depth of about 100 feet.

BEDROCK

Typical bedrock in the Boston area is Cambridge Argillite, a sedimentary siltstone that is typically weathered at the surface and highly fractured. Anticipated depth of bedrock is greater than 100 feet.

6.8 GROUNDWATER

Shallow groundwater levels at the site are anticipated to be subject to tidal influence from the adjacent harbor. Tides typically vary from about elevation 1 to 10 feet (Boston City Base, BCB). Groundwater levels can also be influenced by other factors such as variations

in seasonal rainfall, construction activity, and leakage in to or out of storm drains and sewers.

Construction of two basement levels for underground parking will require excavation to approximately 17 feet below grade. The development will therefore require both temporary and permanent groundwater control. Potential adverse impacts of temporarily lowering groundwater levels will be mitigated by the installation of a groundwater cutoff wall, such as steel sheet piles, embedded into the underlying, relatively impermeable clay stratum. This temporary groundwater cutoff wall will also serve as excavation support and allow foundation construction to proceed in a dry state. Dewatering discharge from inside the excavation will be sent off site in accordance with applicable regulations. Groundwater levels outside the excavation will be monitored by wells installed for the project and should groundwater levels depress below specified levels, documented response measures by the contractor will be required. Groundwater discharge quality will be monitored as required by the anticipated discharge permits.

The perimeter foundation walls will be designed to resist the design groundwater levels. The lowest basement level will be designed as a slab-on-grade, fully relieved from hydrostatic pressures by an underslab drainage system. Seepage flow into the permanent underdrain system is anticipated to be less than 50 gallons per minute. This flow rate is not anticipated to adversely affect groundwater levels outside the basement limits.

The proposed basement construction is therefore not anticipated to have adverse short or long-term impacts on groundwater conditions.

6.9 SOLID AND HAZARDOUS WASTE

6.9.1 SITE HISTORY AND COMPLIANCE WITH MASSACHUSETTS CONTINGENCY PLAN

An ASTM Phase I Environmental Site Assessment of the site is being conducted for the site and will include a detailed site usage history based on Sanborn Fire Insurance Maps. The site may have had marine-related commercial and industrial uses given its proximity to the harbor and the historical use of the area for wharves and related trades since it was first developed in the 1800s.

A program of soil and groundwater quality testing prior to construction is planned to determine the options for reuse, recycling, disposal, or treatment of soil and groundwater removed from the site. Groundwater testing will be performed to support the application for a temporary construction dewatering discharge permit from the Massachusetts Department of Environmental Protection (Mass DEP).

Currently, the site is not listed on the Mass DEP Waste/Reportable Release Sites List.

Given the anticipated depth of urban fill to be excavated and removed from the site for basement construction, it is anticipated that chemical characterization testing of soil will trigger Mass DEP regulatory notification under the Massachusetts Contingency Plan (MCP). The construction contractor will be responsible for the proper off-site removal of contaminated soil and disposal of construction and demolition debris in line with local, state, and federal regulations.

6.9.2 BUILDING DEMOLITION

Two of the existing buildings on the site will be demolished and the existing 9-story building will be gutted (prior to renovation and the addition of three floors). Prior to demolition, a hazardous and asbestos-containing materials (ACM) survey will be performed on buildings at the site to evaluate the need for special demolition procedures. If necessary, licensed abatement contractors will remove and dispose of ACMs, PCB light ballasts, mercury-containing fluorescent bulbs, lead paint, and other hazardous wastes. Once the buildings are abated, they will be demolished with machines. Proper dust control measures will be exercised.

Solid waste generated by demolition will be collected and disposed off site by a licensed contractor. The project will be designed to allow at-source separation of recyclables, including paper, metal, glass and plastics. The remainder of the materials (plaster, brick, cement concrete,) will be crushed, tested and recycled under the terms of the Mass DEP Beneficial Use Determination Permit. Bituminous materials will also be collected and recycled.

Demolition activity must comply with the Solid Waste and Air Quality regulations. According to the Solid Waste provision of M.G.L. Chapter 40, Section 54, a city of Boston building permit or license is required for demolition/renovation at the site. Debris generated from the development will disposed of at a licensed solid waste disposal facility.

6.9.3 OPERATING AND DISPOSAL PLAN

Hazardous materials collected from the site will be evaluated and classified in accordance with 40 CFR 261 to ensure safe removal and disposal. These materials will be removed by a licensed contractor. Hazardous waste manifests, Bills of Lading, and other appropriate documentation will be generated in accordance with local, state, and federal regulations.

6.10 NOISE

The proponent does not anticipate a substantial increase in noise impacts associated with the residential, hotel/extended stay or restaurant 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 establish a maximum sound level for a residential area, such as the project area, of 60 dBA during the day and 50 dBA at night. These limits do not apply to construction noise or motor vehicle traffic. The City of Boston has also established noise limits that apply to nine octave band center frequencies.

The primary sources of external mechanical noise will include garage ventilation systems, potential restaurant ventilation equipment, and heat rejection equipment that are part of the project mechanical systems. The project may also include emergency generators, which would also contribute to external mechanical noise. It is not anticipated that the rooftop equipment will exceed maximum sound levels, and thus no mitigation is proposed. The rooftop equipment will be inset in the roofline, which will provide minimal noise mitigation. During the final design of the project, appropriate low-noise mechanical equipment in the mechanical penthouse and noise control measures will be selected for all sensitive locations to ensure compliance with the City of Boston and DEP noise regulations.

Intermittent increases in noise levels will occur in the short-term during construction. Construction work will comply with the requirements of the City of Boston noise ordinance. Noise impacts will be controlled during construction, as appropriate, through the use of mufflers on heavy equipment, construction hour restrictions, and other noise mitigation. This issue will be carefully addressed, as there are several occupied residential buildings in proximity to the site.

6.11 RODENT CONTROL

A rodent control program will be implemented prior to, during and after construction. The construction contractor will file a rodent extermination certificate along with the building permit application with the City of Boston. Rodent inspection, monitoring, and treatment will be conducted before, during, and at the completion of all construction work for the proposed project in compliance with the City's requirements. Rodent extermination prior to the start-up of work may consist of treatment of areas throughout the project site, including the building interior. During the construction process, regular service visits will be made in order to maintain effective rodent control levels.

6.12 CONSTRUCTION IMPACTS

A Construction Management Plan (CMP) will be prepared and submitted to the Boston Transportation Department (BTD) for review prior to the start of construction. It will

include detailed information on demolition, removal, construction activities, specific construction mitigation measures, and construction materials, and access and staging area plans to minimize impacts to the local community. Demolition and construction methodologies that ensure public safety will be employed. Techniques such as barricades, walkways, and signage will be used. The CMP will also include such plans as construction worker commuting and parking, routing plans for trucking and deliveries, and control of noise and dust. The proponents expect to coordinate extensively with the neighborhood and with Boston Transportation Department to address optimal transportation planning for the construction period and thereafter.

6.12.1 CONSTRUCTION METHODOLOGY

Construction activities include building demolition, excavation for building foundations, utility trenches, building construction, paving, and other site improvements. Only the methodologies for demolition and excavation have been determined at this time. After additional site and geotechnical studies are completed, the remaining construction methods will be identified.

DEMOLITION

Prior to demolition and construction on the site, all hazardous materials in the existing structures will be removed, as required, by licensed abatement contractors. Materials to be removed include asbestos containing building materials (ACBM's, caulk, mastic, floor tiles etc.), PCB's (ballasts), and mercury containing fluorescent bulbs. Once abated, machines will demolish the buildings.

EXCAVATION

Construction of the proposed 6-story building with a 2-level, subsurface parking garage will require excavation to approximately 17 feet below grade. In general, such excavation will be made using conventional earth moving equipment. Most or all of the miscellaneous fill, organic deposits, and some marine deposits, will be removed within the excavation footprint. Temporary dewatering will be performed inside the excavation, as required, to enable foundation construction. A temporary groundwater cutoff wall will also serve as excavation support and allow foundation construction to proceed in the dry.

The lower floor level of the 1-story parking structure is anticipated to be approximately two feet below the existing grade of the site in that area. Excavation required for the parking structure will be minimal and mainly limited to the requirements of installing the foundation system.

6.12.2 CONSTRUCTION PHASING, SCHEDULE, AND HOURS

The project does not anticipate closure of New or Sumner streets during construction. Occupancy of portions of New Street may be required during demolition and

construction of buildings adjacent to New Street. Construction is expected to commence in the fall of 2008 and will be completed in the winter of 2010. The normal hours for construction activity are planned to be from 7:00 am to 4:00 pm Monday through Friday, although extended hours may be requested. The project office storage trailers, material stockpiles, and project management parking will be located within the site.

6.12.3 CONSTRUCTION STAGING AREAS AND WORKER PARKING

The number of workers required for the construction of the project will vary depending upon the stage of construction. Construction workers will typically arrive and depart prior to peak traffic conditions and the construction trips are not expected to substantially impact traffic conditions.

The general contractor will be responsible for educating all construction workers about public transit options and encouraging the use of High Occupancy Vehicles (HOVs). All construction workers will be encouraged to utilize mass transit and ridesharing options to access the construction site and to minimize vehicle traffic and parking on the local streets. As part of the program to promote public transportation, the following will be implemented:

- Providing on-site secured space for workers' tool storage;
- Posting transit schedules and maps at the jobsite;
- Distributing informational brochures regarding public transportation; and
- Notifying all subcontractors and suppliers of the worker access/parking limitations and options.

The proponent will submit a Boston Residents Construction Employment Plan in accordance with the Boston Jobs Policy. The Plan will provide that the proponent make good faith efforts to employ local trades people from the City of Boston. In this effort, the proponent will meet with local agencies prior to the start of construction to establish a community outreach program.

Construction staging will occur in the south and west side of the site between the shoreline and the existing buildings. Limited on-site parking will be provided for certain key workers.

6.12.4 CONSTRUCTION TRUCK TRAFFIC AND ACCESS ROUTES

Designated truck routes will be established to govern where construction trucks access and egress the site. The primary, regional construction truck access and egress to and from East Boston will be via Route 1A (see Figure 6-1, Construction Truck Routes). Truck traffic to and from the north will use Route 1A South, while truck

traffic to and from the west and south will use the Ted Williams Tunnel (I-90) via Logan Airport and Route 1A. Construction trucks will avoid the Sumner and Callahan Tunnels due to congestion and height restrictions.

Within East Boston, the suggested primary, local truck route to the project site is Route 1A southbound to the Porter Street exit, through Central Square, south on Border Street, west on Maverick Street, south on New Street to the project site. The suggested primary truck egress route is north on New Street, east on Maverick Street, north on Border Street through Central Square to Meridian Street, south on Meridian Street, and north on Havre Street to Route 1A northbound, and continue on Route 1A north or exit to I-90 west.

Truck traffic will be heaviest during the excavation and concrete foundation work. During this period, it is expected that approximately 10 trucks, varying in size from small delivery trucks to 18-wheelers, will arrive and leave the site each construction day. Thereafter, truck traffic will vary throughout the construction period, depending upon the activity.

The project will work closely with the BTD in developing a Construction Management Plan that will include more detail on construction phasing, number of trips, haul routes, and hours of operation.

6.12.5 AIR POLLUTION EMISSIONS AND MITIGATION

During the project construction, air quality will be temporally affected by fugitive dust from construction activities and exhaust emissions from construction vehicles. The worst air quality impacts will be associated with the demolition and excavation phase of the project, when it is conservatively estimated that 10 heavy-duty pieces of construction equipment will be operating simultaneously at the site. Mitigation measures will be employed as necessary to minimize the potential impact of air pollution emissions from project construction operations.

Dust mitigation measures will minimize the generation of fugitive dust and will include, as necessary:

- Wet suppression to minimize the generation of dust from excavation operations and on-site vehicle traffic, with provisions for any runoff control;
- Spraying any piles of excavation materials with soil cement or calcium chloride overnight and on weekends and covering of long-term material stock piles;
- Compacting of the soil or the use of gravel to stabilize the site access points;
- Washing the wheels of vehicles before they leave the site, as necessary, with provisions for runoff control;

- Periodic cleaning of paved streets near the entrances to the site to minimize vehicle mud/dirt carryout;
- Installing fences around the perimeter of the site to help contain wind blown dust; and
- Requiring secure covers over trucks hauling excavate from the site.

