DRAFT PROJECT IMPACT REPORT

Submitted to:
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Submitted by:
Leggat McCall Properties
10 Post Office Square
Boston, MA 02109

Prepared by:
Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, MA 01754

In Association with:
Bentall Kennedy
Multi-Employer Property Trust
The Bozzuto Group
CBT Architects
Goulston & Storrs
Howard Stein Hudson
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September 14, 2016

Epsilon
ASSOCIATES INC.

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Chapter 1.0

General Information

1.0 GENERAL INFORMATION

1.1 Introduction

Leggat McCall Properties LLC, MEPT/LMP Harrison/Albany Block LLC, and MEPT/LMP Gambro Building LLC (together, the "Proponent") proposes a redevelopment of the majority of the approximately three acre block bordered by Harrison Avenue, East Dedham Street, East Canton Street, and Albany Street (the "Project Site") in the Harrison Albany Corridor.

On March 21, 2016, the Proponent submitted an Expanded Project Notification Form (PNF) to the Boston Redevelopment Authority (BRA) outlining a proposal for the site that included two new residential buildings over a below-grade parking garage, renovation of the existing 575 Albany Street building into office use with ground floor retail, and new open spaces. Although the Gambro Building was part of the Project Site, no changes were proposed to the building. After submitting the Expanded PNF, the Project team met with the Impact Advisory Group (IAG) and community, as well as meetings with the BRA and City agencies. Following these meetings, the Project team evaluated the various comments and concerns expressed by the community and the City. In response to these comments and concerns, and the Proponent's objectives for the site, the Proponent directed a number of changes to the Project's site plan, program and design. The Project respond to Mayor Walsh's housing goals, adds vibrancy and improves the underutilized site, and creates new open space and connections to the neighborhood.

The resulting Project continues to include a below-grade parking garage with two new residential buildings and now includes the renovation and expansion of 575 Albany Street into a residential building and the renovation and expansion of the Gambro Building to allow more space dedicated to its existing medical office uses. All building dimensions are now compliant with the zoning dimensions allowed within a Planned Development Area (PDA).

The Project will continue to create new affordable housing, new pervious area and open spaces, new tax revenues for the City, retail spaces, and affordable cultural space. In addition, the design intends to relate to the existing buildings in the surrounding area, especially the buildings along East Canton Street and will be targeting the Silver level under the Leadership in Energy and Environmental Design (LEED) rating system, while assessing the feasibility of achieving the Gold level.

This Draft Project Impact Report (DPIR) is being submitted to the Boston Redevelopment Authority (BRA) in response to the Scoping Determination issued by the BRA dated August 9, 2016.

1.2 Development Team

Address/Location:	Block bound by Harrison Avenue, Albany Street, East Dedham Street and East Canton Street in the South End neighborhood of Boston
Proponent/owner entity:	Leggat McCall Properties LLC, MEPT/LMP Harrison/Albany Block LLC, and MEPT/LMP Gambro Building LLC
Developer:	Leggat McCall Properties 10 Post Office Square Boston, MA 02109 (617) 422-7000 William Gause Harry Nash Sam Reiche
Investment Advisor:	Bentall Kennedy (U.S.) LP One Federal Street, 25th Floor Boston, MA 02110 (617) 790-0850
Equity Investor:	Multi-Employer Property Trust c/o Bentall Kennedy (U.S.) LP 7315 Wisconsin Avenue, Suite 200 W Bethesda, MD 20852 (202) 737-7300
Development Advisor:	The Bozzuto Group 60 Mall Road Burlington, MA 01805 (857) 301-7018
Architect:	CBT Architects, Inc. 110 Canal Street Boston, MA 02114 (617) 262-4354 Alfred Wojciechowski

Legal Counsel:	Goulston & Storrs 400 Atlantic Avenue Boston, MA 02110 (617) 482-1775 Matthew Kiefer
Permitting Consultants:	Epsilon Associates, Inc. 3 Clock Tower Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Cindy Schlessinger Geoff Starsiak
Transportation and Parking Consultant:	Howard/Stein-Hudson Associates 38 Chauncy Street Boston, MA 02111 (617) 482-7080 Brian Beisel
Civil Engineer:	Nitsch Engineering Two Center Plaza, Suite 430 Boston, MA 0208 (617) (617) 338-0063 Josh Alston
Geotechnical Consultant:	Haley & Aldrich, Inc. 465 Medford Street, Suite 2200 Boston, MA 02129 (617) 886-7400 Michael Atwood

1.3 Public Benefits

The Project will contribute numerous public benefits consistent with goals of the Harrison Albany Corridor Strategic Plan (see Chapter 6), including creating much-needed new affordable and market rate housing, replacing underutilized buildings and surface parking lots with thoughtfully designed structures, restoring a historic building, providing substantial publicly accessible open space, street level retail and similar uses that improve the pedestrian experience, and providing amenities and facilities for South End artists.

Creation of Housing

Furthering the Mayor's housing production goals, the Project will add approximately 687 total new units to a rapidly growing area of Boston. The Project will comply with the City of Boston's Inclusionary Development Policy and the affordable housing requirements for Planned Development Areas under Article 64 of the Boston Zoning Code (Zoning Code). A portion of the Project's on-site affordable units are intended to be targeted to working artists.

Affordable Cultural Space

The Project will comply with Section 64-29 of the Zoning Code by devoting space within the Project as affordable cultural space. The Project views this as an opportunity to embrace the Project Site's location between a vibrant artist community, historic industrial uses, new small business, and the strong residential neighborhood. This will likely include a gallery and/or maker space. The maker space could be a shared workshop for residents and community members to work with their hands or build prototypes for new business ventures, a shared artist studio for artists from within the building and around the South End to practice their art, or a shared commercial kitchen where the community could gather around culinary workshops in celebration of an art form that is a key characteristic of the South End. The objective is to create a space for the community to collaborate and create.

Urban Design and Architecture

The Project will provide the following urban design and architectural benefits:

- Redeveloping an underutilized property into a vibrant transit- and pedestrian-oriented mixed-use development;
- Restoring the historic and currently vacant 575 Albany Street into productive use;
- Continuing the resurgence of the South End's Harrison Avenue/Albany Street Corridor, supporting both existing institutions and emerging economic opportunities;
- Advancing a thoughtful contemporary design that engages its neighbors on all sides and respects its context;
- Replacing existing surface parking with more active uses and moving all proposed parking below grade;
- Replacing and relocating the substandard Andrews Street, a north-south, midblock connector with new mid-block connectors that improve and enhance pedestrian and vehicular circulation. The new and relocated Andrews Street will include two lanes for traffic, one for each direction, and a separate pull-off lane for ambulance parking; and

- Improving the pedestrian experience along all four bordering streets and adding interesting public spaces, new active ground-floor uses, and improved streetscaping and amenities for pedestrians and for existing residents along East Canton Street.

Smart Growth/Transit-Oriented Development

The Project advances numerous smart growth objectives, including redeveloping a low intensity urban site, restoring a historic building, building near transit, mixing uses, mixing income levels in a single residential project, and providing affordable housing. The Project is within 1,000 feet of the MBTA's Silver Line and numerous bus lines, and less than one mile from Massachusetts Avenue Station and Back Bay Station on the Orange Line, and Broadway Station on the Red Line.

Open Space

The Project includes approximately 49,464 sf of open space as defined by the Zoning Code, of which over 29,000 sf will be publicly accessible, pedestrian friendly open space (not including service drives and courtyards). The publicly accessible open space represents over 20% of the Project Site, which exceeds the open space requirements for projects subject to a PDA (see Figure 2-15), while the total open space is approximately 37% of the Project Site. The intention is for these spaces to be amenities for the Project's residents and to contribute to the rich inventory of community spaces in the South End by providing access through the Project Site and spaces to attract neighbors to the Project Site. The new open spaces include a mid-block, landscaped pedestrian connection with green space between Buildings A and B.

Sustainable Design/Green Building

The Proponent is targeting the Silver level of the LEED rating system for each building, as described in Chapter 5, exceeding the requirements of Article 37 of the Zoning Code. In addition, the Project will be built in compliance with the upcoming changes to the State Building Code that require more energy efficient buildings than the existing State Building Code, will include spaces for bicycles in compliance with Boston Transportation Department guidelines, reuse an underused, urban site, study the incorporation of a solar photovoltaic system, add significant new pervious areas and utilize low impact design elements to promote the infiltration of stormwater runoff into the ground.

Transportation and Public Parking

The Project's proposed parking ratio for the residential component will be slightly less than the ratio of 0.7-1.0 spaces per unit recommended by the Harrison Albany Corridor Strategic Plan. This reflects the Project's proximity to multiple transit options, its overall parking supply, the nearby mix of uses, the distance from Downtown, and the City of Boston's ongoing initiatives to reduce automobile dependency and increase the mode share of

transportation alternatives. The Project's efficient parking layout provides opportunities to share parking between Project Site residents and occupants, as well as nearby users (e.g., Boston Medical Center), replacing spaces they use now. In addition, as mentioned above, placing the proposed parking below-grade has allowed for significant open space on the site for residents and site visitors, as well as the proposed retail spaces on the ground floor that will enhance the streetscape and create activity around the Project Site.

The Project will also significantly improve the pedestrian experience along adjacent streets by organizing and consolidating curb cuts, adding pedestrian cut-throughs, and providing access to the parking garage from the Service Drive, instead of the main roadways. The Project will add bike parking and will be a candidate for a new Hubway station supporting the South End. Additional transportation-related benefits are described in Section 3.6.

Increased Employment and Economic Opportunities

The Project will create permanent economic opportunities in the South End. For example, the Project supports the continued growth of the well-established artist community in the South End through its arts component, comprising both affordable artist housing and artist work and/or gallery space. Moreover, the Project will provide much-needed housing for workers at existing Boston businesses and institutions who otherwise might have to commute from outlying areas.

In addition, the Project provides opportunity for small footprint retail, restaurant, or similar non-residential uses for an entrepreneur or small business owner to occupy as a tenant. The Project's scale and visibility will also attract future investment in the neighborhood. The Proponent's acquisition of the Project has also helped to support Boston Medical Center's effort to consolidate its operations and reorganize its landholdings more efficiently.

Overall, the Project will provide an anticipated 1,350 construction employment opportunities during development and approximately 290 permanent jobs.

New Property Tax Revenue

The Project Site, long owned by Boston Medical Center, was formerly tax-exempt. The Project, when completed, is anticipated to generate $3,300,000 in annual property tax revenue.

1.4 Legal Information

1.4.1 Legal Judgments Adverse to the Proposed Project

The Proponent has no knowledge of any legal judgments adverse to the Project.

1.4.2 History of Tax Arrears on Property Owned in Boston by the Proponent

The Proponent does not have a history of tax arrears on property that it owns in the City of Boston.

1.4.3 Site Control/ Public Easements

Affiliates of the Proponent acquired the Project Site from the Boston Medical Center Corporation in fee by Quitclaim Deeds dated December 18, 2014 and recorded in the Suffolk Registry of Deeds Book 53863, Page 236 and Book 53863, Page 240. The Proponent also anticipates acquiring the fee in Andrews Street from the City of Boston or the BRA and intends to relocate that substandard midblock connection as part of the Project in a manner mindful of the configuration of adjacent blocks. Portions of the Property are covered by LDAs with the BRA which contain use restrictions, easements and other provisions, as described in Section 2.2.5.

1.5 Public Participation

The Proponent filed a Letter of Intent on November 5, 2016. An Expanded PNF was filed with the BRA on March 21, 2016. The Project team met with the Impact Advisory Group (IAG) to discuss the Project on April 7, 2016, followed by a community meeting on April 14, 2016. In response to input from the BRA, City agencies and the community, the Proponent revised the Project. The revised Project was presented to the IAG on June 8, 2016 and the community on June 23, 2016. An additional meeting was held with the IAG on July 27, 2016.

Independent from the public process, the Proponent has conducted extensive community outreach with neighborhood groups, abutters and elected officials. The Proponent has met with, discussed and/or presented to the following groups: Worcester Square Neighborhood Association, Blackstone Franklin Neighborhood Association, Washington Gateway Main Streets, Cathedral Housing, Newmarket Business Association, Future Chefs, East Dedham Street residents, East Canton Street residents, 700 Harrison Condo and retail owners, Old Dover Neighborhood Association, Perkin Elmer, and D-4 Police station.

Chapter 2.0

Project Description

2.0 PROJECT DESCRIPTION

2.1 Project Description

2.1.1 Project Site

The Project is situated on an approximately 135,160 sf site[1] bounded by East Dedham Street, Harrison Avenue, East Canton Street, and Albany Street. Andrews Street, a public way, bisects the Project Site and connects East Canton Street to East Dedham Street. There are five existing buildings on the Project Site, including one vacant former residential building (75 East Dedham Street), one vacant and burnt out former commercial building (575 Albany Street), and three buildings that include office, lab and medical office space (Gambro Building, 100 East Canton Street and 123 East Dedham Street), as well as a large surface parking lot. Table 2-1 includes details about the existing conditions on the Project Site. There are also three small buildings adjacent to 575 Albany Street on the block that are not included in the Project Site. See Figure 2-1 for a map showing the existing site. A site survey is included in Appendix A.

Table 2-1 Existing Conditions

Existing Uses	*Approximate Dimension*
Gambro Building	
Medical Office	34,500 sf / 3 stories
575 Albany Street	
Vacant	45,500 sf / 5 stories
100 East Canton Street/123 East Dedham Street	
Office/Lab	58,900 sf
75 East Dedham Street	
Vacant	2,480 sf
Surface Parking	
Parking Spaces	205 spaces

2.1.2 Area Context

The Project Site is located in the Harrison Albany Corridor in the southernmost portion of Boston's South End neighborhood. The surrounding area includes a combination of commercial and residential buildings with surface parking lots. In the immediately

[1] The Project Site area total of 135,160 sf does not include the area of Andrews Street which is approximately 4,000 sf.

surrounding area, buildings range in height from three to thirteen stories. The neighboring context includes Boston Medical Center, the Boston University Medical Campus, Cathedral Housing, and the Boston Flower Exchange. Nearby parks include Franklin Square and Blackstone Square to the northwest of the Project Site.

The Project Site is within one-quarter mile of several Massachusetts Bay Transportation Authority (MBTA) bus stops serviced by multiple bus routes, including the stops servicing the Silver Line; less than one mile from several train and subway stations, including Massachusetts Avenue Station on the Orange Line, Back Bay Station with connections to the Orange Line, Commuter Rail and Amtrak, and Broadway Station on the Red Line; and walking distance from numerous basic services and amenities. The proximity to the bus stops, train stations and basic services makes the area an ideal location for pedestrian oriented development that promotes community connectivity.

2.1.3 Proposed Project

The Project includes approximately 722,000 sf of new and renovated area with a mix of uses throughout, including the construction of two new apartment buildings, the renovation of and addition to the currently vacant 575 Albany Street building, and a future phase proposed to expand the Gambro Building toward the parking lot on the northwest corner at Harrison Avenue and East Dedham Street, as well as a two story addition. In total, the Project will include approximately 687 residential units, including affordable units, a portion of which will be targeted to working artists, approximately 76,800 sf of new and renovated office space, and approximately 19,700 sf of retail and cultural space on the ground floors of the buildings. Figure 2-2 includes a site plan, and Figure 2-3 shows a Ground Floor Plan. Below the new apartment buildings will be an approximately 703-space parking garage to accommodate the uses on the Project Site and spaces that other neighborhood uses may lease. In total, the Project includes approximately 580,620 sf of net new above-grade space (approximately 642,000 sf of new construction minus approximately 61,380 sf of existing space to be demolished), and approximately 80,000 sf of renovated space. Once complete, the Project Site, including the existing Gambro Building and addition, renovated 575 Albany Street and new buildings, will have a floor area ratio (FAR) of approximately 5.34, and a maximum height of 120 feet (as measured by the Zoning Code). See Figure 2-4 for a Project Section. Table 2-2 includes the Project program. Appendix B includes floor plans, elevations, sections and aerial views of the Project.

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Figure 2-1
Existing Site Plan

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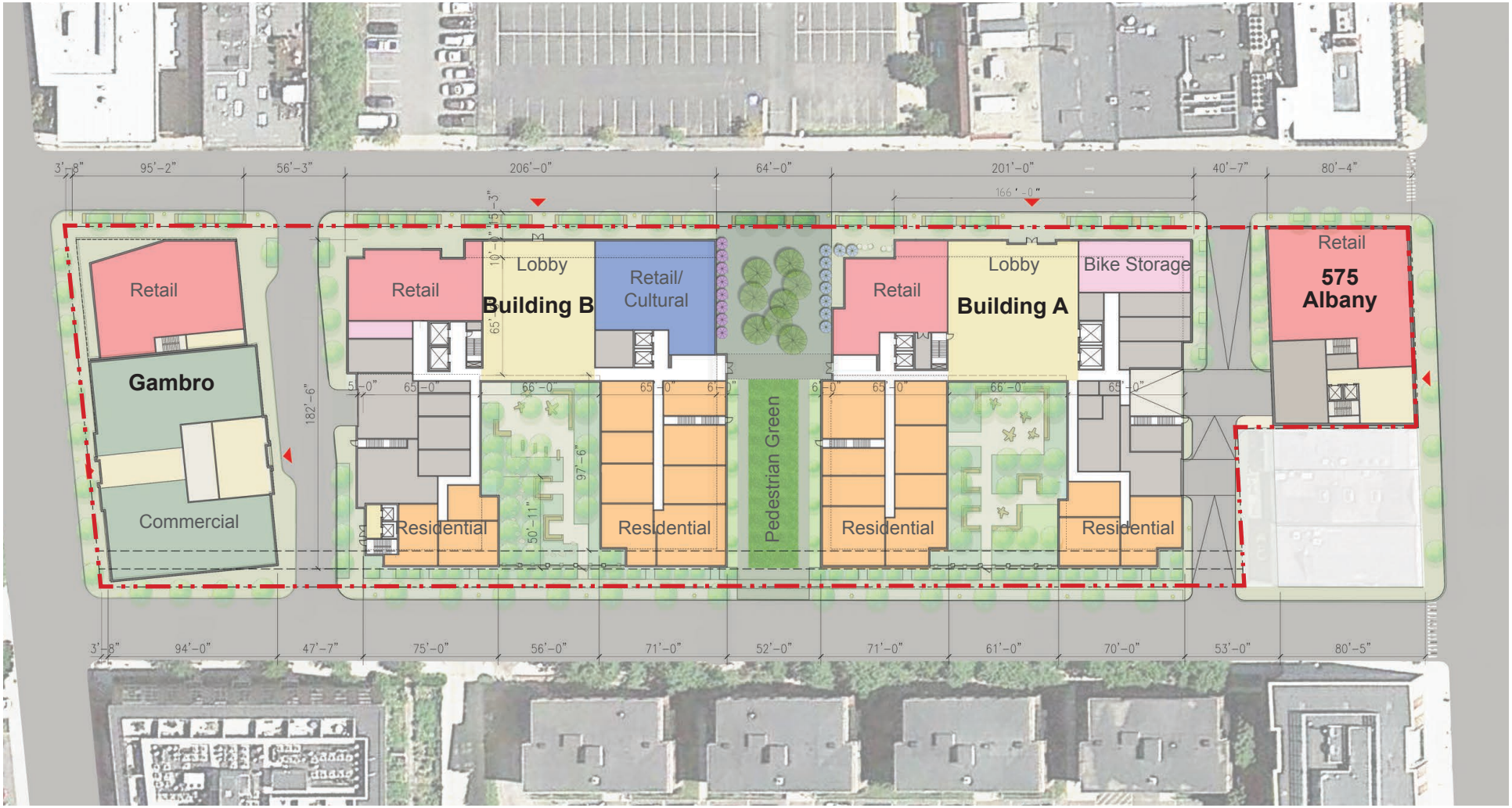
Figure 2-2
Proposed Site Plan