6.12.6 WATER QUALITY AND BEST MANAGEMENT PRACTICES

During construction, best management practices (BMPs) will be used to limit the transportation of sediment off site. Groundwater wells will be established prior to the start of construction and will be monitored throughout the construction process to maintain water levels. Groundwater encountered during excavation will be recharged back into the soil. The Contractor will obtain a NPDES stormwater permit and implement BMPs to minimize pollutant runoff. The Contractor will also use the following water quality related measures:

- Complying with all federal, state and city codes, ordinances and regulations governing the on-site discharge of construction dewatering effluent;
- Using hay bales and silt fencing to prevent silt or soil from entering existing catch basins;
- Using temporary wheel wash areas within the site;
- Using temporary gravel entrance berms at the main exits from the site;
- Isolating and protecting stockpiled materials;
- Monitoring the proper use of tarpaulin covered trucks;
- Preventing/controlling truck spillage; and
- Cleaning the adjacent portions of city streets entering and exiting the project.

6.12.7 NOISE/VIBRATION GENERATION AND MITIGATION

The construction of the project will be performed in a manner that complies with the Massachusetts DEP and City of Boston noise regulations. Construction of the project will result in a temporary increase in daytime sound levels near the site. The peak noise impacts estimated for the project will only occur for brief periods during building demolition and during the excavation period of the project, when it is conservatively estimated that ten heavy-duty vehicles will be operating simultaneously on the site, and when pile driving occurs after excavation. Mitigation measures will be employed to minimize the potential impact of noise generated by construction operations on all locations surrounding the project site.

6.12.8 PUBLIC SAFETY AND PEDESTRIAN ACCESS

The general contractor will be required to ensure construction site and public safety through the development and implementation of a Safety and Health Program and

appointment of a Project Safety Coordinator. The contractor will monitor issues involving public safety, such as directional signage, barricades, fencing, temporary sidewalks, lighting, and overhead protection. Secure fencing and sidewalk staging protection will be provided in areas affected by each phase of construction to protect nearby pedestrian and vehicular traffic.

6.13 SUSTAINABLE DESIGN

The existing buildings on the site are not energy efficient by current industry standards and state building codes. The 9-story building has a few remnants of insulation on the inside face of the walls from when it was a cold storage building. The heating system is outdated. The windows are also outdated, and in many cases, have significant air infiltration. The complete renovation of this building will utilize the existing structure and transform it into a modern energy efficient building with durable materials.

The existing 1-story, 3-story, and 5-story buildings (with attachments) will be demolished in such a manner to recycle as much of the material as possible including, but certainly not limited to, asphalt, brick, concrete lintels, timber frame structural members, glazing, interior drywall, metal studs, and copper piping. The project intends to recycle a minimum of 75% of all demolition and construction debris.

The new 6-story building as well as the 3-story addition on top of the existing 9-stories will be designed to provide integrated and optimized building systems that produce energy efficient, durable, comfortable, and healthy buildings.

6.13.1 GREEN BUILDING CERTIFICATION

As a means to evaluate the project with regard to sustainability, the project team is utilizing the United States Green Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) reference guide and rating system, which has six categories for this type of project. However, at this time it is not the intent of the team to pursue LEED certification with the USGBC. The project team intends to work with Energy Star Homes program, meet or exceed their standards for an energy efficient home, and meet the City of Boston's zoning ordinance requirements for Green Buildings (Article 37). Pursuant to this article, the project will have to be LEED Certifiable under the most appropriate LEED building rating system, which is New Construction (NC). Up to four of the required points from the Boston Green Building (BGB) program may be included in the calculation toward achieving a LEED certifiable project. BGB credits can be awarded from four categories.

6.13.2 GREEN SITE AND BUILDING FEATURES: LEED SCORING PROJECTIONS

The LEED-NC checklist indicates the LEED points for which the project is expected to qualify through its sustainable design (see Appendix5. LEED for New Construction Checklist). The site is a very "green" site for development even though it is adjacent to the valuable and sensitive natural resources of Boston Harbor. The proposed density on the site is consistent with other proposed projects in the area, and the units and core building layout has been designed to maximize their efficiency. The site is located five blocks (approximately ¼ mile) from the Maverick MBTA station and bus stops at Maverick Square. In addition to the views and open space afforded by the water, the project has the benefit of directly abutting the green space of LoPresti Park. The existing condition of the site has all of the useable land area (except the pier areas) covered by either building footprint or driveway/parking areas consisting of impervious asphalt or concrete. The proposed development will create landscape areas and useable plazas and terraces throughout the site, which has numerous environmental benefits. These open space areas will be connected to LoPresti Park and the waterfront and will allow public access through the site. Additionally, the top roofs of both buildings are being designed as green roofs, further transforming impervious surfaces into pervious and reducing the heat island effect on site. More than 75% of the parking will be located in an underground parking garage and the lower level of a 2-level parking structure. The project also intends to address transportation issues by having a water taxi dock and parking spaces reserved for a car-sharing service (i.e. Zipcar). The project anticipates qualifying for 9 credits in the LEED Sustainable Sites Category as well as the BGB Modern Mobility credit and BGB Groundwater Recharge credit.

The landscaping will be designed to utilize waterfront hardy, drought tolerant and native species. The need for irrigation will be evaluated once plant species are selected, and if required, rainwater will be collected and used to eliminate unnecessary potable water usage. Additionally, the project intends to utilize low-flow fixtures within the units and water-conserving toilets and urinals. The project anticipates qualifying for 2 credits in the LEED Water Efficiency Category.

The existing building as well as the new addition and 6-story building will have an insulation and vapor/air barrier system on the outside of the structure and membrane flashing that integrate into the window and doors to produce an energy efficient exterior. The windows will be Energy Star rated and selected to resist the corrosion of the seaside air. The exterior finish materials, whether brick, stone panel, metal panel, or phenolic resin panel will all be installed with a "rain-screen technology" attachment method. Most importantly, the decisions regarding thickness of insulation, glazing types, and other building materials will be made in an integrated way that identifies the impacts on the size and efficiency of the mechanical system

and produces an optimized building project with the intent to better ASHRAE Standards by a minimum of 20%. In the interior, all appliances and mechanical equipment will be energy star rated. The project anticipates qualifying for 3 credits in the LEED Energy & Atmosphere Category.

Recycling is a very important part of the sustainable strategy for the project given that the existing 5-story building with attachments and the existing 3-story building will be removed. The existing structure of the 9-story building is being reused. During demolition and construction, in excess of 75% of construction wasted will be diverted from landfill disposal, and a construction waste management plan will be developed for the project. Additionally, resident recycling bins will be incorporated into trash rooms in the project. The project anticipates achieving a minimum of 10% recycled content for the proposed materials and will work toward achieving 20%. Additionally, materials will be selected to achieve the 10% regional materials credit and the certified wood credit. The project anticipates qualifying for 6 credits in the LEED Materials & Resources Category.

The project will promote healthy indoor environmental quality in a number of different ways. Starting with construction, an Indoor Air Quality Management Plan will be developed for the project. Low emitting materials will be used wherever possible. Indoor chemical and pollutant source control will be provide through such measures as incorporating condensing technology on gas burning equipment that are part of the projects' mechanical systems. The project will also achieve a thermal comfort credit through the integrated design of the building envelope and the mechanical systems. Through out the interiors and the site, energy efficient lighting will be installed along with individual controls. The units will have large windows for natural light and operable window units for ventilation and occupant comfort. Daylighting in 75% of the spaces will be achieved in the proposed 6-story building and in the 3-story addition on the existing building. However, the existing deep footprint of the 9-story building will prevent that credit from being achieved for the project as a whole. The project anticipates qualifying for 7 credits in the LEED Indoor Environmental Quality Category.

The project has several LEED Accredited Professionals on the project team and will qualify for 1 credit in the Innovation and Design Process Category.

The total number of LEED/Article 37 credits the project anticipates achieving is 30. This would also be true if the project were divided into two phases. Only one 5% material reuse credit would not be achieved by the proposed new 6-story building on its own. However, it would qualify for the 75% daylighting credit if considered separately, maintaining 30 total credits.

6.14 HISTORIC RESOURCES

In 1989, the Boston Landmarks Commission (BLC) conducted an extensive field survey of all industrial properties in East Boston. These inventories, based in part on information taken from the Inventory of Historic and Archaeological Assets of the Commonwealth, were used to identify the historic resources within the vicinity of the project site. All three of the buildings at the New Street site are included in the BLC's East Boston Survey. This complex of buildings is not recommended for National Register individual or district listing.

The site has historically been used for commercial and industrial purposes. According to maps from the mid 1800s, the site had several piers that were used as graving docks and fitting ships. In the late 1800s, maps show piers and buildings on the site were used for a mix of fish packing, ship outfitting, and dye wood manufacturing. The buildings were on both land and pile-supported wharves. In the early 1900s, fish packing and cold storage were the predominant uses. From 1908 to the 1950s, the site was used for cold storage. After that, confectionary companies occupied the buildings through the 1980s for storing candy. The buildings are currently used intermittently for commercial purposes, primarily as storage.

The existing 9-story building is a tall, 7-by-7 bay, 9-story concrete structure with a flat roof and a concrete foundation. It is approximately 98 feet wide (north-south), 123 feet long (east-west) and 120 feet high, so it is roughly a cube with minimal detail. Attached to this building and shifted slightly to the northeast is a 5-by-5 bay, 3-story concrete and brick-clad building with a flat roof. Attached to the opposite side of the 9-story building is a 6-by5 bay, 5-story timber frame, brick clad building. A small rectangular, 1-story brick-clad structure that serves as a loading dock is attached to the 5-story building. The 3-story building will be demolished, and the 5-story building will be replaced with a 6-story building so that the site can be redeveloped. The 9-story building will be complete gutted, and all of its architectural features will be removed.

Historic resources within approximately one kilometer of the study area are described in Table 6-1 and shown on Figure 6-2, Historic Resources. There are no historic resources located adjacent to the site. The project site is listed as Location No. 29. The Hodge Boiler Works, site # 30 and located on the eastern side of LoPresti Park, was demolished in 2006.

No adverse impacts to the historic structures in the surrounding area will result from the proposed residential or hotel/extended stay uses.

Table 6-1: Inventory of Historic Resources within One Kilometer of the 6 – 26 New Street Development

R#	Name	Location	Description of Resource	Impact of Project on Resource
1	Logan International Airport	Off Route 1A	One of the earliest municipal airports in the country.	No Impact
2	George J. Bailey House	299-303 Meridian Street	A classical revival house constructed in 1898.	No Impact
3	Belmont Square			
	Belmont Square	1-5 Lamson St, 3-15 Seaver St, 370-422 Sumner St, 171-227 Webster St	Rectangular park and surrounding residential streets developed between the 1840s and 1890. Recommended for Belmont Square National Register and Architectural Conservation District.	No Impact
	1-6 Brigham Street	1-6 Brigham Street	Four brick bowfronts from 1840s that face Boston Harbor. Recommended for inclusion in Belmont Square National Register District.	No Impact
	Our Lady of the Assumption Church	402 Sumner Street	The third Catholic church in East Boston constructed between 1869 and 1873. Recommended for inclusion in the Belmont Square National Register and Architectural Conservation district.	No Impact
	Woodbury Building	191-201 Sumner Street	The oldest commercial building in East Boston, constructed between 1841 and 1844.	No Impact
	Belmont Square Bowfronts	177-193 Webster Street	Row of 9 Greek Revival bowfronts built between 1837 and 1846. Recommended for inclusion in the Belmont Square National Register and Architectural Conservation district.	No Impact
	Samuel Adams Elementary School	165 Webster Street	Three-story brick elementary school constructed in 1910. The school abuts the Belmont Square district and is still active.	No Impact
4	Soldani Building	326-328 Sumner Street	Well-preserved mixed-use block, with one of the few intact historic storefronts observed in East Boston. Constructed in 1929.	No Impact
5	Immigrants Home	72-74 Marginal Street	The home was founded in 1881 at Jeffries Point for East Boston's arriving immigrants	No Impact
6	Engine 40	260 Sumner Street	Constructed between 1923 and 1924 for use as an engine house by Engine Co. 40, which served the area from 1891 to 1977.	No Impact
7	Gove Street National Register District			
	Donald McKay School	122 Cottage Street	Colonial Revival style brick school built between 1905 and 1915. The school is located within the potential Gove Street National Register district and is recommended for inclusion.	No Impact
	Gove Street	117-194 Cottage Street	Six blocks comprising the largest district of brick residential buildings in East Boston. Built between 1905 and 1915. Recommended for inclusion in Gove Street National Register district.	No Impact
	115-146 Gove Street	115-146 Gove Street	Brick residential buildings constructed between 1905 and 1915. Recommended for inclusion in Gove Street National Register district.	No Impact
	Our Lady of Mt. Carmel Church	120 Gove Street	Recommended for inclusion in Gove Street National Register district.	No Impact
	55-85 Lubec Street	55-85 Lubec Street	A one-block street containing a variety of multi-family brick blocks constructed between 1905 and 1915. Recommended for inclusion in Gove Street National Register district.	No Impact
	Frankfort Street	36-71 Frankfort Street	One and one half blocks of brick residential buildings constructed between 1905 and 1915. Recommended for inclusion in Gove Street National Register district.	No Impact