Retail
Commercial
Residential
Retail/Cultural
Circulation

Bike Storage
Services

N

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Figure 2-3
Ground Floor Plan

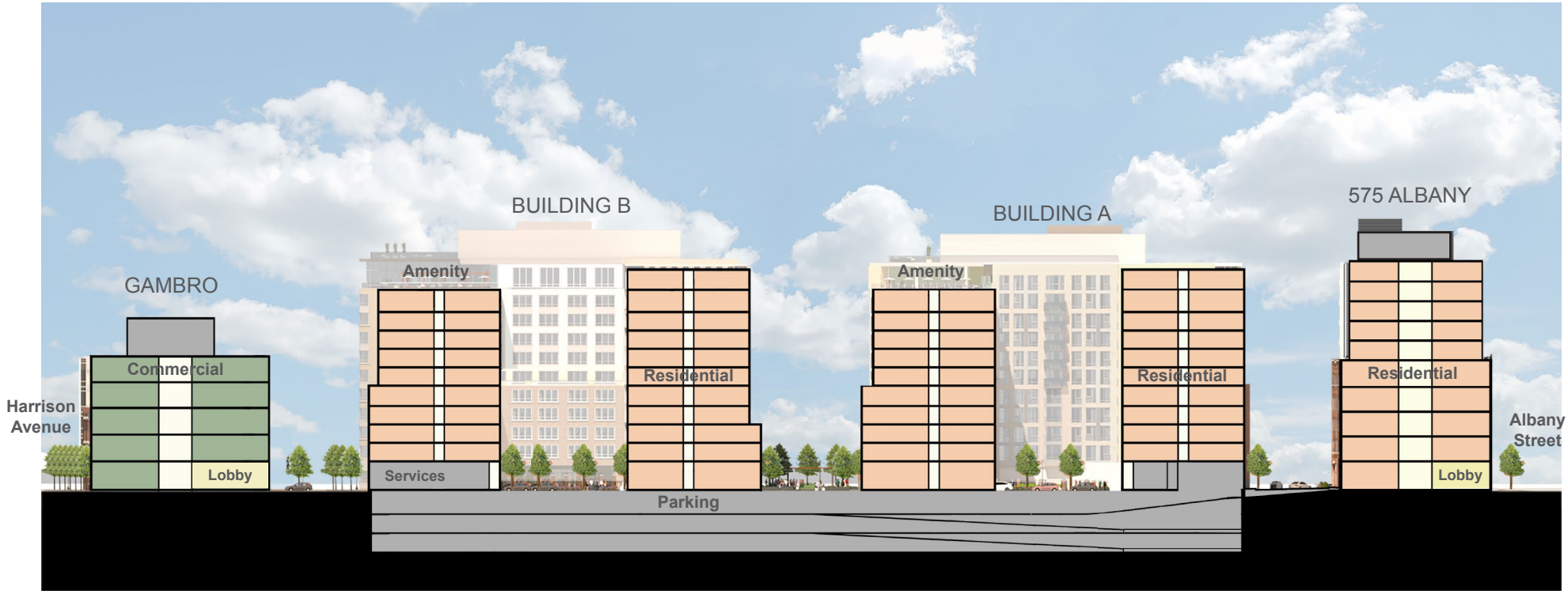

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Figure 2-4
Section

Table 2-2 Project Program

Project Element	*Approximate Dimension*
Building A	
Residential	280,400 sf/ 303 units
Retail / Cultural	2,600 sf
TOTAL	*283,000 sf*
Height	11 stories / 120 feet
Building B	
Residential	274,000 sf / 303 units
Retail	6,000 sf
TOTAL	*280,000 sf*
Height	11 stories / 120 feet
575 Albany Street (Renovation)	
Residential	71,100 sf / 81 units
Retail	5,900 sf
TOTAL	*77,000 sf*
Height	10 stories / 120 feet
Gambro with Renovation and Addition	
Office	76,800 sf
Retail	5,200 sf
TOTAL	*82,000 sf*
Height	7 stories / 70 feet
Parking Garage[1]	
Spaces	703 spaces
TOTAL NEW CONSTRUCTION AND RENOVATION	
Residential	**625,500 sf / 687 units**
Retail	**17,100 sf**
Retail / Cultural	**2,600 sf**
Office	**76,800 sf**
TOTAL	***722,000 sf***

[1] The new three level below-grade parking garage will be below Buildings A and B. The relocated Andrews Street will include 5 surface parking spaces. In total, the Project includes approximately 503 new parking spaces.

East Canton Street currently has a leafy residential feel made up primarily of five-story brick buildings and several large deciduous trees with canopies that cover the entire street. The proposed setbacks and materials reflect the buildings across the street from the Project Site to create a relationship with the current context through scale and design (see Figures 2-5 and 2-6). The ground floor of the Project will be residential along East Canton Street with private entrances, further preserving the quiet, leafy nature of the area.

East Dedham Street is made up of larger scale buildings with the existing commercial uses at the Perkin Elmer building, the police station, and 72-74 East Dedham Street which contains residential units and Wediko Children's Services. Consistent with this vision, the Project places the retail spaces toward the East Dedham Street side of the Project Site. Reflective of this more active side of the Project Site, it is anticipated that Building B will include a use consistent with the Harrison Avenue Creative Use Corridor, to extend it to the Project Site and draw the SOWA Open Studios enthusiasts into the Project Site. Additionally, retail will be included on Building B's ground floor. Finally, consistent with the spacing that exists in the surrounding area, the pedestrian way through the middle of the Project Site, Andrews Street and the Service Drive will break up the block, providing visual and physical space between the buildings (see Figures 2-7 and 2-8).

Building A

Building A is a proposed 11-story, approximately 120-foot tall apartment building with approximately 303 residential units, including affordable units, a portion of which will be targeted to working artists. The first five floors are crafted to engage the street edge, while the upper floors of the building step back from East Dedham and East Canton streets at the fifth floor to provide a human scale at the street, and respect the scale of the surrounding neighborhood (see Figures 2-6, 2-8 and 2-9). The building includes approximately 2,600 sf of ground floor cultural space along the East Dedham Street side at the pedestrian open space. Along East Canton Street, the building is U-shaped, with a courtyard in the middle. The residential lobby is central to the building and provides a visual connection to the courtyard along East Canton Street (see Figure 2-3). Reflective of this quieter neighborhood side of the Project, Building A will have residential stoops along the East Canton Street edge with units stepped back above the fifth floor (see Figure 2-10). An outdoor amenity area will be created on the roof of the tenth floor, which will be accessed from the eleventh floor amenity space on the northwest wing of the building, overlooking the Pedestrian Green.

Building B

Building B is a proposed 11-story, approximately 120 foot tall apartment building with approximately 303 residential units, a portion of which will be affordable and targeted to working artists. There will be two retail spaces totaling approximately 6,000 sf on the ground floor located on East Dedham Street, one toward Harrison Avenue and the other at the Pedestrian Green (see Figure 2-3). Along East Canton Street, the building will be set back from the street above the fifth floor, matching the setback of Building A. Along Dedham Street, the building will be set back from the street above the third floor (see Figure 2-11). As with Building A, an outdoor amenity area will be created at the rooftop above the tenth floor on the northwest wing of the building overlooking Andrews Street.

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Figure 2-5

South Elevation, East Canton Street

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Figure 2-6

View from East Canton Street at the Pedestrian Green

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Figure 2-7
North Elevation, East Dedham Street

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Figure 2-8
View from East Dedham Street

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Figure 2-9
View from East Dedham Street at Service Drive

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Figure 2-10
View Along East Canton Street

Figure 2-11

View of Building B from East Dedham Street at the Pedestrian Green

575 Albany Street

575 Albany Street, located on the southeast corner of the Project Site, is an existing approximately 45,500 sf, five-story historic building constructed in 1904. The Project proposes to renovate the building and construct a five-story addition on top (see Figures 2-12 and 2-13). In total, the building will include approximately 5,900 sf of retail on the ground floor and approximately 81 residential units above. An existing addition on the north side of the building will be demolished to make way for the extension and widening of an alley that currently runs along the north side of the adjacent buildings, allowing a newly created service drive to connect East Canton Street to East Dedham Street (the "Service Drive"). Demolition of this addition will also expose a fenestrated façade that will further connecting the Project Site with the existing fabric of the neighborhood.

Gambro Building

The Gambro Building, located on the northwest corner of the Project Site, is an existing three-story, approximately 34,500 sf building currently being utilized as a dialysis center on the street level, and housing Boston Medical Center's research operations offices on the upper two floors. A future phase is proposed to expand the Gambro Building toward the parking lot on the northwest corner at Harrison Avenue and East Dedham Street, as well as a two story addition, for a total of approximately 82,000 sf of new and existing office and retail space (see Figures 2-14 and 2-15).

Parking

Parking for the Project will be provided in an approximately 703-space below-grade garage beneath Buildings A and B with access from Service Drive. Construction of below-grade garages is expensive, as witnessed by the number of new buildings that incorporate above-grade garages in Boston. However, the significant benefits of below-grade parking, as well as the Project's parking needs and the parking needs of the neighborhood, have driven the Proponent's decision to propose below-grade parking. In addition, above-grade parking would have required larger building footprints, significantly smaller ground floor retail spaces and open spaces, and likely would have required additional height on the site to create an economically viable project. Placing parking below-grade also allows for more attractive buildings, without the openings usually incorporated into open air garages, creating a more pedestrian friendly experience around the Project Site.