Table 6-1: Inventory of Historic Resources (cont'd)

R#	Name	Location	Description of Resource	Impact of Project on Resource
8	G.E. East Boston Lamp Works	156-200 Porter Street	Three-story brick building constructed in 1913, with an expansion in 1917, used for the production of lamps.	No Impact
9	Eagle-Cone Shoe Company	183 Orleans Street	Constructed between 1911 and 1912, this industrial building was among the first new structures constructed during East Boston's last major period of industrial expansion (1912-1918).	No Impact
10	Cox Confectionary Co.	150 Orleans Street	Eight story brick industrial building. Represents the last phase of industrial expansion in East Boston.	No Impact
11	Maverick Square			
	Maverick Square	1-75 Maverick Square, 191-201 Sumner St	The oldest commercial focus in East Boston and the site of major commercial and institutional construction of both local and regional significance, although little remains today. The Maverick Square open space survives from the original 1833 plan of East Boston.	No Impact
	Maverick Station	Maverick Square	An underground station was constructed in 1921-1924. In 1951 the Blue Line extension to Wonderland was constructed.	No Impact
	Woodbury Building	191-201 Sumner Street	The oldest commercial building in East Boston and an important visual anchor for Maverick Square. Constructed between 1841 and 1844.	No Impact
	Winthrop Block	32-44 Maverick Street	Granite-faced commercial block constructed around 1873. Was a prominent element of the streetwall at Maverick Square.	No Impact
12	Paris Street National Register District			
	8-18 Henry Street, 9-28 Paris Street	8-18 Henry Street, 9-28 Paris Street	Pocket of primarily residential construction located immediately west of Maverick Square. Built in the 1940's. Recommended for Paris Street National Register.	No Impact
13	Meridian Street Bank National Register and Architectural Conservation District			
	First Ward National Bank	2-8 Meridian Street	Brick structure with a stone façade constructed in 1913. Recommended for inclusion in the Meridian Street Bank National Register and Architectural Conservation District.	No Impact
	East Boston Savings Bank	10-16 Meridian Street	Constructed in 1913. The bank is the oldest financial institution in East Boston.	No Impact
	Columbia Trust Building	18-20 Meridian Street	Fireproof building constructed for the Columbia Trust Co. in 1895.	No Impact
14	Engine 9/Ladder 2	60 Paris Street	The oldest engine house existing in East Boston. Constructed between 1890 and 1891.	No Impact
15	Church of the Most Holy Redeemer	70 Maverick Street	Is the oldest church and the oldest stone building existing in East Boston. Recommended for National Register Individual listing.	No Impact
16	East Boston Police Station	35-39 Meridian St	Major institutional building constructed around 1912 and located on the Meridian Street corridor between Maverick and Central Squares.	No Impact
17	George White Health Unit	75 Paris Street	Three-story brick building constructed by the City in 1925 as a health unit.	No Impact
18	Lyman School	10 Gove Street	This Italianate style school house was rebuilt after a fire in 1871 and was converted to elderly housing in 1984.	No Impact
19	Paris Street Gym & Public Bath	112-130 Paris Street	The second municipal gymnasium to occupy this site. Constructed between 1909- 1910.	No Impact

Table 6-1: Inventory of Historic Resources (cont'd)

R#	Name	Location	Description of Resource	Impact of Project on Resource
20	Central Square National Register District			
	Central Square	1-37&44 Bennington St, 3-35 Central Sq., 112-134&135-249 Meridian St, 2-19 Porter St, 2-8 Saratoga St	Oval park from the original 1833 plan for East Boston, with a combination of residential, institutional and commercial buildings lining the square. Recommended for Central Square National Register District.	No Impact
	35 Central Square	35 Central Square	Built between 1899 and 1902 as a combination dwelling and a store. Recommended for inclusion in the Central Square National Register District.	No Impact
	East Boston Relief Station	14 Porter Street	Example of Craftsman-style building and one of the two important institutional buildings in Central Square. Recommended for inclusion in the Central Square National Register District.	No Impact
	First Presbyterian Church	130 London Street	Victorian Gothic church constructed between 1870 and 1871. Recommended for inclusion in the Central Square National Register District.	No Impact
	Stevenson Block	232-236 Meridian Street	Remnant of a large Panel Brick commercial building that once dominated the north side of Central Square. Construction in 1883 and recommended for inclusion in the Central Square National Register District.	No Impact
21	170 Border Street	170 Border Street	Site consists of two separate buildings, both of which were constructed in the mid 20th century. Both buildings are undistinguished.	No Impact
22	Chase's Carpentry Shop	161-163 Border Street	One of the few wood-frame industrial buildings of its era extant in East Boston. The building was constructed around 1871 and was associated with the woodworking trade.	No Impact
23	Sturtevant Saw and Planing Mill	143-153 Border Street	Three-story brick utilitarian building constructed at some time between 1851 and 1874. Originally used for a steam saw and planing mill.	No Impact
24	McLaren Shop and Sawmill	139 Border Street	One of the several structures in the Border Street-Liverpool Street vicinity associated with the woodworking trades in the second half of the 19th century. Constructed around 1873.	No Impact
25	129 Border Street	129 Border Street	Brick and concrete block manufacturing structure. The building was constructed in the early to mid 20th century. However, it has been highly altered and is architecturally undistinguished. It is currently in use and is in fair condition.	No Impact
26	Boston East Site		This site is the largest vacant waterfront parcel in the Inner Harbor Area and is associated with 19th and 20th century shipbuilding.	No Impact
27	American Architectural Iron Company	80 Liverpool Street	This site is dominated by a series of connected steel-frame sheds constructed post 1950. The complex appears to be in use and is in fair to poor condition.	No Impact
28	Atlantic Works Boiler Shop	40 New Street, 60-80 Border Street	Brick walled manufacturing building constructed in 1930. This building is typical of the long, narrow, open-floor workshop associated with East Boston ship building. Attached to the Wiggleworth/Atlantic Boiler Works office building at 60 Border Street. The Atlantic Boiler Works office building is notable as one of the largest timber-frame structures still standing on the East Boston waterfront. Recommended for National Register individual listing.	No Impact

Table 6-1: Inventory of Historic Resources (cont'd)

R#	Name	Location	Description of Resource	Impact of Project on Resource
29	Building No. 8, Boston Cold Storage Company	10-16 New Street	A series of brick and reinforced concrete buildings erected in 1908 and a nine-story cold storage building constructed in 1912.	Two buildings will be demolished so that the site can be re-developed.
30	Hodge Boiler Works Shop & Office	111 Sumner Street	Two-story industrial building constructed around 1863. The office building was constructed around 1902.	No impact –the buildings were demolished in 2006.
31	Westerbeke Marine Industries Supplies	400 Border Street	Industrial building constructed c. 1935 in the Eagle Hill neighborhood.	No Impact
32	Boston Public Library	276-282 Meridian Street	Classical Revival structure. The East Boston Branch of the Boston Public Library was constructed in 1913	No Impact

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 6-1
Construction Truck Routes
source: BRA

NEW STREET
EAST BOSTON, MASSACHUSETTS

Figure 6-2
Historic Resources
source: Inventory of Historic and Archaeological Assets of the Commonwealth, Massachusetts Historical Commission

Chapter 7

Infrastructure

7.0 INFRASTRUCTURE

The 6 - 26 New Street project site in East Boston has adequate water, sanitary, stormwater, energy, telecommunications infrastructure capacity to serve the proposed development. This section explains existing and proposed conditions of each infrastructure element. There are two options for development under consideration. The first would include the addition of three stories to an existing 9-story building and a new 6-story building, with a total of 210 residential units (262 total bedrooms) in both buildings. The development would also contain a 5,400 square-foot (sf) restaurant. Under the second option, the new 6-story building would be a hotel/extended stay building with 106 units and a 5,400 sf restaurant.

7.1 WATER SYSTEM

The water consumption on the site is expected to be approximately 35,600 gallons per day (gpd) for the residential option and approximately 39,100 gpd on the hotel/extended stay option, based on the project's estimated sewage generation. A conservative factor of 1.1 was applied to the estimated average daily wastewater flows.

The water service to the project will be provided through a new connection into the existing 12-inch water main under New Street. This water main is owned and maintained by the Boston Water and Sewer Commission (BWSC). The size of the proposed service and location of the connection to the existing main in New Street will be determined in consultation with the BWSC.

7.2 SANITARY SEWAGE

The site currently contains several warehouse buildings. Based on an assumed occupancy of 20 employees, the average daily sewer flow is estimated to be approximately 300 gpd.

The sewage flow calculation for the all residential option is shown in Table 7-1 and for the hotel/extended stay option in Table 7-2 below. The calculations are based on the design flow standards of 310 CMR 15.203: System Sewage Flow Design Criteria. In addition to the residential/hotel units, there will be 5,400 square feet (sf) of restaurant space on the ground floor in both options. To be conservative, it was assumed that the space would be used as a restaurant of approximately 100 seats.

Currently, a 12-inch sewer main is located in New Street (East Boston Branch Sewer). The proposed sewer service for the development will connect to this sewer main at a location to be determined in consultation with the BWSC.

Table 7-1: Estimated Sewage Discharges (All residential option)

Proposed Use	Number of Units	Unit Flow	Sewage Flow
Condominiums	262 Bedrooms	110 gpd/Bedroom	28,820 gpd
Restaurant	100 seats	35 gpd/seat	3,500 gpd
Total			**32,320 gpd**

Table 7-2: Estimated Sewage Discharges (Extended Stay Hotel Option)

Proposed Use	Number of Units	Unit Flow	Sewage Flow
Condominiums	185 Bedrooms	110 gpd/Bedroom	20,350 gpd
Extended Stay Hotel	106 Bedrooms	110 gpd/Bedroom	11,660 gpd
Restaurant	100 seats	35 gpd/seat	3,500 gpd
Total			**35,510 gpd**

A Department of Environmental Protection (DEP) Minor Sewer Extension/Connection Permit (BRP WP 14) will not be required based on the estimated sewage flows presented in Tables 7-1 and 7-2. Under new DEP regulations, only developments with more than 50,000 gpd of sewage flow will require a connection permit. Preliminary analysis of the existing BWSC infrastructure indicates that the existing system is adequate for this development.

7.3 STORMWATER

7.3.1 EXISTING DRAINAGE CONDITIONS

The project site consists of area of Urban land as classified by the National Resource Conservation Service (NRCS) in the Norfolk and Suffolk Counties (Massachusetts). In this map unit, buildings, industrial areas, and pavement typically cover more than 75% of the land surface. The largest areas of this map unit are in downtown Boston and in land surrounding Boston Harbor. The existing site contains approximately 2.0 acres of impervious surfaces.

The western portion of the site drains via sheet flow directly to the Boston Harbor. The southern and eastern portion of the site flows to a catch basin located within the site. The catch basin is located in front of the loading docks. At this time, it is undetermined where the storm drainage flows from the catch basin.

7.3.2 PROPOSED DRAINAGE CONDITIONS

The proposed development plans to remove the existing drainage structure at the site and create a new on-site storm drain system. In general, the roof top drainage would be collected in drywells with overflow connections to outfall pipes that lead to Boston Harbor. A closed drainage system would support the parking areas and include various stormwater Best Management Practices (BMPs) before connecting to the outfall pipe. It is expected that a portion of the proposed open space would continue to flow via sheet flow directly into the Harbor, similar to existing conditions.

Drainage calculations were performed using the Soil Conservation Service (SCS) Technical Release 20 (TR-20) methodology. Stormwater calculations were performed for both existing and proposed conditions for 2, 10 and 100-year storms. It was estimated that approximately 24% of the lot will be landscaped areas. The results of these calculations are summarized in the Table 7-3. With the decrease in impervious area, the proposed development would result in a decrease in the peak runoff rate.

Table 7-3: Stormwater Drainage Calculations

	2-Year Storm	10-Year Storm	100-Year Storm
Existing Conditions	10.20 cfs	14.70 cfs	21.80 cfs
Proposed Conditions.	8.50 cfs	13.20 cfs	20.60 cfs

cfs – cubic feet per second

7.4 STORMWATER MANAGEMENT PLAN

The DEP Stormwater Management Policy requires projects that fall under the jurisdiction of the Massachusetts Wetlands Protection Act (WPA) to meet performance standards with regard to stormwater discharges to wetland resource areas. Due to its proximity to Boston Harbor, the project is subject to the WPA, and stormwater BMPs have been designed in conformance with the DEP performance standards. BMPs and mitigation measures may include deep sump hooded catch basins and water quality inlets (grit/oil separators). The following paragraphs present how the project conforms to the DEP Stormwater Management Standards. If DEP finalizes its draft regulations concerning stormwater management, the project will comply with regulations as applicable.

Standard #1: No new untreated stormwater will discharge into, or cause erosion to, wetlands or waters.

Compliance: The project includes the construction of new buildings, sidewalks, parking areas, and landscape areas. Current runoff from the west side of the site flows into Boston

Harbor as surface runoff. The remainder of the site runoff is collected in an existing catch basin and may or may not flow into Boston Harbor. This runoff discharge to the Harbor from the existing system does not provide any known water quality treatment.

For the proposed condition, runoff from most of the site will be collected by a new storm drain system to provide a greater degree of treatment than the existing conditions. The new storm drain system will contain new drywells to collect the runoff from the proposed buildings and deep sump catch basins to collect the runoff from the parking lots. The stormwater will be treated by a treatment unit (i.e. Stormtreat or Stormceptor unit) that will provide a secondary treatment for total suspended solids (TSS) removal prior to discharge.

Standard #2: Post-development peak discharge rates do not exceed pre-development rates on the site either at the point of discharge or down-gradient of the property boundary for the 2 and 10-year 24-hour design storms. The project's stormwater design will not increase flooding impacts offsite for the 100-year design storm.

Compliance: The project will not result in an increase in peak runoff rates as summarized in Table 7-3.

Standard #3: The annual groundwater recharge for the post-development site must approximate the annual recharge from existing site conditions, based on soil type.

Compliance: The post-development ground water recharge will be similar to the existing conditions. There will be a decrease in impervious areas of approximately 0.4 acres resulting from new landscaped areas. As a result, the quality and ground water infiltration capacity of these areas will be improved over the existing conditions.

Standard #4: For new development, the proposed stormwater management system must achieve an 80% removal rate for the site's average annual load of TSS.

Compliance: Stormwater treatment is achieved through the combination of the following BMPs:

- Deep Sump and Hooded Catch Basins
- Treatment Unit

BMP	Design Rate	% To be Treated	Removal by BMP
Deep Sump Manholes/Catch Basins	25%	100%	25%
Treatment Unit	80%	75%	60%
Total			**85%**

Standard #5: If the site contains an area with Higher Potential Pollutant Loads (as prescribed by the Policy), BMPs must be used to prevent the recharge of untreated stormwater.

Compliance: Activities at the site are limited to residences and restaurant uses. The project will not be considered a land use with higher pollutant load.

Standard #6: If the site contains areas of Sensitive Resources (as prescribed by the Policy), such as rare/endangered wildlife habitats, ACECs, etc., a larger volume of runoff from the "first flush" must be treated (1 inch of runoff from impervious area vs. the standard ½ inch).

Compliance: The project will not discharge to or affect any critical areas.

Standard #7: Redevelopment of previously developed sites must meet the Stormwater Management Standards to the maximum extent practicable.

Compliance: A "redevelopment" project is defined in the DEP Stormwater Policy as: "Development, rehabilitation, expansion, and phased projects on previously developed sites, provided the redevelopment results in no net increase in impervious area." Therefore, the proposed project is considered a redevelopment project because in its post-development condition, it will create a net decrease of impervious area of approximately 0.4 acres on the site when compared to the pre-development condition.

Standard #8: Erosion and sediment controls must be designed into the project to minimize adverse environmental effects.

Compliance: The erosion control measures incorporated into the project include the placement of haybale/siltation barriers and the installation of silt sacks in catch basins. Erosion control measures will be placed around stockpiles of loose materials. The measures will be inspected and maintained until the disturbed areas are stabilized.

Standard #9: A long-term BMP operation and maintenance plan is required to ensure proper maintenance and functioning of the stormwater management system.

Compliance: An Operations and Maintenance Plan including long-term BMP operation requirements will be prepared to ensure proper maintenance and functioning of the system. The Operations and Maintenance Plan will ensure that the facility provides adequate preventative maintenance to minimize discharge of contaminants to Boston Harbor. Facility personnel will inspect the stormwater management system on a routine basis not less than once per month for the first six months of operation and annually thereafter. Inspection and maintenance shall be performed as follows:

1. Catch basins and manholes shall be inspected for accumulation of silt, sediment, or debris on a monthly basis. Cleaning will be performed whenever the sediment level rises to within one foot of invert elevation of the outlet pipe. Removed sediment will be disposed off site by a qualified waste disposal contractor in accordance with state and federal regulations.

2. The treatment unit shall be inspected and maintained in accordance with the manufacturer's recommendations. During the first year of operation, the unit shall be inspected monthly to determine an appropriate maintenance schedule based on actual site conditions. The unit shall be inspected annually at the end of the winter season and cleaned as necessary. Accumulated sediment will be removed by means of a vacuum truck and disposed off site by a qualified waste disposal contractor in accordance with state and federal regulations.

3. Street sweeping of the project site shall be performed on an as-needed basis. At a minimum, street sweeping will be performed once per year during the spring to remove salt and sand from snow removal and de-icing activities.

7.5 ENERGY AND TELECOMMUNICATIONS

The natural gas service for this development will be obtained off a gas main in New Street.

The electrical and telecommunication services for this development will connect to available services in New Street.

Appendix 1

ENF FORM

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

For Office Use Only *Executive Office of Environmental Affairs*
EOEA No.: MEPA Analyst: Phone: 617-626-

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: New Street Development		
Street: 6 - 26 New Street		
Municipality: East Boston	Watershed:	
Universal Tranverse Mercator Coordinates: Easting: 331688 Northing: 4693009	Latitude: 42° 22' 16" Longitude: 71° 2' 39"	
Estimated commencement date: 10/2008	Estimated completion date: 3/2010	
Approximate cost: $100,000,000	Status of project design: 10 %complete	
Proponent: New Street Realty Trust		
Street: 6 - 26 New Street		
Municipality: East Boston	State: MA	Zip Code: 02128
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Richard Jabba		
Firm/Agency: Fort Point Associates, Inc.	Street: 33 Union Street, 3rd Floor	
Municipality: Boston	State: MA	Zip Code: 02108
Phone: 617.357.7044	Fax: 617.357.9135	E-mail: rjabba@fpa-inc.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐Yes ☒No

Has this project been filed with MEPA before?
☐Yes (EOEA No._____) ☒No

Has any project on this site been filed with MEPA before?
☐Yes (EOEA No._____) ☒No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐Yes	☒No
a Special Review Procedure? (see 301CMR 11.09)	☐Yes	☒No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐Yes	☒No
a Phase I Waiver? (see 301 CMR 11.11)	☒Yes	☐No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): NONE

Are you requesting coordinated review with any other federal, state, regional, or local agency?
☒Yes(Specify: Boston Redevelopment Agency) ☐No

List Local or Federal Permits and Approvals: NPDES NOI; FAA Notice of Proposed Construction; Army Corps of Engineers Section 10/404; Boston Transportation Department (Transportation Access Plan); Boston Water and Sewer Commission (Water and Sewer Connection Permits); Boston Conservation Commission; Boston Public Works Department (Street Opening/Occupancy permits);

and Boston Public Improvement Commission.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

☐ Land	☐ Rare Species	☒ Wetlands, Waterways, & Tidelands
☐ Water	☐ Wastewater	☐ Transportation
☐ Energy	☐ Air	☐ Solid & Hazardous Waste
☐ ACEC	☐ Regulations	☐ Historical & Archaeological Resources

Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	3.9		
New acres of land altered		0.0	
Acres of impervious area	2.0	-0.5	1.5
Square feet of new bordering vegetated wetlands alteration		0.0	
Square feet of new other wetland alteration		300	
Acres of new non-water dependent use of tidelands or waterways		0.9	
STRUCTURES			
Gross square footage	156,230	56,941	213,171
Number of housing units	0	210	210
Maximum height (in feet)	125	37	162
TRANSPORTATION			
Vehicle trips per day	200	2,019	2,219
Parking spaces	25	215	240
WATER/WASTEWATER			
Gallons/day (GPD) of water use	330	38,770	39,100
GPD water withdrawal	0	0	0
GPD wastewater generation/ treatment	300	35,210	35,510
Length of water/sewer mains (in miles)	0	Service connection only	Service connection only

State Permits & Approvals

- ☒ Order of Conditions
- ☐ Superseding Order of Conditions
- ☒ Chapter 91 License
- ☒ 401 Water Quality Certification
- ☐ MHD or MDC Access Permit
- ☐ Water Management Act Permit
- ☐ New Source Approval
- ☐ DEP or MWRA Sewer Connection/ Extension Permit
- ☒ Other Permits (*including Legislative Approvals*) – Specify:

DEP Notification of Construction and Demolition
Massachusetts Historical Commission – Finding of No Adverse Impact
CZM – Consistency Determination,
DEP Dewatering Discharge.

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

☐Yes (Specify_____) ☒No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

☐Yes (Specify_____) ☒No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

☐Yes (Specify_____) ☒No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

☒Yes (Specify__ *Building No. 8 in the Boston Landmarks Commission Survey, 1989*) ☐No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

☒Yes (Specify__ *The site contains buildings associated with the former fish processing and storage facilities built in the early 1900s*_____) ☐No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

☐Yes (Specify_____) ☒No

PROJECT DESCRIPTION: The project description should include **(a)** a description of the project site, **(b)** a description of both on-site and off-site alternatives and the impacts associated with each alternative, and **(c)** potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary*.)

(a) The project is located on New Street in East Boston and is bound by New Street and Maverick Landing to the east, city-owned LoPresti Park to the south, Boston Inner Harbor to the west, and the Boston Towing and Transportation property to the north. The proposed project has two development options: The Residential Option includes a total of 210 residential units located in a new 6-story building (62 units) and a redeveloped, existing 9-story building that has 3 additional floors (148 units), a small marina, a public plaza, and substantial public access to and along Boston Harbor. The Hotel/Extended Stay Option will be the same except the 6-story building will be for hotel/extended stay uses with 106 units. Both Options will include approximately 8,000 square feet of facilities of public accommodation (FPA) within the ground floor of the 6-story building. A 5,400 sf restaurant will be included in the FPA. The 1, 3, and 5-story buildings will be taken down. There will be a 2-level subsurface parking garage with 71-121 spaces below the 6-story building and a 2-level parking garage with 78-104 spaces located on the north side of the existing 9-story building. The range of parking spaces is due to the potential use of stackers, which can support two vehicles in one space. The site will have two at grade parking areas: one with 10 spaces and the other with 5 spaces. Vehicles would access all parking areas from New Street. There will also be a vehicle access route to the Designated Port Area (DPA) from the south side of the site. Along the southern wharf, there will be a small recreational marina. Approx. 2,300 cubic yards of material will be dredged to support the marina. A water taxi landing is planned for the DPA portion of the watersheet. The project will provide substantial public access to and along the harbor with the addition of a continuous Harborwalk along the edges of the wharves, viewing areas, outdoor seating, and open space. The new Harborwalk will connect to the existing Harborwalk at LoPresti Park and will provide such amenities as landscaped viewing areas and benches.

(b) Alternatives – Other than additional design refinements, there were three project alternative considered: a No Build Alternative, Long Wharf Alternative, and a 10-Story Alternative. Under the No Build Alternative, the waterfront portion of site would remain in its deteriorated condition and the buildings would be used for commercial uses, primarily storage, and/or remain vacant. The site would remain inaccessible to the public. The Long Wharf Alternative proposed a new residential building over a pier next to the existing 9-story building, but it was considered economically infeasible to construct and constrained the open space and public access areas. The 10-story Alternative included a new high rise building next to the existing 9-story building, but there were environmental issues and it also was economically infeasible to construct.

(c) On and Off-site Mitigation Measures - The project provides substantial public access both to and along Boston Harbor as well as connections to and from the adjacent LoPresti Park. The building heights and massing were designed to provide views of the water and an open space corridor along the waterfront. The project has been carefully designed to be consistent with the East Boston Master Plan and East Boston Municipal Harbor Plan.

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1)
___ Yes __X_ No; if yes, specify each threshold:

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	Existing	Change	Total
Footprint of buildings	0.62	0.31	0.94
Roadways, parking, and other paved areas	0.90	-0.64	0.26
Other altered areas (describe) *(New pier)*	0.48	0.32	0.81
Undeveloped areas	0	0	0

B. Has any part of the project site been in active agricultural use in the last three years?
___ Yes _X__ No; if yes, how many acres of land in agricultural use (with agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use?
___ Yes _X__ No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a DEM-approved forest management plan:

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? ___ Yes _X_ No; if yes, describe:

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction? ___ Yes _X__ No; if yes, does the project involve the release or modification of such restriction? ___ Yes ___ No; if yes, describe:

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? ___ Yes _X__ No; if yes, describe:

G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? Yes ___ No _X__ ; if yes, describe:

H. Describe the project's stormwater impacts and, if applicable, measures that the project will take to comply with the standards found in DEP's Stormwater Management Policy:

The project is a redevelopment project and will comply with the relevant provisions of DEP's Stormwater Management Policy. The project will not impose any adverse impacts associated with stormwater and will include stormwater pretreatment prior to discharge.