Open Space

The Project includes approximately 49,464 sf of open space as defined by the Zoning Code, of which over 29,000 sf will be publicly accessible, pedestrian friendly open space (not including service drives and courtyards). The publicly accessible open space represents over 20% of the Project Site, which exceeds the open space requirements for projects subject to a PDA (see Figure 2-16), while the total open space is approximately 37% of the

Project Site. In place of existing surface parking, the Project Site will include new open spaces that welcome neighbors to the Project Site, while also breaking up the large block, encouraging connectivity through the Project Site. A landscaped pedestrian connection with lawns will cut through the center of the Project Site (see Figures 2-6 and 2-17). The courtyards created by the U-shape of Buildings A and B will be additional open space for residents and their guests, while providing a landscaped view for the neighbors along East Canton Street. These spaces will allow for a variety of active and passive uses for the residents and visitors to the Project Site.

Additional thoughtfully designed open spaces will be created at each street edge. East Canton Street will be treated as a quiet, leafy residential street with smaller sidewalks and front doors behind landscaping elements typical of the South End. East Dedham Street will have more of an urban feel with café tables behind low decorative metal fencing and street trees along the curb edge.

Streets

As part of the Project, the Proponent proposes to relocate Andrews Street closer to Harrison Avenue (see Figure 2-2). Andrews Street will continue to connect East Dedham Street and East Canton Street, and will include a drop off zone for ambulances. As mentioned above, the Proponent will extend and widen an existing alley located on the north side of the buildings adjacent to 575 Albany Street to connect East Dedham Street and East Canton Street via the Service Drive. The Service Drive will allow for loading and other services for the Project and the buildings within the block along Albany Street, as well as access and egress to the parking garage. Figure 2-18 includes Project Site traffic patterns.

2.1.4 Changes Since the PNF

Since the filing of the PNF, the Proponent has met with the BRA, City agencies, the Impact Advisory Group (IAG) and community to discuss the Project. These meetings and conversations have resulted in a number of changes to the Project, including:

- The height of Building B has been reduced to from 200 feet to 120 feet.
- The massing of Buildings A and B has been modified to accommodate the reduced height of Building B.
- Building B has been reoriented to place the courtyard on East Canton Street instead of the Pedestrian Green.
- The Gambro Building was previously proposed to remain as is, but will now have an addition on the east side of the building in place of a previously proposed open space, and a two-story vertical addition. The Gambro Building is proposed to continue to include medical office space.

Figure 2-12
View of 575 Albany Street

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Figure 2-13
Aerial View from East

Harrison Albany Block Boston, Massachusetts

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Figure 2-14

View of the Gambro Building at Harrison Avenue

Harrison Albany Block Boston, Massachusetts

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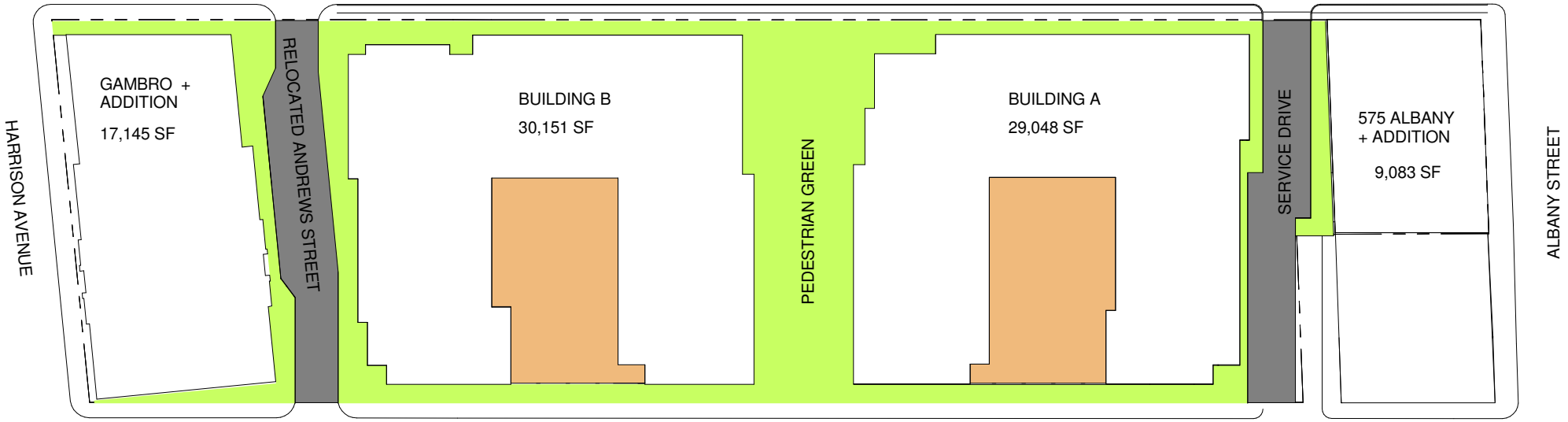
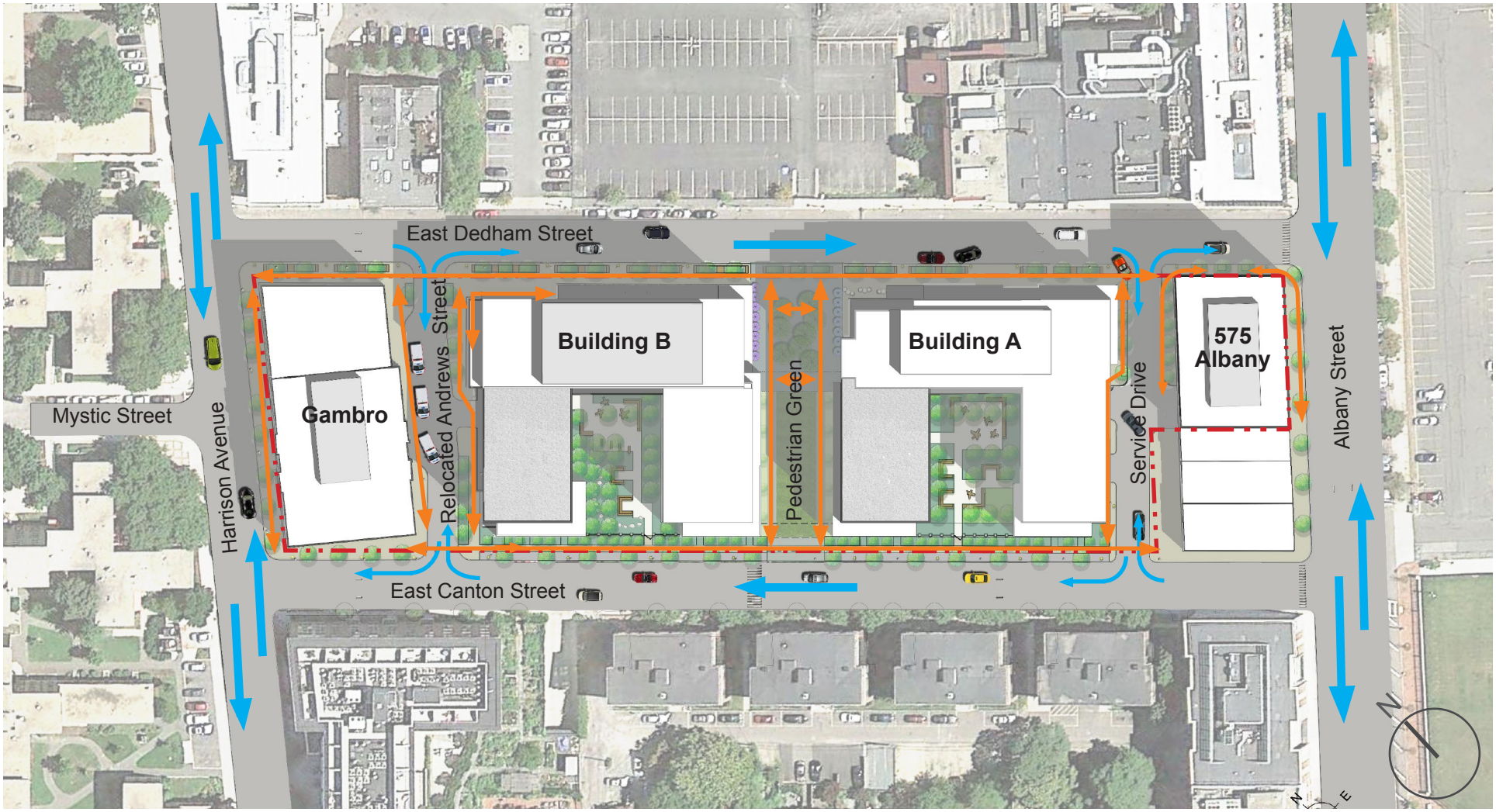
Figure 2-15
Aerial View from West



	TOTAL SITE AREA: 135,161 SF	100%
	PUBLIC OPEN SPACE: 29,190 SF	22%
	RESIDENTIAL COURTYARDS: 13,840 SF	10%
	SERVICE DRIVES: 6,434 SF	5%
	TOTAL OPEN SPACE: 49,464 SF	**37%**

Figure 2-17
Pedestrian Green Looking Toward Building B



Harrison Albany Block **Boston, Massachusetts**

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Figure 2-18
Site Circulation

- 575 Albany Street will now include residential units instead of office space, and include a five-story addition on top of the building.
- The total number of residential units has been reduced from approximately 710 units to approximately 687 units.
- The total number of parking spaces has been reduced from approximately 745 spaces to approximately 703 spaces.
- The retail space has increased from approximately 14,100 sf to approximately 19,700 sf (including proposed cultural/retail space).
- The amount of office space has been increased from approximately 40,100 sf to approximately 76,800 sf.
- The total development has increased from approximately 710,500 sf to approximately 722,000 sf (not including below-grade parking).
- The Project's open space has been revised with the elimination of the open space in front of the Gambro Building and other improvements to the Pedestrian Green and streetscapes as suggested by the City and community.