I. Is the project site currently being regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes ___ No _X__ ; if yes, what is the Release Tracking Number (RTN)?

J. If the project is site is within the Chicopee or Nashua watershed, is it within the Quabbin, Ware, or Wachusett subwatershed? ___ Yes ___ No; if yes, is the project site subject to regulation under the Watershed Protection Act? ___ Yes ___ No

K. Describe the project's other impacts on land:

The project will redevelop existing, previously developed, waterfront land for housing, water-dependent uses, and public access.

III. Consistency

A. Identify the current municipal comprehensive land use plan and the open space plan and describe the consistency of the project and its impacts with that plan(s):

The proposed use and building design is consistent with uses permitted under the East Boston Master Plan and the approved East Boston Municipal Harbor Plan (EBMHP). Refer to Chapter 4.0 of the Expanded ENF/PNF. An amendment to the EBMHP is proposed.

B. Identify the current Regional Policy Plan of the applicable Regional Planning Agency and describe the consistency of the project and its impacts with that plan:

The proposed project constitutes a waterfront redevelopment project and is therefore presumed to be consistent with the Regional Policy Plan of the Metropolitan Area Planning Council. The proposed residential development is consistent with housing goals presented in the agency's Metroplan 2000.

C. Will the project require any approvals under the local zoning by-law or ordinance (i.e. text or map amendment, special permit, or variance)? Yes _X_ No ___; if yes, describe:

The project will require zoning relief in the form of a zoning modification or a planned development area approval.

D. Will the project require local site plan or project impact review? __X_ Yes ___ No; if yes, describe:

The project will require design review by the Boston Redevelopment Authority and the Boston Civic Design Commission.

RARE SPECIES SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? ___ Yes _X_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **rare species or habitat**? ___ Yes _X_ No

C. If you answered "No" to both questions A and B, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? _X__ Yes ___ No; if yes, specify, in quantitative terms:

The proposed project includes new nonwater-dependent use of filled tidelands and new water-dependent use of flowed tidelands.

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? _X__ Yes ___ No; if yes, specify which permit:

A Waterways (Chapter 91) license is required for all nonwater-dependent and water-dependent activities pursuant to 310 CMR 9.00 and an Order of Conditions from the Boston Conservation Commission will be required for alteration of wetland resource areas and associated 100-foot buffer zone in accordance with 301 CMR 10.00.

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Describe any wetland resource areas currently existing on the project site and indicate them on the site plan:

The project site is currently developed as an industrial site with old industrial buildings. Remnants of former wharves and piers are present in the watersheet. Project activities proposed in Land Under Ocean include approximately 2,300 cubic yards of dredging, pile driving to install the marina and water taxi landing, and repair an existing pier. These activities will create temporary and permanent impacts to water quality. The project also proposes several activities in Land Subject to Coastal Storm Flowage including site excavation, utility installation, building construction, landscaping and paving.

B. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

Coastal Wetlands	Area (in square feet) or Length (in linear feet)
Land Under the Ocean	14,000 sf
Designated Port Areas	100 sf
Coastal Beaches	
Coastal Dunes	
Barrier Beaches	
Coastal Banks	
Rocky Intertidal Shores	
Salt Marshes	
Land Under Salt Ponds	
Land Containing Shellfish	
Fish Runs	100 sf
Land Subject to Coastal Storm Flowage	30,800 sf

Inland Wetlands	
Bank	
Bordering Vegetated Wetlands	
Land under Water	
Isolated Land Subject to Flooding	
Bordering Land Subject to Flooding	
Riverfront Area	

C. Is any part of the project

1. a limited project? ___ Yes _X__ No
2. the construction or alteration of a dam? ___ Yes _X__ No; if yes, describe:
3. fill or structure in a velocity zone or regulatory floodway? _X__ Yes ___ No
4. dredging or disposal of dredged material? __X_ Yes ___ No; if yes, describe the volume of dredged material and the proposed disposal site: 2,300 cy, Chelsea Creek CAD site
5. a discharge to Outstanding Resource Waters? ___ Yes _X__ No
6. subject to a wetlands restriction order? ___ Yes _X__ No; if yes, identify the area (in square feet):

D. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? __X_ Yes ___ No; if yes, has a Notice of Intent been filed or a local Order of Conditions issued? ___ Yes _X__ No; if yes, list the date and DEP file number:_____. Was the Order of Conditions appealed? ___ Yes ___ No. Will the project require a variance from the Wetlands regulations? ___ Yes _X__ No.

E. Will the project:

1. be subject to a local wetlands ordinance or bylaw? ___ Yes __X_ No
2. alter any federally-protected wetlands not regulated under state or local law? ___ Yes _X__ No; if yes, what is the area (in s.f.)?

F. Describe the project's other impacts on wetlands (including new shading of wetland areas or removal of tree canopy from forested wetlands):

No wetland impacts other than those identified in paragraph B above are expected.

III. Waterways and Tidelands Impacts and Permits

A. Is any part of the project site waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? _X__ Yes ___ No; if yes, is there a current Chapter 91 license or permit affecting the project site? _X__ Yes ___ No; if yes, list the date and number:

(See Chapter 4)

B. Does the project require a new or modified license under M.G.L.c.91? _X__ Yes___ No; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water dependent use?

Current _0.0__ Change __0.9_ Total _0.9__

C. Is any part of the project

1. a roadway, bridge, or utility line to or on a barrier beach? ___ Yes ___X___ No; if yes, describe:
2. dredging or disposal of dredged material? __X_ Yes ___ No; if yes, volume of dredged material _2,300 cy___
3. a solid fill, pile-supported, or bottom-anchored structure in flowed tidelands or other waterways? _X__ Yes ___ No; if yes, what is the base area? __ To be determined_____
4. within a Designated Port Area? _X__ Yes ___ No

D. Describe the project's other impacts on waterways and tidelands:

The project site includes activities on filled and flowed tidelands along Boston Harbor in East Boston. The site will be redeveloped with a total of 210 residential units within two buildings and facilities of public accommodation. A small recreational marina and a water taxi landing are also proposed to improve water access. It is anticipated that approximately 2,300 cubic yards of material will have to be dredged to support the marina. The project will create views through the site toward Boston Harbor and open up an area on the waterfront that has always been closed to the public. A small portion of the proposed Harborwalk will be constructed over flowed tidelands on the south side of the site. The project will further improve the emerging public realm along this portion of the East Boston Waterfront and includes public access along the entire water's edge, which will connect to the Harborwalk at the adjacent LoPresti Park.

IV. Consistency:

A. Is the project located within the Coastal Zone? _X__ Yes ___ No; if yes, describe the project's consistency with policies of the Office of Coastal Zone Management:

The project complies with and supports the policies of the Massachusetts Office of Coastal Zone Management. In particular, the provision of public access, activation of the shoreline for maritime uses, and creation of a recreational marina, achieve the goals of the program (See Section 4.5).

B. Is the project located within an area subject to a Municipal Harbor Plan? __X_ Yes ___ No; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

The project site was included in the East Boston Municipal Harbor Plan. It was anticipated in this Plan that that a municipal harbor plan amendment would be needed to redevelop the site in order to be consistent with the provisions of the Plan. See Chapter 4.

WATER SUPPLY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? ___ Yes __X_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**? ___ Yes _X__ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

WASTEWATER SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? ___ Yes _X__ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? ___ Yes _X__ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

TRANSPORTATION -- TRAFFIC GENERATION SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? ___ Yes _X__ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **state-controlled roadways**? ___ Yes __X_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

ROADWAYS AND OTHER TRANSPORTATION FACILITIES SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? ___ Yes _X__ No; if yes, specify, in

quantitative terms:

B. Does the project require any state permits related to **roadways or other transportation facilities**? ___ Yes _X__ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

ENERGY SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))? ___ Yes __X_ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **energy**? ___ Yes __X_ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

AIR QUALITY SECTION

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ___ Yes _X__ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? ___ Yes _X__ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

SOLID AND HAZARDOUS WASTE SECTION

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? ___ Yes _X__ No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **solid and hazardous waste**? ___ Yes _X__ No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

I. Thresholds / Impacts

A. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? __X_ Yes ___ No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? _X__ Yes ___ No; if yes, please describe:

The project site buildings comprise the New Street complex, which is listed in the Inventory of Historical and Archaeological Assets of the Commonwealth (see resource area # 29 in Table 6-1, Chapter 6).

B. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? ___ Yes __X_ No; if yes, does the project involve the destruction of all or any part of such archaeological site? ___ Yes ___ No; if yes, please describe:

C. If you answered "No" to all parts of both questions A and B, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

D. Have you consulted with the Massachusetts Historical Commission? ___ Yes _X__ No; if yes, attach correspondence.

E. Describe and assess the project's other impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

The project must demolish three existing structures and substantially alter the 9-story building on the site to implement the proposed development program.

II. Consistency -- Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

The project proponent will consult with the Massachusetts Historical Commission and the City of Boston Landmarks Commission about the demolition of three buildings and alteration of one building at 6-26 New Street.

ATTACHMENTS:

1. Plan, at an appropriate scale, of existing conditions of the project site and its immediate context, showing all known structures, roadways and parking lots, rail rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities.
   (Note: See Figure 2-2 in Chapter 2 of the Expanded ENF/PNF, Existing Conditions)

2. Plan of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase).
   (Note: See Figure 1-2 in Chapter 1 of the Expanded ENF/PNF, Project Site Plan)

3. **Original** U.S.G.S. map or good quality **color** copy (8-½ x 11 inches or larger) indicating the project location and boundaries.
   (Note: See Figure 1-1 in Chapter 1 of the Expanded ENF/PNF, Project Locus)

4 List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2).
   (Note: See Appendix 3, Distribution List of the Expanded ENF/PNF)

5. Other: *None*

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspapers in accordance with 301 CMR 11.15(1):

   (Name) Boston Herald (Date) September 17, 2007

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).

9/19/07 _____
Date Signature of Responsible Officer or Proponent

_____
Date Signature of person preparing ENF (if different from above)

Bruce Ohanian
Name (print or type)

New Street Realty Trust
Firm/Agency

26 Brighton Street
Street

Belmont, MA 02478
Municipality/State/Zip

(617) 872-3007
Phone

Richard Jabba
Name (print or type)

Fort Point Associates, Inc.
Firm/Agency

33 Union Street, 3rd Floor
Street

Boston, MA 02108
Municipality/State/Zip

617) 357-7044
Phone

Appendix 2

Qualitative Wind Analysis

Frank H. Durgin, P.E.
10 Littlefield Road
Chebeague Island, ME 04017
June 22, 2007

Re: Wind Assessment for New Build at New Street

Richard Jabba
Fort Point Associates
286 Congress Street, 6th floor
Boston, MA 02110

Dear Richard,

You asked me to assess the effects of the New Build plans for the New Street Development on my 2006 assessment of the pedestrian Level Winds (PLWs).

From the various plans you sent I note the following significant changes between the 2006 plans and the new ones:

The 70-foot building has been shortened at its Harbor end;
A circular restaurant has been added at the Harbor end of the 70-foot building;
There now is a vehicular passage through the 70-foot building near the restaurant end with a sidewalk on the restaurant side of the passage; and
The wharf near the restaurant has been shortened so that the Harborwalk has been moved in that area

Each of the above changes has affected the some the PLW assessments I made in 2006. I have chosen to reassess the PLWs at 15 of the 56 locations I chose in 2006 and to add five new ones (57-62-see table 1 and figures 1 and 2). 2006 locations 23, 25, and 30 have been moved. The five new or moved locations cover the vehicular passageway (locations 25, 58, and 60), the main entrance to the restaurant (location 61), and the harbor side of the restaurant where it is proposed to have outdoor access and seating (locations 30, 59, and 62).

The annual estimates of PLW Categories for existing and New Build conditions are presented in Figures 3 and 4 and those for NW, SW, Storm and annual winds are listed in Table 1.

None of the locations considered is estimated to have PLWs that exceed the BRA guideline wind speed. In none is predicted to have winds exceeding Category 3 (comfortable for walking).Nor is any location estimated to have

dangerous winds as often as once a year. The winds at the main entrance to the restaurant are estimated to be inn PLW Category 2 (Acceptable for short periods of standing or sitting) for all the wind conditions considered.

The annual PLWs at locations 30, 59, and 62 are estimated to be in Category 3. In general, this is too windy for having tables for sitting and eating. To give you an idea of how often these locations could be used for outside table sitting, I estimated how often Category 1 (Comfortable for long periods of sitting or standing) would be exceeded at each location (about 90% at location 30 and about 85% at locations 59 and 62).

I hope this covers all the questions that might arise due to the proposed changes. If you have any questions please feel free to call or e-mail me.

Yours

Frank H. Durgin, P.E.

Frank H. Durgin, P.E. 6/22/07

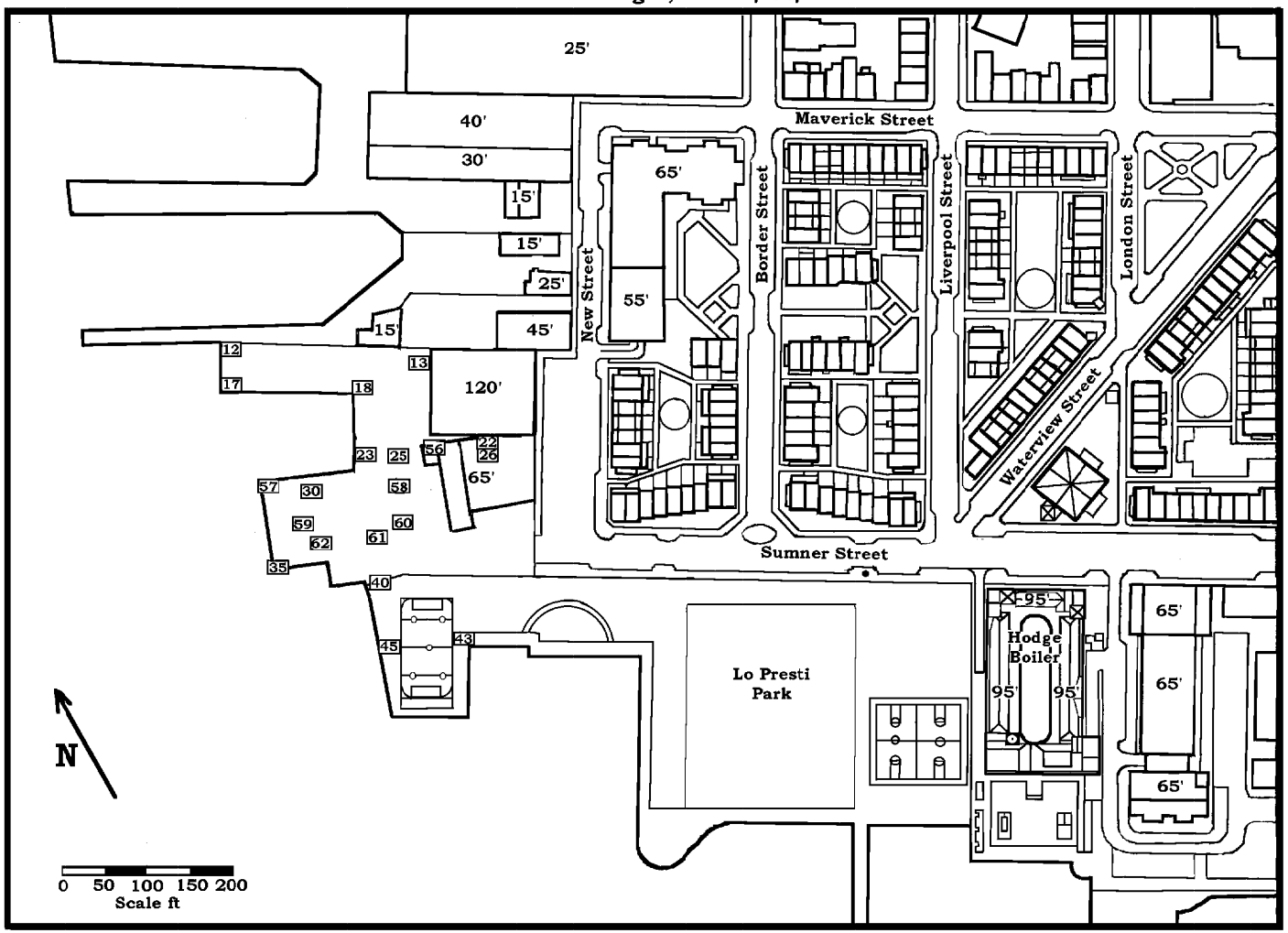


Figure 1 PLW Location Numbers for Existing Conditions

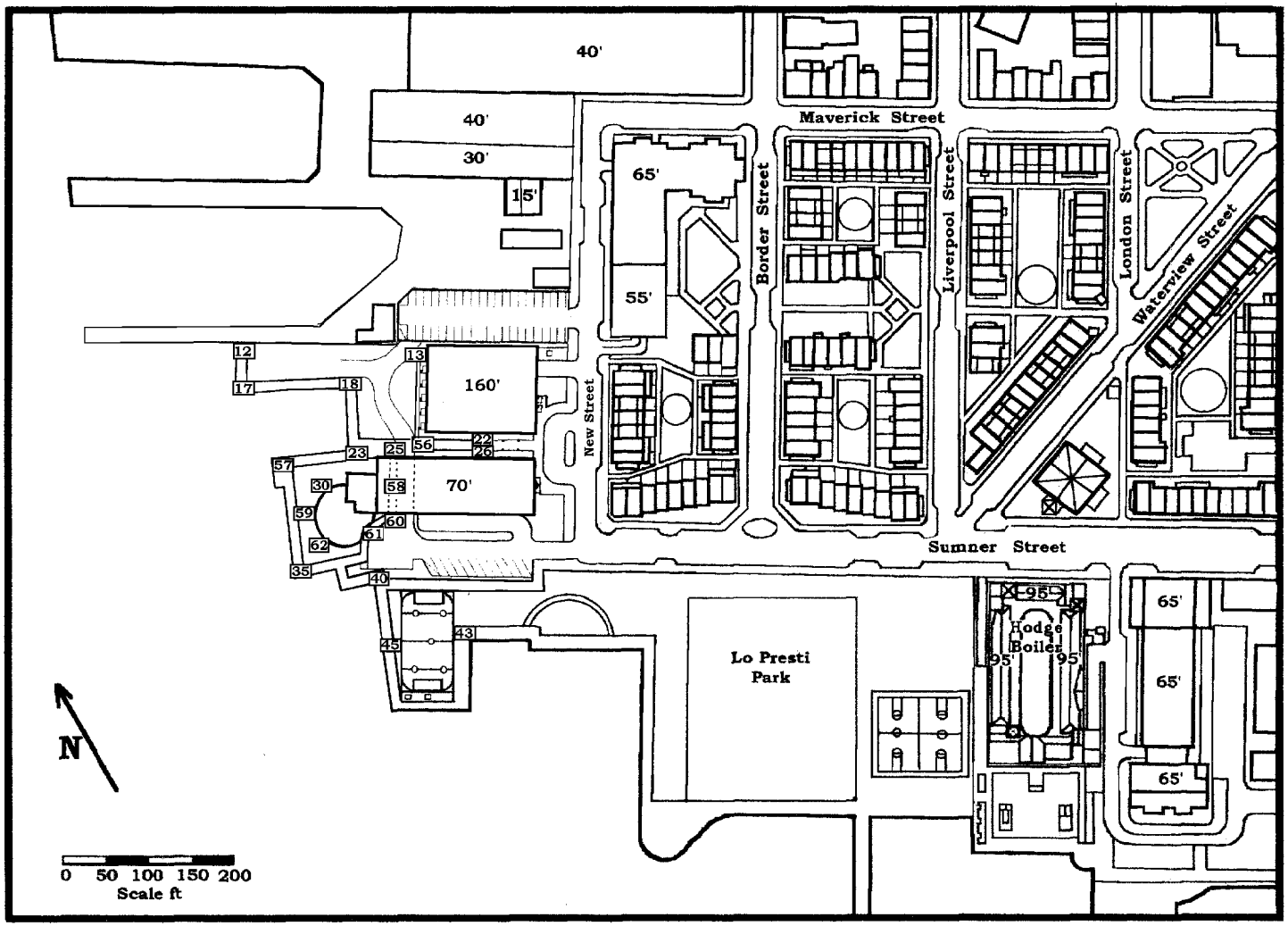


Figure 2 PLW Location Numbers for New Build Conditions

Frank H Durgin, P.E. 6/22/07

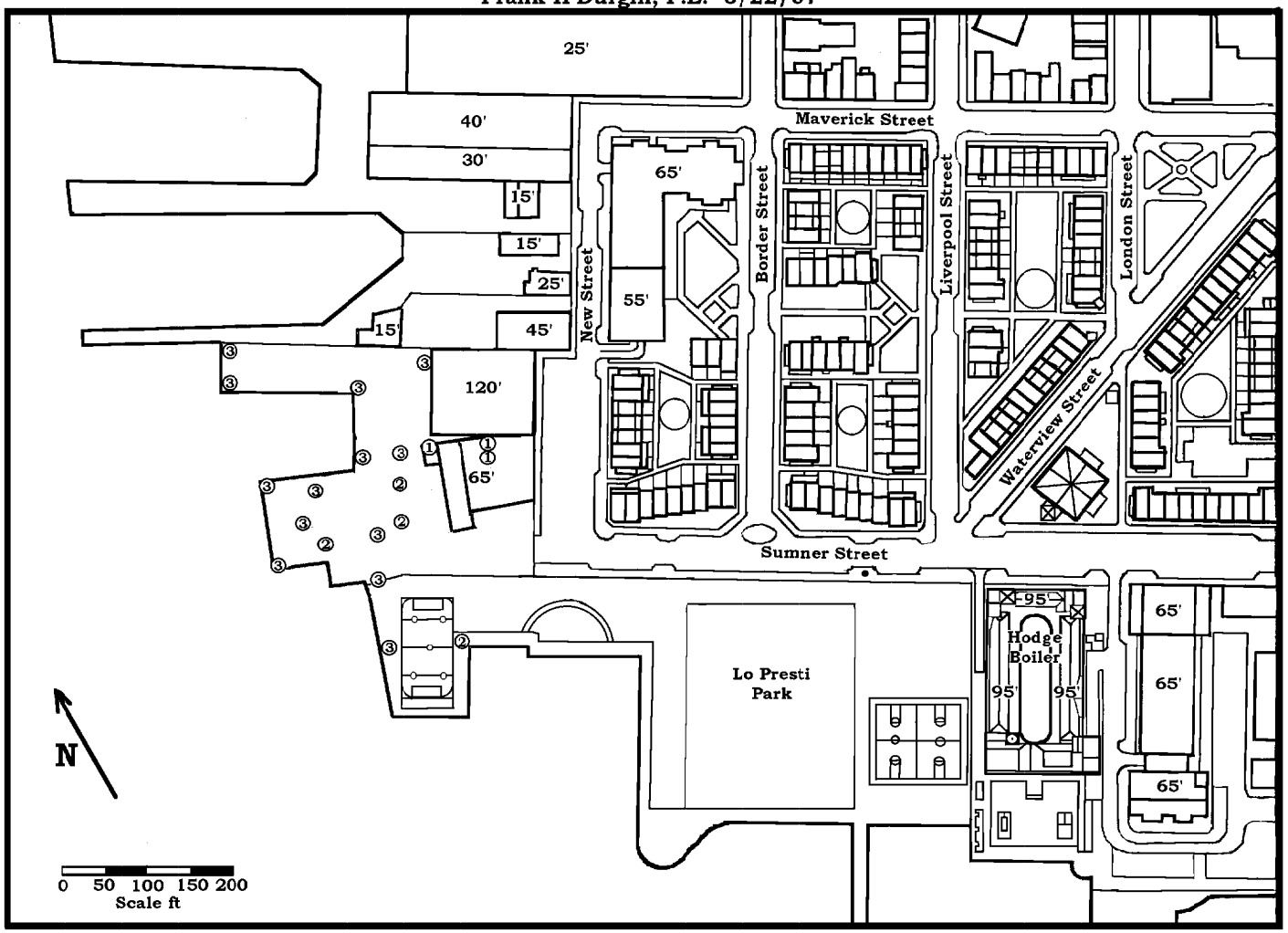


Figure 3 Estimated Annual Categories for Existing Conditions

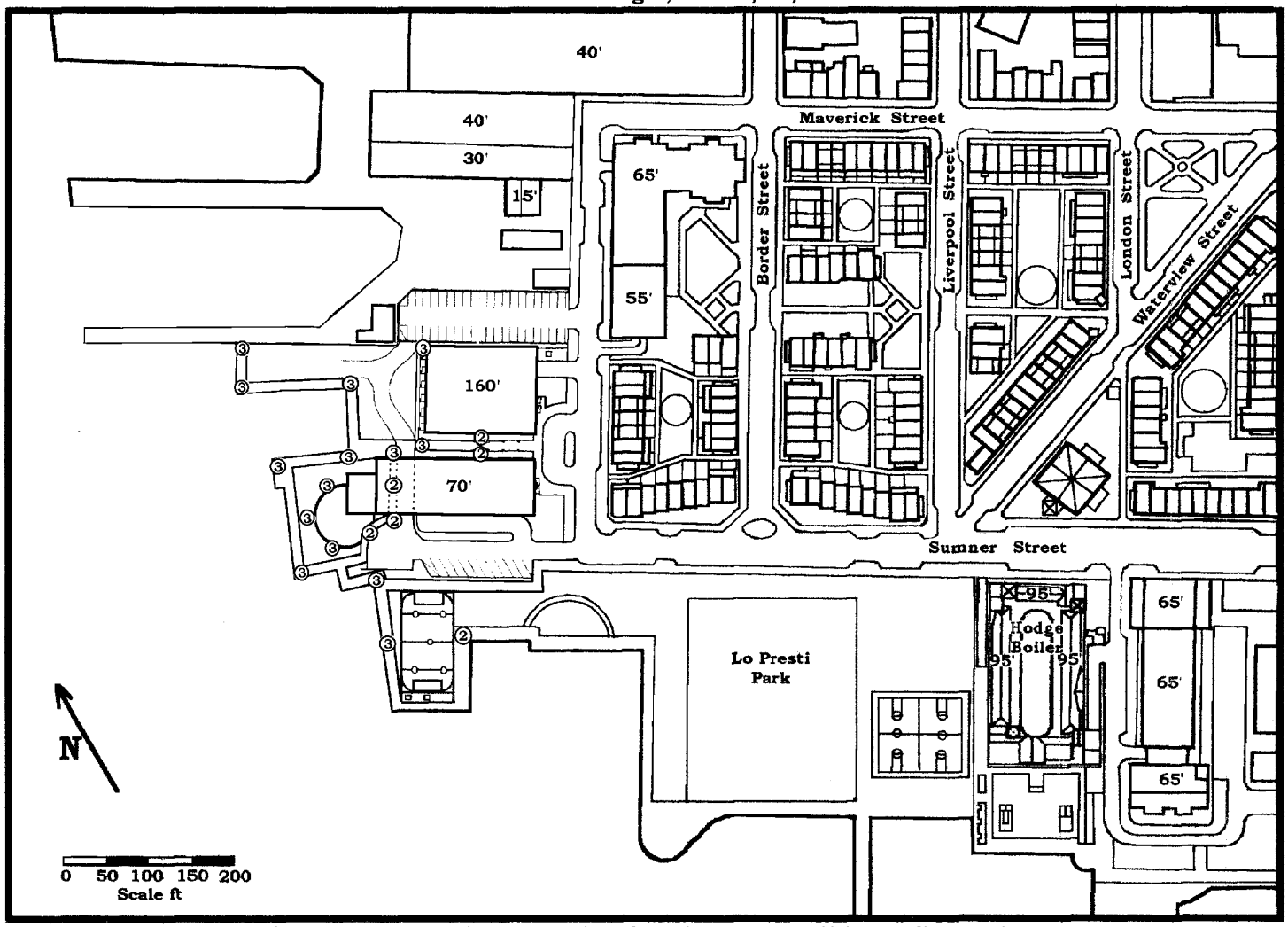


Figure 4 Annual Categories for the New Build Configuration

Appendix 3

Distribution list

STATE GOVERNMENT

Elected Officials

Senator Anthony W. Petruccelli
Room 413-B
State House
Boston, MA 02133

Representative (Vacant, 1st Suffolk District)
State House
Boston, MA 02133

Executive Office of Energy and Environmental Affairs

Secretary Ian A. Bowles
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

MEPA Office

Undersecretary for Policy
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Department of Environmental Protection (DEP)

Laurie Burt, Commissioner
Commissioner's Office
Department of Environmental Protection
One Winter Street
Boston, MA 02108

Nancy Baker, MEPA Coordinator
DEP/Northeast Regional Office
205-B Lowell Street
Wilmington, MA 01887

Richard Tomczyk, Section Chief
DEP/Northeast Regional Office
Wetlands and Waterways
205B Lowell Street
Wilmington, MA 01887

Ben Lynch
Department of Environmental Protection
Division of Wetlands and Waterways
One Winter Street
Boston, MA 02108

Executive Office of Transportation

Attn: Environmental Reviewer
Ten Park Plaza, Room 3510
Boston, MA 02116

Massachusetts Aeronautics Commission
MEPA Coordinator
Ten Park Plaza, Room 3510
Boston, MA 02116

Massachusetts Bay Transportation Authority (MBTA)

MEPA Coordinator
Ten Park Plaza, 6th Floor
Boston, MA 02216

Massachusetts Coastal Zone Management

Massachusetts Coastal Zone Management
Attn: Project Review Coordinator
251 Causeway Street, Suite 800
Boston MA 02114

Massachusetts Department of Conservation and Recreation

Division of Urban Parks
Attn: MEPA Coordinator
251 Causeway Street, Suite 600
Boston MA 02114

Massachusetts Department of Fish & Game

Attn: MEPA Coordinator
251 Causeway Street, Suite 400
Boston, MA 02114

Massachusetts Department of Public Health (DPH)

Director of Environmental Health
250 Washington Street
Boston, MA 02115

Massachusetts Division of Fisheries & Wildlife

Attn: Environmental Reviewer
251 Causeway Street, Suite 400
Boston, MA 02114

Massachusetts Division of Marine Fisheries

Attn: Environmental Reviewer
30 Emerson Avenue
Gloucester, MA 01930

Massachusetts Highway Department
Public/Private Development Unit
10 Park Plaza
Boston, MA 02116

Connie Raphael, MEPA Coordinator
Massachusetts Highway Department, District #4
519 Appleton Street
Arlington, MA 02476

Massachusetts Historical Commission

Brona Simon, Executive Director
Massachusetts Archives Building
220 Morrissey Boulevard
Dorchester, MA 02125

Massachusetts Water Resource Authority

Marianne Connolly, MEPA Coordinator
Charlestown Navy Yard
100 First Avenue, Building 34-2
Charlestown, MA 02129

Metropolitan Area Planning Council

60 Temple Place, 6th Floor
Boston, MA 02111

CITY OF BOSTON

Mayor's Office

Honorable Thomas M. Menino, Mayor
Boston City Hall
One City Hall Square
Boston, MA 02201

Jay Walsh, Director
Mayor's Office of Neighborhood Services
One City Hall Square, Room 708
Boston, MA 02201

Judith Kurland, Chief of Staff, Mayor's Office
Boston City Hall
One City Hall Square, 5th Floor
Boston, MA 02201

Boston City Council

Maureen Feeney, President
Boston City Council

One City Hall Plaza, 5th Floor
Boston, MA 02201

Councilor Felix Arroyo
Boston City Council