2.2 Alternatives

Below is a description of the alternatives analyzed for the Project Site, as well as a qualitative discussion of their impacts compared to the Project as described in Section 2.1.

2.2.1 Varied Height Alternative

The varied height alternative would include one new 120-foot tall residential building and one new 200-foot tall residential building, together with a total of approximately 710 residential units. 575 Albany Street would be renovated to allow for retail space on the ground floor and office space, while the Gambro Building would remain as is with the existing medical office uses. This alternative would place the new construction, and the tallest structures, in the middle of the site, while continuing to bookend the site with the existing buildings. The new buildings would include a number of setbacks and steps in the massing to relate to the context of 575 Albany Street and the Gambro Building, as well as the existing context surrounding the site. Although the tallest building would exceed the allowed height on the site, it would allow for an economically feasible development with no additions on 575 Albany Street and the Gambro Building, and would allow for the Pedestrian Green included in the Preferred Alternative, as well as a new open space at the corner of Harrison Avenue and East Dedham Street.

The transportation and infrastructure (wastewater, water, stormwater) impacts would be slightly less than those of the proposed Project. The wind, daylight, air quality and noise impacts would be similar to the proposed Project. Shadow impacts would differ, as the 200-foot building would create more shadow than the 120-foot building in the same location in the proposed Project, but the shadow impacts from 575 Albany Street and the Gambro Building would be less than the proposed Project because there would be no additions to the buildings in the Varied Height Alternative.

2.2.2 Commercial Alternative

Existing site zoning would allow for a mix of office, lab, and retail uses totaling approximately 878,000 sf in buildings that would comply with the dimensions allowed with a Planned Development Area (PDA). The development would include three buildings at the center of the site with spaces between them. One new building would be a large addition to the Gambro Building, which would remain largely unchanged. 575 Albany Street would be renovated only. Due to the configuration of the building footprints, open space would be located between the Gambro Building and new building, and Andrews Street would be relocated. Overall, the development would include less open space, and less impervious area, and would include monotonous buildings with little variation along the streetwall.

The Zoning-compliant Commercial Alternative would result in more vehicle trips than the Preferred Alternative, but less wastewater generation and water use. However, stormwater impacts would likely increase due to the decrease in impervious area. Air quality impacts would likely be more due to the increase in traffic, while noise impacts would be similar as the development would continue to be required to comply with the City of Boston noise standards. Shadow impacts would be similar, and daylight impacts would be anticipated to increase due to the small spaces between the buildings. The wind impacts would need to be studied to determine their impact.

In addition, the site would not further Mayor Walsh's housing goals.

2.2.3 No Build Alternative

The No Build Alternative would retain current site conditions, including the vacant 575 Albany Street building. The site is largely an open parking lot and existing buildings, with little ability to infiltrate stormwater runoff. Environmental impacts associated with transportation and wastewater would not occur; however, the myriad benefits associated with the proposed development would not be realized, including infiltration of stormwater runoff, new landscaped open spaces and an improved pedestrian environment, and new housing to help meet Mayor Walsh's housing goals.

2.3 City of Boston Zoning

2.3.1 Site Zoning

The Property is located within: (i) the EDA South, a subdistrict of the South End Neighborhood District (the "EDA South"), governed by Article 64 of the Zoning Code; (ii) the Restricted Parking Overlay District (RPOD), governed by Section 3-1A(c) of the Zoning Code; (iii) the Groundwater Conservation Overlay District (GCOD), governed by Article 32 of the Zoning Code; and (iv) the Boston Medical Center/Boston University Medical Campus Institutional Master Plan ("BUMC IMP") Area. (Only a portion of the Property is within the BUMC IMP Area on the zoning map; however, the entire Project Site is identified in the BUMC IMP itself as part of the BMC.)

The Proponent anticipates seeking approval of the Project under the Planned Development Area (PDA) provisions of Article 64, Section 3-1A, and Article 80C of the Zoning Code. A PDA in the EDA South is eligible for a maximum FAR of 6.5, a maximum lot coverage of 80 percent, and a maximum height of 120 feet. The Project is anticipated to have an overall FAR of approximately 5.34, a lot coverage of less than 80%, and a maximum height of 120 feet. The proposed PDA will also address the Project's parking and mix of uses. Notably, the Project will comply with the applicable affordability requirements for both residential and non-residential uses for a PDA in the EDA South. In addition, the Project's Site plan and design achieve the design objectives set forth in Article 64.

The Proponent, in cooperation with BMC, will also pursue a zoning text amendment to remove from the BUMC IMP Area those portions of the Property that will no longer include institutional uses. The Gambro Building will remain in medical institutional use for the foreseeable future, and therefore may remain part of the BUMC IMP, in addition to its inclusion in the proposed PDA Development Plan.

2.3.2 Article 80 – Large Project Review

The Project exceeds the threshold of 50,000 sf of development, which requires Large Project Review by the BRA pursuant to Article 80B of the Zoning Code. The Proponent filed a Letter of Intent with the BRA on November 5, 2015 commencing Large Project Review, and filed an Expanded PNF on March 21, 2016 in connection with the Project. On August 9, 2016, the BRA issued a Scoping Determination requiring that the Proponent file this DPIR.

This DPIR takes a comprehensive approach to addressing potential impacts resulting from the revised Project as required by the Scoping Determination. As part of Large Project Review, the Proponent will make appropriate mitigation commitments to address areas of identified impact.

2.3.3 Boston Civic Design Commission Review

The Project is undergoing review by the Boston Civic Design Commission (BCDC) under the provisions of Article 28 of the Zoning Code.

2.3.4 Development Impact Project

The Project is not a "Development Impact Project" as such term is defined in Article 80B. The Project proposes only approximately 96,500 sf of new "gross floor area" devoted to "Development Impact Uses." The Project will devote the balance of the square footage to multi-family residential uses, which are not Development Impact Uses.

2.3.5 South End Urban Renewal Plan and Land Disposition Agreements

The Property lies within the South End Urban Renewal Area, governed by the South End Urban Renewal Plan (URP) originally adopted by the BRA in 1965, and recently extended by the BRA until April 2022, which extension has been approved by the Boston City Council and the Massachusetts Department of Housing and Community Development (DHCD). Portions of the Project Site, including the Gambro Building, 100 East Canton, and the open area parking area, are subject to three Land Disposition Agreements (LDAs) with the BRA. These LDAs contain use restrictions that relate to the site's prior light industrial/laboratory uses. The Proponent anticipates seeking parallel amendments to these LDAs and the South End URP in order to accommodate the Project. The necessary modifications will not significantly affect any of the basic elements of the South End URP.

In addition, the Proponent anticipates seeking confirmatory takings by the BRA with respect to the relocation of Andrews street (described above) and other title clearing at the Project Site. All urban renewal actions described herein will be performed in accordance with the requirements established by the Boston City Council and DHCD in their respective approvals of the extension of the Urban Renewal Plans.

2.4 Anticipated Permits and Approvals

Table 2-3 presents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project, based on currently available information. It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required.

Table 2-3 Anticipated Permits and Approvals

Agency	*Permit / Approval*
Local	
Boston Air Pollution Control Commission	Parking Freeze Permit/Modification
Boston Civic Design Commission	Advisory Design Review
Boston Employment Commission	Construction Employment Plan
Boston Inspectional Services Department	Demolition Permits; Building Permit; Other construction-related permits; Certificates of Occupancy
Boston Public Improvement Commission/ Department of Public Works	Air and Subsurface Discontinuances; Permits/Canopy Licenses; Street and Sidewalk Occupancy Permits; Discontinuance and relocation of Andrews Street; Specific Repair Plan, as required
Boston Public Safety Commission, Committee on Licenses	Parking Garage License and Flammable Storage Permit
Boston Redevelopment Authority	Article 80B Large Project; Approval of Zoning Code Map and Text Amendments; Comprehensive Sign Design; Cooperation Agreement; South End URP modification; Amendments to the LDAs
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Agreement
Boston Water and Sewer Commission	Site Plan Review; Groundwater Conservation Overlay District review/conditional use permit; Water and Sewer connection permits
Boston Zoning Commission/Board of Appeal	Approval of PDA overlay District and Development Plan; Modification of Article 64 PDA provisions Modification of BUMC IMP; Approval of Zoning Code Map and Text Amendments
Office of Jobs and Community Services	Permanent Employment Agreement
South End Landmark District Commission	Certificate of Appropriateness; Application for demolition and construction in the South End Landmark District Protection Area
State	
Executive Office of Energy and Environmental Affairs (EEA)	Certificate Evidencing Completion of MEPA Review, if necessary; Public Benefit Determination for a change of use of landlocked tidelands
Department of Environmental Protection	Fossil Fuel Utilization Permit, if required
Massachusetts Historical Commission	State Register Review

Table 2-3 Anticipated Permits and Approvals (Continued)

Agency	*Permit / Approval*
Federal	
Federal Aviation Administration	Determination of No Hazard to Air Navigation
U.S. Environmental Protection Agency	NPDES Notice of Intent for Construction

Massachusetts Environmental Policy Act

The Project is subject to review under the Massachusetts Environmental Policy Act (MEPA) because it requires modifications to the South End Urban Renewal Plan and Land Disposition Agreements as described in Section 2.3.5, which are considered state actions for MEPA purposes, and the Project exceeds a review threshold related to Transportation. An Environmental Notification Form will be filed with the MEPA Office of the Secretary of Energy and Environmental Affairs to initiate MEPA review.

2.5 Schedule

The Proponent anticipates that construction activities will start in the second quarter of 2017. The Proponent currently anticipates the construction of the below-grade parking garage, followed by the construction of Building B and renovation and additions to 575 Albany Street. Construction of Building A will follow completion of Building B, subject to market conditions. The renovation and construction of additions to the Gambro Building will occur in no less than seven years due to existing leases.

Chapter 3.0

Transportation

3.0 TRANSPORTATION

The Proponent engaged Howard Stein Hudson (HSH) to conduct an evaluation of the transportation impacts of the Project in the South End neighborhood of Boston, Massachusetts. This transportation study adheres to the Boston Transportation Department (BTD) Transportation Access Plan Guidelines and BRA Article 80 Large Project Review process. This study includes an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, loading operations, transit services, and pedestrian activity.

3.1 Project Description

The Project Site, as previously described in Chapter 2, is an approximately three-acre block bounded by Harrison Avenue to the north, East Dedham Street to the east, East Canton Street to the west, and Albany Street to the south. The Project Site includes five existing buildings, including one vacant former residential building (75 East Dedham Street), one commercial vacant building (575 Albany Street), and three buildings that include an office, lab and medical office space (Gambro Building, 100 East Canton Street and 123 East Dedham Street). Additionally, the existing site contains 194 surface parking spaces. These spaces are being used by the on-site tenants as well as neighboring land uses.

The Project, as previously described in Chapter 2, includes demolition of the 75 and 123 East Dedham Street and 100 East Canton Street buildings; the rehabilitation of 575 Albany Street and construction of a vertical addition; construction of two residential buildings identified as Building A and Building B located between 575 Albany Street and the Gambro Building; and vertical and horizontal additions to the Gambro Building.

The total Project will consists of approximately 687 residential units and approximately 96,500 sf of commercial space (including approximately 76,800 sf of office space including the existing Gambro space, approximately 17,100 sf of retail space, and approximately 2,600 sf of retail/cultural space). Below grade parking will provide approximately 703 parking spaces. The parking will be located below Building A and Building B with access to the garage via a new driveway between 575 Albany Street and Building A.

3.1.1 Study Area

The transportation study area runs along the Harrison Avenue/Albany Street corridors, bounded by Malden Street to the north, East Newton Street to the south, I-93 Frontage Road to the east, and Washington Street to the west. The study area consists of the following twelve intersections in the vicinity of the Project Site, also shown on Figure 3-1:

- Harrison Avenue/East Newton Street (signalized);
- Harrison Avenue/East Brookline Street (signalized);
- Washington Street/Monsignor Reynolds Way/Dedham Street (signalized);

- Harrison Avenue/Monsignor Reynolds Way/Malden Street (signalized);
- I-93 NB Frontage Road/Connector/DPW Driveway (signalized);
- I-93 SB Frontage Road/Connector/Albany Street/MBTA Driveway (signalized);
- Albany Street/Malden Street (unsignalized);
- Albany Street/East Dedham Street (unsignalized);
- Albany Street/East Canton Street/Boston Flower Exchange Driveway (unsignalized);
- Albany Street/East Brookline Street (unsignalized);
- Harrison Avenue/East Canton Street (unsignalized); and
- Harrison Avenue/East Dedham Street (unsignalized).

3.1.2 Study Methodology

This transportation study and its supporting analyses were conducted in accordance with BTD guidelines, and are described below.

The Existing (2016) Condition analysis includes an inventory of the existing transportation conditions such as traffic characteristics, parking, curb usage, transit, pedestrian circulation, bicycle facilities, loading, and site conditions. Existing counts for vehicles, bicycles, and pedestrians were collected at the study area intersections. A traffic data collection effort forms the basis for the transportation analysis conducted as part of this evaluation.

The future transportation conditions analysis evaluates potential transportation impacts associated with the Project. The long-term transportation impacts are evaluated for the year 2023, based on a seven-year horizon from the year of the filing of this traffic study.

The No-Build (2023) Condition analysis includes general background traffic growth, traffic growth associated with specific developments (not including this Project), and transportation improvements that are planned in the vicinity of the Project Site.

The Build (2023) Condition analysis includes a net increase in traffic volume due to the addition of Project-generated trip estimates to the traffic volumes developed as part of the No-Build (2023) Condition analysis. The transportation study identified expected roadway, parking, transit, pedestrian, and bicycle accommodations, as well as loading capabilities and deficiencies.

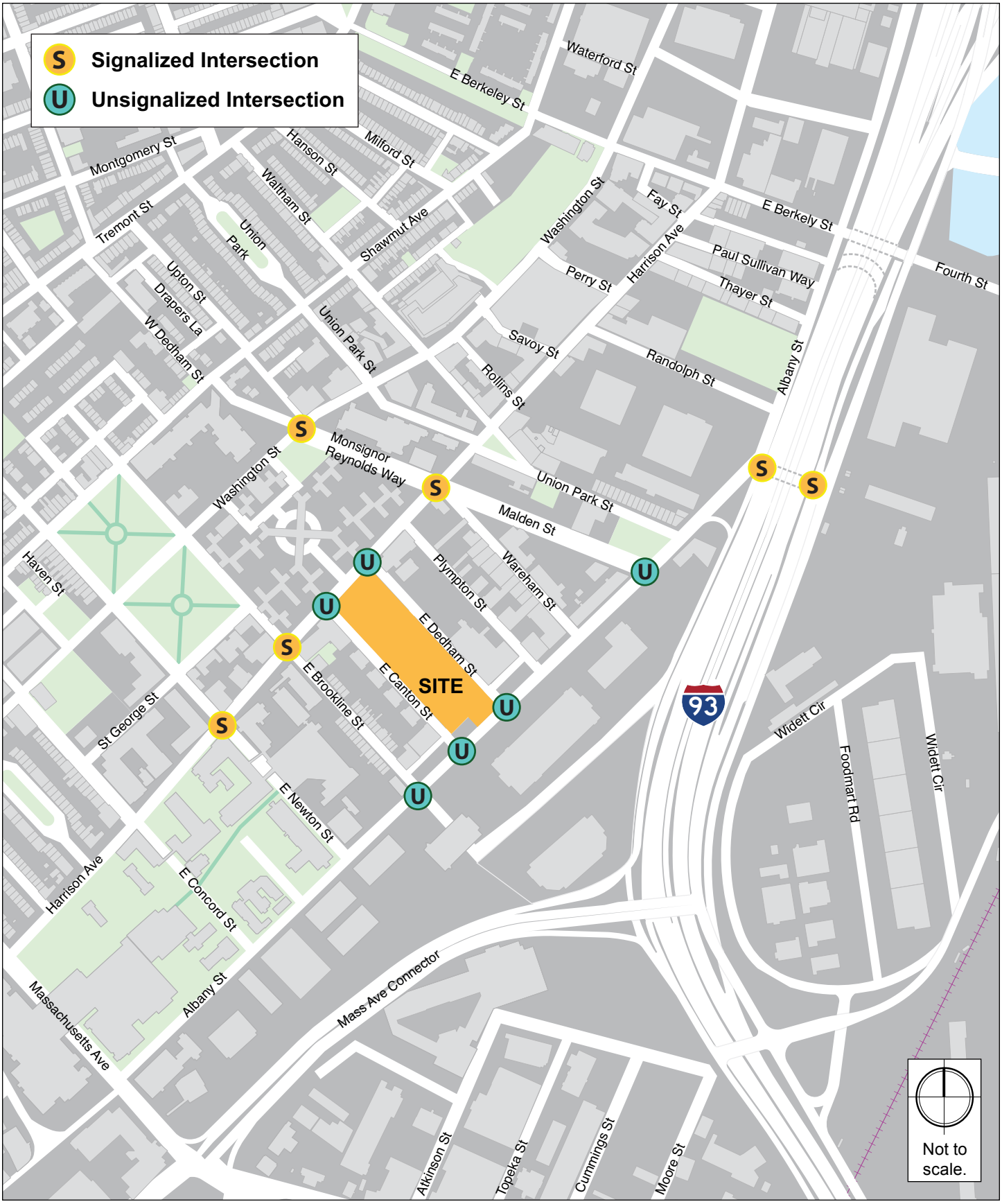

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Figure 3-1
Study Area Intersections

The final part of the transportation study identifies measures to mitigate Project-related impacts and to address any traffic, pedestrian, bicycle, transit, safety, or construction related issues that are necessary to accommodate the Project.

An evaluation of short-term traffic impacts associated with construction activities is also provided.

3.2 Existing Condition

This section includes descriptions of existing study area roadway geometries, intersection traffic control, peak-hour vehicular and pedestrian volumes, average daily traffic volumes, public transportation availability, parking, curb usage, and loading conditions.

3.2.1 Existing Roadway Conditions

The study area includes the following roadways, which are categorized according to the Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning functional classifications:

Washington Street is a two-way, four lane roadway located to the west of the Project that runs in a predominately north-south direction between downtown Boston to the north and the outer neighborhoods to the south. Washington Street is classified as an urban principal arterial roadway under BTD jurisdiction. Washington Street has a dedicated bus lane in both the northbound and southbound directions. In the vicinity of the Project Site, on-street parking is provided on both sides of Washington Street. Sidewalks exist on both sides of the roadway.

Harrison Avenue is a two-way, two lane roadway located adjacent to the west of the Project Site that runs in a predominately north-south direction between Essex Street to the north and Dudley Square to the south. Harrison Avenue is classified as an urban minor arterial under BTD jurisdiction. In the vicinity of the site, on-street parking and loading activity is provided along both sides of the roadway. Sidewalks are provided on both sides of Harrison Avenue.

Albany Street is a two-way, two lane roadway located adjacent to the east of the Project Site that runs in a predominately north-south direction between Kneeland Street to the north and Eustis Street to the south. Albany Street is classified as an urban minor arterial under BTD jurisdiction. In the vicinity of the Project Site, on-street parking and loading activity exist along both sides of the roadway. Sidewalks are provided on both sides of Albany Street.