One City Hall Plaza, 5th Floor
Boston, MA 02201

Councilor Salvatore LaMattina
Boston City Council
One City Hall Plaza, 5th Floor
Boston, MA 02201

Councilor Stephen J. Murphy
Boston City Council
One City Hall Plaza, 5th Floor
Boston, MA 02201

Councilor Sam Yoon
Boston City Council
One City Hall Plaza, 5th Floor
Boston, MA 02201

Boston Environment Department

Bryan Glascock, Directory
Boston Environment Department
One City Hall Square, Room 805
Boston, MA 02201

Ellen Lipsey, Executive Director
Boston Landmarks Commission
One City Hall Square, Room 805
Boston, MA 02201

Chris Busch, Executive Secretary
Boston Conservation Commission
One City Hall Square, Room 805
Boston, MA 02201

Boston Public Health Commission

1010 Massachusetts Avenue
Boston, MA 02118

Boston Redevelopment Authority

Acting Director, Paul McCann
One City Hall Square, 9th Floor
Boston, MA 02201
Attn: Kristin Kara, Project Manager

Richard McGuinness, Waterfront Planner
One City Hall Square, 9th Floor
Boston, MA 02201

LIBRARY

Boston Public Library

East Boston Branch
276 Meridian Street
East Boston, MA 02128

Appendix 4

Trip Generation

New Street Redevelopment

Trip Generation Estimation **Option 1**

Howard/Stein-Hudson Associates

July 30, 2007

Component	Size	Category	Trip Rates (Trips/ksf or unit)	Unadjusted Vehicle Trips	Capture Rate	Less capture trips	Assumed national vehicle occupancy rate[1]	**Converted to Person trips**	Transit Share[2]	**Transit Trips**	Walk/Bike/ Other Share[2]	**Walk/ Bike/ Other Trips**	Vehicle Share[2]	Vehicle Person Trips	Assumed local vehicle occupancy rate[3]	**Total Adjusted Vehicle Trips**
Daily																
Residential - Condominiums [4]																
	215	Total	5.86	1260		1260	1.2	**1,512**	13%	**197**	35%	**529**	52%	786	1.2	**666**
	Units	In	2.93	630		630	1.2	**756**	13%	**98**	35%	**265**	52%	393	1.2	**333**
		Out	2.93	630		630	1.2	**756**	13%	**98**	35%	**265**	52%	393	1.2	**333**
Restaurant [5]																
	5,400	Total	89.95	486		486	2.1	**1,020**	13%	**133**	35%	**357**	52%	530	2.1	**253**
	SF	In	44.98	243		243	2.1	**510**	13%	**66**	35%	**179**	52%	265	2.1	**126**
		Out	44.98	243		243	2.1	**510**	13%	**66**	35%	**179**	52%	265	2.1	**126**
Daily		Total		**1,746**		**1,746**		**1,525**		**329**		**886**		**1,317**		**919**
Total		In		**873**		**873**		**769**		**165**		**443**		**658**		**459**
		Out		**873**		**873**		**769**		**165**		**443**		**658**		**459**
AM Peak Hour																
Residential - Condominiums [4]																
	215	Total	0.44	95		95	1.2	**114**	25%	**28**	30%	**34**	45%	51	1.2	**43**
	Units	In	0.07	16		16	1.2	**19**	25%	**5**	30%	**6**	45%	9	1.2	**7**
		Out	0.37	79		79	1.2	**94**	25%	**24**	30%	**28**	45%	42	1.2	**36**
Restaurant [5]																
	5,400	Total	0.81	4		4	2.1	**9**	5%	**0**	58%	**5**	37%	3	2.1	**2**
	SF	In	0.66	4		4	2.1	**8**	5%	**0**	58%	**4**	37%	3	2.1	**1**
		Out	0.15	1		1	2.1	**2**	5%	**0**	58%	**1**	37%	1	2.1	**0**
AM Peak Hour		Total		**99**		**99**		**123**		**29**		**39**		**54**		**45**
Total		In		**20**		**20**		**27**		**5**		**10**		**11**		**9**
		Out		**79**		**79**		**96**		**24**		**29**		**43**		**36**
PM Peak Hour																
Residential - Condominiums [4]																
	215	Total	0.52	112		112	1.2	**134**	25%	**34**	30%	**40**	45%	60	1.2	**51**
	Units	In	0.35	75		75	1.2	**90**	25%	**22**	30%	**27**	45%	40	1.2	**34**
		Out	0.17	37		37	1.2	**44**	25%	**11**	30%	**13**	45%	20	1.2	**17**
Restaurant [5]																
	5,400	Total	7.49	40		40	2.1	**85**	5%	**4**	58%	**49**	37%	31	2.1	**15**
	SF	In	5.02	27		27	2.1	**57**	5%	**3**	58%	**33**	37%	21	2.1	**10**
		Out	2.47	13		13	2.1	**28**	5%	**1**	58%	**16**	37%	10	2.1	**5**
PM Peak Hour		Total		**152**		**152**		**219**		**38**		**90**		**92**		**66**
Total		In		**102**		**102**		**147**		**25**		**60**		**62**		**44**
		Out		**50**		**50**		**72**		**12**		**30**		**30**		**22**

Notes:

1. 2001 National vehicle occupancy rates - 1.2: Home to work; 2.1: Restaurant
2. Mode shares based on BTD Mode Splits for Area 7.
3. Local vehicle occupancy rates based on 2000 Census Data.
4. ITE Trip Generation Equation, 7th Edition, LUC 230 (Condominium/Townhouse)
5. ITE Trip Generation Equation, 7th Edition, LUC 931 (Quality Restaurant)