East Canton Street is a one-way westbound, one lane roadway located adjacent to the south of the Project Site that runs in a predominately east-west direction between Albany Street to the east and Harrison Avenue to the west. East Canton Street is classified as a local roadway under BTD jurisdiction. In the vicinity of the site, on-street parking and loading

activity exist along both sides of the roadway. Sidewalks are provided on both sides East Canton Street.

East Dedham Street is a one-way eastbound, one lane roadway located adjacent to the north of the Project Site that runs in a predominately east-west direction between Albany Street in the east and Harrison Avenue in the west. East Dedham Street is classified as a local roadway under BTD jurisdiction. In the vicinity of the site, on-street parking and loading activity exist along both sides of the roadway. Sidewalks are provided on both sides East Dedham Street.

3.2.2 Existing Intersection Conditions

Existing conditions at the study area intersections are described below.

Harrison Avenue/East Newton Street is a four-leg, signalized intersection with three approaches. The East Newton Street westbound approach is one-way westbound and consists of one shared left-turn/through/right-turn lane. The Harrison Avenue northbound approach consists of one shared left-turn/through lane. The Harrison Avenue southbound approach consists of one shared through/right-turn lane. There are sidewalks along all approaches. There are crosswalks, wheelchair ramps, and pedestrian signal equipment across all approaches to the intersection. On-street parking is permitted on all approaches to the intersection.

Harrison Avenue/East Brookline Street is a four-leg, signalized intersection with three approaches. The East Brookline Street eastbound approach is one-way westbound and consists of one shared left-turn/through/right-turn lane. The Harrison Avenue northbound approach consists of one shared through/right-turn lane. The Harrison Avenue southbound approach consists of one shared left-turn/through lane. There are sidewalks along all approaches. There are crosswalks, wheelchair ramps, and pedestrian signal equipment across all approaches to the intersection. On-street parking is permitted on all approaches to the intersection with the exception of the Harrison Avenue southbound approach that restricts parking due to a bus stop.

Washington Street/Monsignor Reynolds Way/Dedham Street is a four-leg, signalized intersection with four approaches. The Dedham Street eastbound approach consists of one shared left-turn/through/right-turn lane and a bike lane. The Monsignor Reynolds Way westbound approach consists of two lanes, one shared left-turn/through lane and one shared through/right-turn lane. The Washington Street northbound and southbound approaches consist of three lanes, one left-turn only lane, one through lane, and one shared right-turn/bus lane. There are sidewalks along all approaches. There are crosswalks, wheelchair ramps, and pedestrian signal equipment across all approaches to the intersection. On-street parking is permitted on all approaches to the intersection except the eastbound Dedham Street approach.

Harrison Avenue/Monsignor Reynolds Way/Malden Street is a four-leg, signalized intersection with four approaches. The Monsignor Reynolds Way eastbound approach consists of two lanes, one shared left-turn/through lane and one right-turn only lane. The Malden Street westbound approach consists of two lanes, one left-turn only lane and one shared through/right-turn lane. The Harrison Avenue northbound and southbound approaches consist of two lanes, one left-turn only lane and one shared through/right-turn lane. There are sidewalks are along all approaches. There are crosswalks, wheelchair ramps, and pedestrian signal equipment across all approaches to the intersection. On-street parking is permitted the Monsignor Reynolds Way eastbound and Malden Street westbound approaches.

I-93 NB Frontage Road/Connector/DPW Driveway is a five-leg, signalized intersection with three approaches. The Connector eastbound approach consists of three lanes, a left-turn only lane, a shared left-turn/slight left-turn lane, and a through lane. The DPW Driveway westbound approach consists of one lane, a shared right-turn/hard right-turn lane. The I-93 NB Frontage Road northbound approach consists of three lanes, a through lane, a shared through/slight right-turn lane, and a shared slight right-turn/right-turn lane. There are sidewalks along only the south and east sides of the intersection. There are crosswalks and wheelchair ramps across the I-93 NB Frontage Road northbound approach and the DPW Driveway westbound approach. On-street parking is restricted along all approaches to the intersection.

I-93 SB Frontage Road/Connector/Albany Street/MBTA Driveway is a five-leg, signalized intersection with three approaches. The Albany Street eastbound approach consists of two through lanes, additionally this approach has a channelized right turn lane approximately 200 feet behind the intersection. The I-93 SB Frontage Road southbound approach consists of three lanes, a shared left/through lane, a through lane, and a channelized right-turn only lane. The MBTA Driveway southeast-bound approach consists of a shared slight left-turn/slight right-turn/hard right-turn lane. There are sidewalks along the south and west sides of the intersection. There are crosswalks with wheelchair ramps provided across the Albany Street eastbound approach and the I-93 SB Frontage Road northbound approach to the intersection. On-street parking is restricted along all approaches to the intersection.

Albany Street/Malden Street is a three-leg, unsignalized intersection with three approaches. The Malden Street eastbound approach is stop controlled and consists of a one shared left-turn/right-turn lane. The Albany Street northbound approach consists of two lanes, a shared left-turn/through lane and a through only lane. The Albany Street southbound approach consists of one shared through/right-turn lane and a bike lane. There are sidewalks along all approaches. There are crosswalks with wheelchair ramps across the Malden Street eastbound approach. On-street parking is permitted along all approaches except for the Albany Street northbound approach.

Albany Street/East Dedham Street is a three-leg, unsignalized intersection with three approaches. The East Dedham Street eastbound approach is one-way eastbound, stop

controlled and consists of one shared left-turn/right-turn lane. The Albany Street northbound and southbound approaches consist of one through lane and a bike lane. There are sidewalks along all approaches. There are crosswalks with wheelchair ramps provided across the East Dedham Street eastbound approach. On-street parking is permitted along the East Dedham Street eastbound approach and the Albany Street southbound approach.

Albany Street/East Canton Street/Boston Flower Exchange Driveway is a four-leg, unsignalized intersection with three approaches. The Boston Flower Exchange Driveway westbound approach and the Albany Street northbound and southbound approaches consist of a shared left-turn/through/right-turn lane and a bike lane. There are sidewalks are provided along all approaches. There are Crosswalks with wheelchair ramps across the East Canton Street eastbound approach and the Albany Street northbound approach. On-street parking is permitted along the Albany Street southbound approach.

Albany Street/East Brookline Street is a three-leg, unsignalized intersection with three approaches. The East Brookline Street eastbound approach is one-way eastbound, stop controlled, and consists of one shared left-turn/right-turn lane. The Albany Street northbound and southbound approaches consist of one through lane and a bike lane. There are sidewalks along all approaches. There are crosswalks with wheelchair ramps across the East Brookline Street eastbound approach and the Albany Street northbound approach. On-street parking is permitted along the East Brookline Street eastbound approach and the Albany Street southbound approach.

Harrison Avenue/East Canton Street is a three-leg, unsignalized intersection with three approaches. The East Canton Street westbound approach is one-way westbound, stop controlled, and consists of a one shared left-turn/right-turn lane. The Harrison Avenue northbound and southbound approaches consist of one through lane. There are sidewalks along all approaches. There are crosswalks with wheelchair ramps across the East Canton Street westbound approach. On-street parking is permitted along all approaches to the intersection.

Harrison Avenue/East Dedham Street is a three-leg, unsignalized intersection with two approaches. Harrison Avenue northbound approach consists of a shared through/right-turn lane and the Harrison Avenue southbound approach consists of a shared left-turn/through lane. There are sidewalks along all approaches. There are crosswalks with wheelchair ramps across the East Dedham Street westbound approach and the Albany Street southbound approach. On-street parking is permitted along the Albany Street southbound approach.

3.2.3 Existing Parking

An inventory of the existing on-street and off-street parking in the vicinity of the Project was collected. A description of each follows.

3.2.3.1 On-Street Parking and Curb Usage

On-street parking surrounding the Project Site consists of predominately residential parking, unrestricted parking, and metered parking. The on-street parking regulations within the study area are shown in Figure 3-2.

3.2.3.2 Off-Street Parking

There are more than 4,601 parking spaces within one-quarter mile, or a five-minute walk, from the Project site. These parking spaces consist of a mix of public parking spaces, residential parking spaces, and private parking spaces. A majority of the parking spaces are owned or leased by the nearby medical facilities. Of the parking spaces, approximately 483 are found in parking lots and 4,118 are in parking garages. The surface parking lots and parking garages within a quarter-mile of the Project Site are shown in Figure 3-3. A detailed summary of all parking lots and garages are shown in Table 3-1.

Table 3-1 Off-street Parking Lots and Garages within a Quarter-Mile of the Site

Map ID	*Facility*	*Capacity*	*Map ID*	*Facility*	*Capacity*
Parking Garages			**Parking Lots**		
A	610 Albany Street	1,400	1	BioSquare	80
B	710 Albany Street	1,033	2	D Lot	22
C	Doctors Office Building	230	3	Naval Blood Lot	7
D	700 Harrison Avenue	75	4	Gambro	18
E	Crosstown	1,250	5	Perkin Elmer	156
F	GTI Properties	130	6	Evans Way	2
			7	Yawkey HP Lot	30
			8	Menino Valet Lot	73
			9	Power Plant	95
Parking Garages Subtotal		**4,118**	**Parking Lots Subtotal**		**483**
Total Public Parking Spaces			**4,601**		

3.2.3.3 Car Sharing Services

Car sharing enables easy access to short-term vehicular transportation. Vehicles are rented on an hourly or daily basis, and all vehicle costs (gas, maintenance, insurance, and parking) are included in the rental fee. Vehicles are checked out for a specific time period and returned to their designated location.

Zipcar is the primary company in the Boston car sharing market. There are currently three Zipcar locations within a half-mile walk of the Project Site. The nearby car sharing locations are shown in Figure 3-4.