New Street Redevelopment

Trip Generation Estimation **Option 2**

Howard/Stein-Hudson Associates

July 30, 2007

Component	Size	Category	Trip Rates (Trips/ksf or unit)	Unadjusted Vehicle Trips	Capture Rate	Less capture trips	Assumed national vehicle occupancy rate[1]	**Converted to Person trips**	Transit Share[2]	**Transit Trips**	Walk/Bike/ Other Share[2]	**Walk/ Bike/ Other Trips**	Vehicle Share[2]	Vehicle Person Trips	Assumed local vehicle occupancy rate[3]	**Total Adjusted Vehicle Trips**
Daily																
Residential - Condominiums [4]																
	148	Total	5.86	867		867	1.2	**1,041**	13%	**135**	35%	**364**	52%	541	1.2	**459**
	Units	In	2.93	434		434	1.2	**520**	13%	**68**	35%	**182**	52%	271	1.2	**229**
		Out	2.93	434		434	1.2	**520**	13%	**68**	35%	**182**	52%	271	1.2	**229**
Restaurant [5]																
	5,400	Total	89.95	486		486	2.1	**1,020**	13%	**133**	35%	**357**	52%	530	2.1	**253**
	SF	In	44.98	243		243	2.1	**510**	13%	**66**	35%	**179**	52%	265	2.1	**126**
		Out	44.98	243		243	2.1	**510**	13%	**66**	35%	**179**	52%	265	2.1	**126**
Hotel [6]																
	106	Total	8.17	866		866	1.6	**1,386**	13%	**180**	35%	**485**	52%	721	1.6	**450**
	Units	In	4.09	433		433	1.6	**693**	13%	**90**	35%	**242**	52%	360	1.6	**225**
		Out	4.09	433		433	1.6	**693**	13%	**90**	35%	**242**	52%	360	1.6	**225**
Daily		Total		**2,219**		**2,219**		**3,446**		**448**		**1,206**		**1,792**		**1,162**
Total		In		**1,110**		**1,110**		**1,723**		**224**		**603**		**896**		**581**
		Out		**1,110**		**1,110**		**1,723**		**224**		**603**		**896**		**581**
AM Peak Hour																
Residential - Condominiums [4]																
	148	Total	0.44	65		65	1.2	**78**	25%	**20**	30%	**23**	45%	35	1.2	**30**
	Units	In	0.07	11	17%	9	1.2	**11**	25%	**3**	30%	**3**	45%	5	1.2	**4**
		Out	0.37	54		56	1.2	**67**	25%	**17**	30%	**20**	45%	30	1.2	**26**
Restaurant [5]																
	5,400	Total	0.81	4		4	2.1	**9**	5%	**0**	58%	**5**	37%	3	2.1	**2**
	SF	In	0.66	4		4	2.1	**8**	5%	**0**	58%	**4**	37%	3	2.1	**1**
		Out	0.15	1		1	2.1	**2**	5%	**0**	58%	**1**	37%	1	2.1	**0**
Hotel [6]																
	106	Total	0.56	59		59	1.6	**95**	25%	**24**	30%	**28**	45%	43	1.6	**27**
	Units	In	0.34	36		36	1.6	**58**	25%	**14**	30%	**17**	45%	26	1.6	**16**
		Out	0.22	23		23	1.6	**37**	25%	**9**	30%	**11**	45%	17	1.6	**10**
AM Peak Hour		Total		**129**		**129**		**182**		**44**		**57**		**81**		**58**
Total		In		**51**		**49**		**76**		**18**		**25**		**34**		**22**
		Out		**78**		**80**		**106**		**26**		**32**		**47**		**36**
PM Peak Hour																
Residential - Condominiums [4]																
	148	Total	0.52	77		77	1.2	**92**	25%	**23**	30%	**28**	45%	42	1.2	**35**
	Units	In	0.35	52		52	1.2	**62**	25%	**15**	30%	**19**	45%	28	1.2	**24**
		Out	0.17	25		25	1.2	**30**	25%	**8**	30%	**9**	45%	14	1.2	**12**
Restaurant [5]																
	5,400	Total	7.49	40		40	2.1	**85**	5%	**4**	58%	**49**	37%	31	2.1	**15**
	SF	In	5.02	27		27	2.1	**57**	5%	**3**	58%	**33**	37%	21	2.1	**10**
		Out	2.47	13		13	2.1	**28**	5%	**1**	58%	**16**	37%	10	2.1	**5**
Hotel [6]																
	106	Total	0.59	63		63	1.6	**100**	25%	**25**	30%	**30**	45%	45	1.6	**28**
	Units	In	0.31	33		33	1.6	**53**	25%	**13**	30%	**16**	45%	24	1.6	**15**
		Out	0.28	29		29	1.6	**47**	25%	**12**	30%	**14**	45%	21	1.6	**13**
PM Peak Hour		Total		**180**		**180**		**277**		**52**		**107**		**118**		**78**
Total		In		**112**		**112**		**172**		**32**		**67**		**73**		**49**
		Out		**68**		**68**		**106**		**21**		**40**		**45**		**30**

Notes:

1. 2001 National vehicle occupancy rates - 1.2: Home to work; 2.1: Restaurant; 1.6: All Purposes
2. Mode shares based on BTD Mode Splits for Area 7.
3. Local vehicle occupancy rates based on 2000 Census Data.
4. ITE Trip Generation Equation, 7th Edition, LUC 230 (Condominium/Townhouse)
5. ITE Trip Generation Equation, 7th Edition, LUC 931 (Quality Restaurant)
6. ITE Trip Generation Equation, 7th Edition, LUC 310 (Hotel)

Appendix 5

LEED for New Construction Checklist

LEED for New Construction v2.2
Registered Project Checklist

Project Name: 4-26 New Street Development
Project Address: 4-26 New Street, East Boston, MA

Yes	?	No			
9	2	**3**	**Sustainable Sites**		**14** Points
Y			Prereq 1	**Construction Activity Pollution Prevention**	Required
1			Credit 1	**Site Selection**	1
1			Credit 2	**Development Density & Community Connectivity**	1
		1	Credit 3	**Brownfield Redevelopment**	1
1			Credit 4.1	**Alternative Transportation**, Public Transportation Access	1
1			Credit 4.2	**Alternative Transportation**, Bicycle Storage & Changing Rooms	1
		1	Credit 4.3	**Alternative Transportation**, Low-Emitting & Fuel-Efficient Vehicles	1
1			Credit 4.4	**Alternative Transportation**, Parking Capacity	1
	1		Credit 5.1	**Site Development,** Protect of Restore Habitat	1
		1	Credit 5.2	**Site Development,** Maximize Open Space	1
1			Credit 6.1	**Stormwater Design,** Quantity Control	1
1			Credit 6.2	**Stormwater Design,** Quality Control	1
1			Credit 7.1	**Heat Island Effect,** Non-Roof	1
1			Credit 7.2	**Heat Island Effect,** Roof	1
	1		Credit 8	**Light Pollution Reduction**	1

Yes	?	No			
2	2	**1**	**Water Efficiency**		**5** Points
1			Credit 1.1	**Water Efficient Landscaping**, Reduce by 50%	1
	1		Credit 1.2	**Water Efficient Landscaping**, No Potable Use or No Irrigation	1
		1	Credit 2	**Innovative Wastewater Technologies**	1
1			Credit 3.1	**Water Use Reduction**, 20% Reduction	1
	1		Credit 3.2	**Water Use Reduction**, 30% Reduction	1

3	2	**12**	**Energy & Atmosphere**		**17** Points
Y			Prereq 1	**Fundamental Commissioning of the Building Energy Systems**	Required
Y			Prereq 2	**Minimum Energy Performance**	Required
Y			Prereq 3	**Fundamental Refrigerant Management**	Required
3		7	Credit 1	**Optimize Energy Performance**	1 to 10
				10.5% New Buildings or 3.5% Existing Building Renovations	1
				14% New Buildings or 7% Existing Building Renovations	2
			3	17.5% New Buildings or 10.5% Existing Building Renovations	3
				21% New Buildings or 14% Existing Building Renovations	4
				24.5% New Buildings or 17.5% Existing Building Renovations	5
				28% New Buildings or 21% Existing Building Renovations	6
				31.5% New Buildings or 24.5% Existing Building Renovations	7
				35% New Buildings or 28% Existing Building Renovations	8
				38.5% New Buildings or 31.5% Existing Building Renovations	9
				42% New Buildings or 35% Existing Building Renovations	10
		3	Credit 2	**On-Site Renewable Energy**	1 to 3
				2.5% Renewable Energy	1
				7.5% Renewable Energy	2
				12.5% Renewable Energy	3
		1	Credit 3	**Enhanced Commissioning**	1
	1		Credit 4	**Enhanced Refrigerant Management**	1
	1		Credit 5	**Measurement & Verification**	1
		1	Credit 6	**Green Power**	1

continued…

Yes	?	No			
6	2	4	**Materials & Resources**		**13** Points
Y			Prereq 1	**Storage & Collection of Recyclables**	Required
			Credit 1.1	**Building Reuse**, Maintain 75% of Existing Walls, Floors & Roof	1
		1	Credit 1.2	**Building Reuse**, Maintain 100% of Existing Walls, Floors & Roof	1
		1	Credit 1.3	**Building Reuse**, Maintain 50% of Interior Non-Structural Elements	1
1			Credit 2.1	**Construction Waste Management**, Divert 50% from Disposal	1
1			Credit 2.2	**Construction Waste Management**, Divert 75% from Disposal	1
1			Credit 3.1	**Materials Reuse**, 5%	1
		1	Credit 3.2	**Materials Reuse**,10%	1
1			Credit 4.1	**Recycled Content**, 10% (post-consumer + ½ pre-consumer)	1
	1		Credit 4.2	**Recycled Content**, 20% (post-consumer + ½ pre-consumer)	1
1			Credit 5.1	**Regional Materials**, 10% Extracted, Processed & Manufactured Regio	1
		1	Credit 5.2	**Regional Materials**, 20% Extracted, Processed & Manufactured Regio	1
	1		Credit 6	**Rapidly Renewable Materials**	1
1			Credit 7	**Certified Wood**	1
Yes	?	No			
7	5	3	**Indoor Environmental Quality**		**15** Points
Y			Prereq 1	**Minimum IAQ Performance**	Required
Y			Prereq 2	**Environmental Tobacco Smoke** (ETS) **Control**	Required
	1		Credit 1	**Outdoor Air Delivery Monitoring**	1
		1	Credit 2	**Increased Ventilation**	1
1			Credit 3.1	**Construction IAQ Management Plan**, During Construction	1
	1		Credit 3.2	**Construction IAQ Management Plan**, Before Occupancy	1
1			Credit 4.1	**Low-Emitting Materials**, Adhesives & Sealants	1
1			Credit 4.2	**Low-Emitting Materials**, Paints & Coatings	1
1			Credit 4.3	**Low-Emitting Materials**, Carpet Systems	1
	1		Credit 4.4	**Low-Emitting Materials**, Composite Wood & Agrifiber Products	1
1			Credit 5	**Indoor Chemical & Pollutant Source Control**	1
1			Credit 6.1	**Controllability of Systems**, Lighting	1
	1		Credit 6.2	**Controllability of Systems**, Thermal Comfort	1
1			Credit 7.1	**Thermal Comfort**, Design	1
		1	Credit 7.2	**Thermal Comfort**, Verification	1
	1		Credit 8.1	**Daylight & Views**, Daylight 75% of Spaces	1
		1	Credit 8.2	**Daylight & Views**, Views for 90% of Spaces	1
Yes	?	No			
1	1	3	**Innovation & Design Process**		**5** Points
	1		Credit 1.1	**Innovation in Design**: Provide Specific Title	1
		1	Credit 1.2	**Innovation in Design**: Provide Specific Title	1
		1	Credit 1.3	**Innovation in Design**: Provide Specific Title	1
		1	Credit 1.4	**Innovation in Design**: Provide Specific Title	1
1			Credit 2	**LEED® Accredited Professional**	1
Yes	?	No			
28	14	26	**Project Totals** (pre-certification estimates)		**69** Points

Certified: 26-32 points, **Silver:** 33-38 points, **Gold:** 39-51 points, **Platinum:** 52-69 pc

2		2	**Boston Green Building Credits**		**4** Points
Y			Prereq 1	**Retrofit all diesel construction vehicles**	Required
Y			Prereq 2	**Outdoor construction management plan**	Required
Y			Prereq 2	**Integrated pest management plan**	Required
		1	Credit 1	**Modern Grid**	1
		1	Credit 2	**Historic Preservation**	1
1			Credit 3.1	**Groundwater Recharge**	1
1			Credit 3.2	**Modern Mobility**	1
Yes	?	No			
30	14	28	**Project Totals** (pre-certification estimates)		73 Points