3.2.4 Existing Traffic Data

Traffic volume data was collected at the twelve study area intersections on November 11, 2015. Turning Movement Counts (TMCs) and vehicle classification counts were conducted during the weekday a.m. and weekday p.m. peak periods (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m., respectively). The traffic classification counts included car, heavy vehicle, pedestrian, and bicycle movements. The detailed traffic counts are provided in Appendix C.

3.2.4.1 Seasonal Adjustment

To account for seasonal variation in traffic volumes throughout the year, data provided by MassDOT was reviewed. The most recent (2011) MassDOT Weekday Seasonal Factors were used to determine the need for seasonal adjustments to the November 2015 TMCs. The seasonal adjustment factor for roadways similar to the study area (Group 6) is 0.97. This indicates that average month traffic volumes are approximately three percent less than the traffic volumes that were collected. Therefore, the traffic counts were not adjusted downward to reflect average month conditions and provide a conservatively high analysis consistent with the peak season traffic volumes. The MassDOT 2011 Weekday Seasonal Factors table is provided in Appendix C.

3.2.5 Existing Vehicular Traffic Volumes

The existing traffic volumes that were collected in November 2015 were used to develop the Existing (2016) Condition traffic volumes. The volumes were increased by 0.5 percent to represent one year of growth and balanced. The Existing (2016) weekday a.m. Peak Hour and weekday p.m. Peak Hour traffic volumes are shown in Figures 3-5 and Figure 3-6, respectively.

3.2.6 Existing Bicycle Volumes and Accommodations

In recent years, bicycle use has increased dramatically throughout the City of Boston. The Project Site is conveniently located in close proximity to several bicycle facilities. The City of Boston's "Bike Routes of Boston" map designates Albany Street and East Newton Street as intermediate routes. Intermediate routes are suitable for riders with some on-road experience.

Bicycle counts were conducted concurrent with the vehicular TMCs and are presented in Figure 3-7. As shown in the figure, bicycle volumes are heaviest along Washington Street during the peak periods.

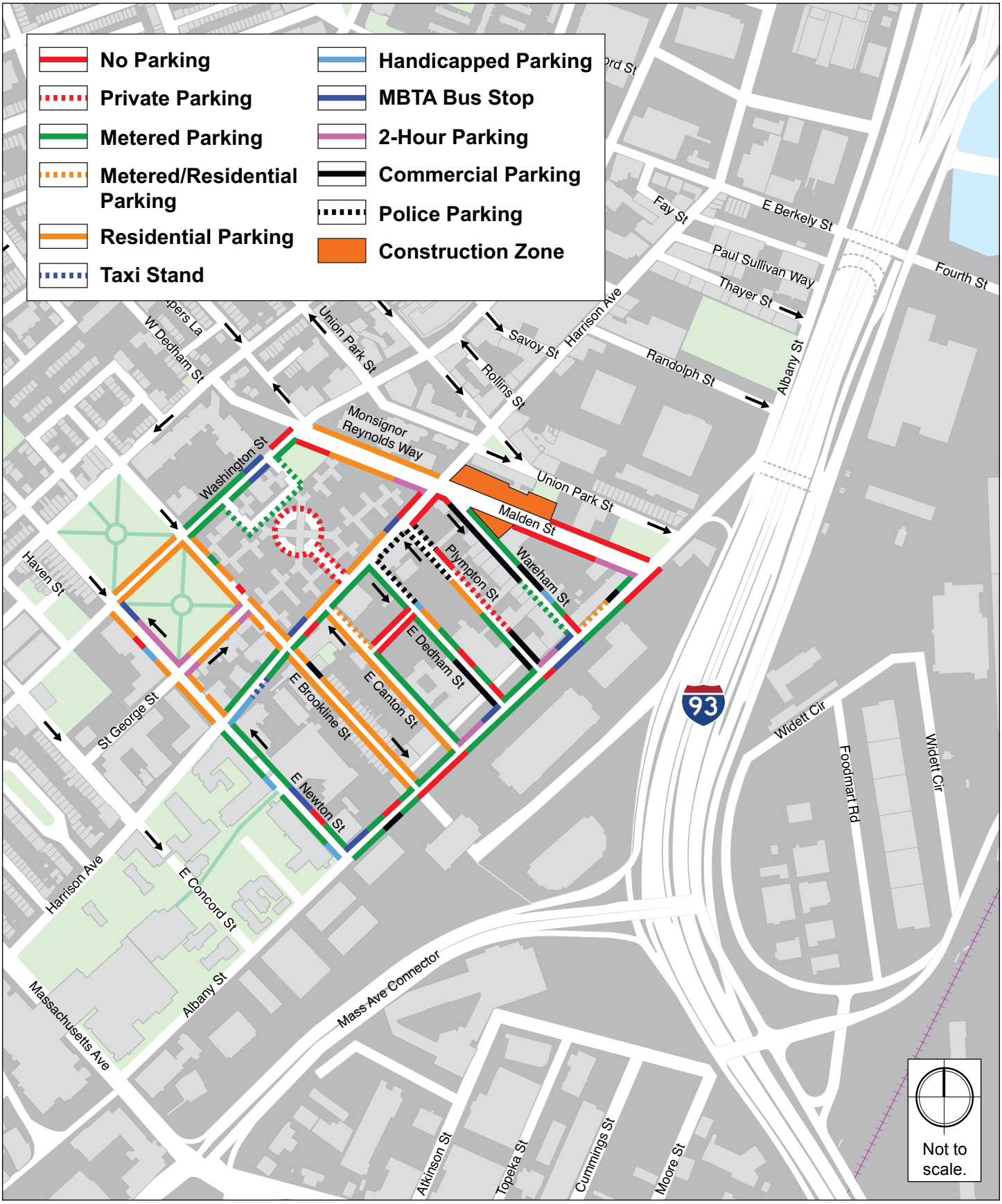

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Figure 3-2
On-Street Parking Regulations

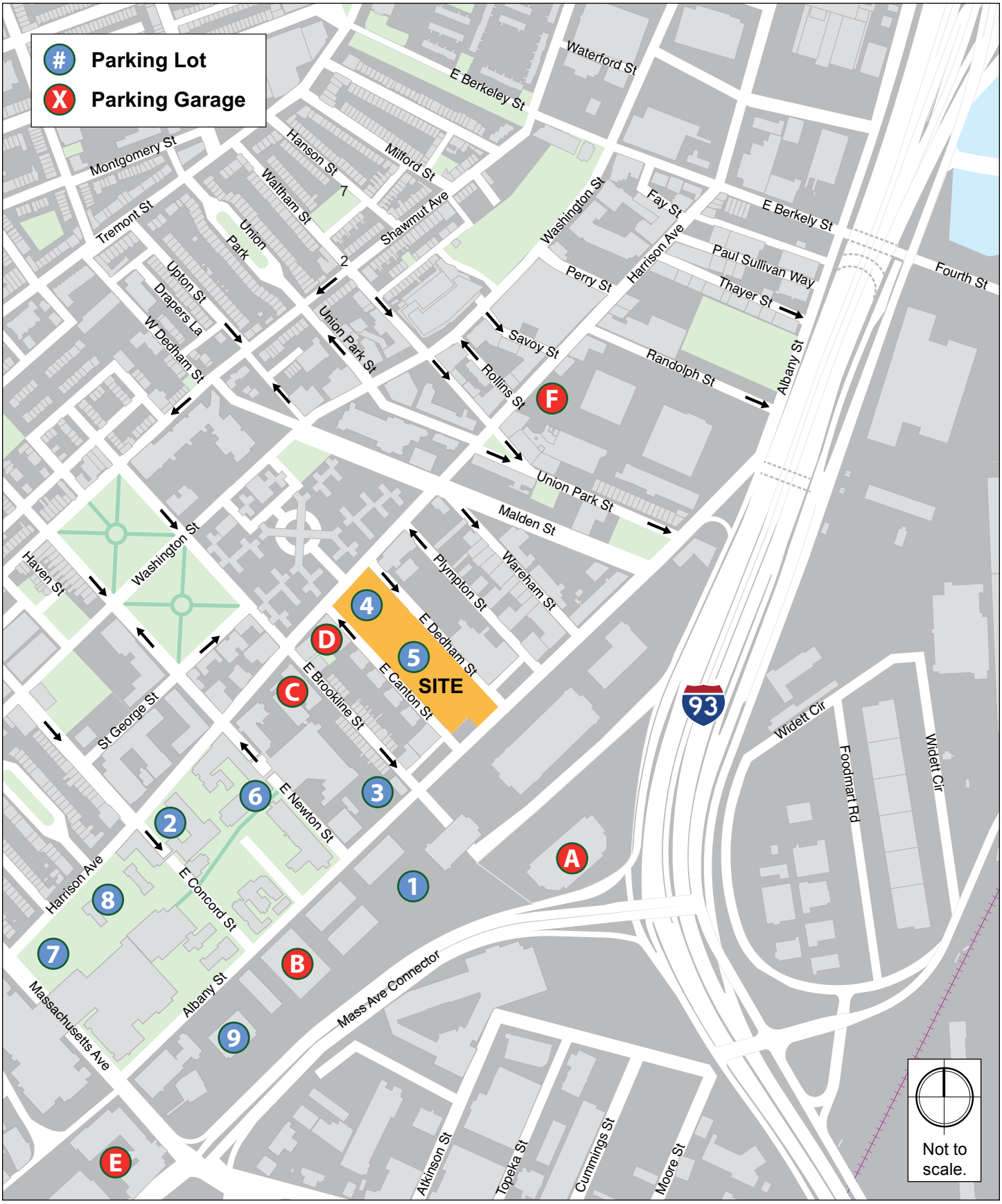

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Figure 3-3
Off-Street Parking in the Study Area

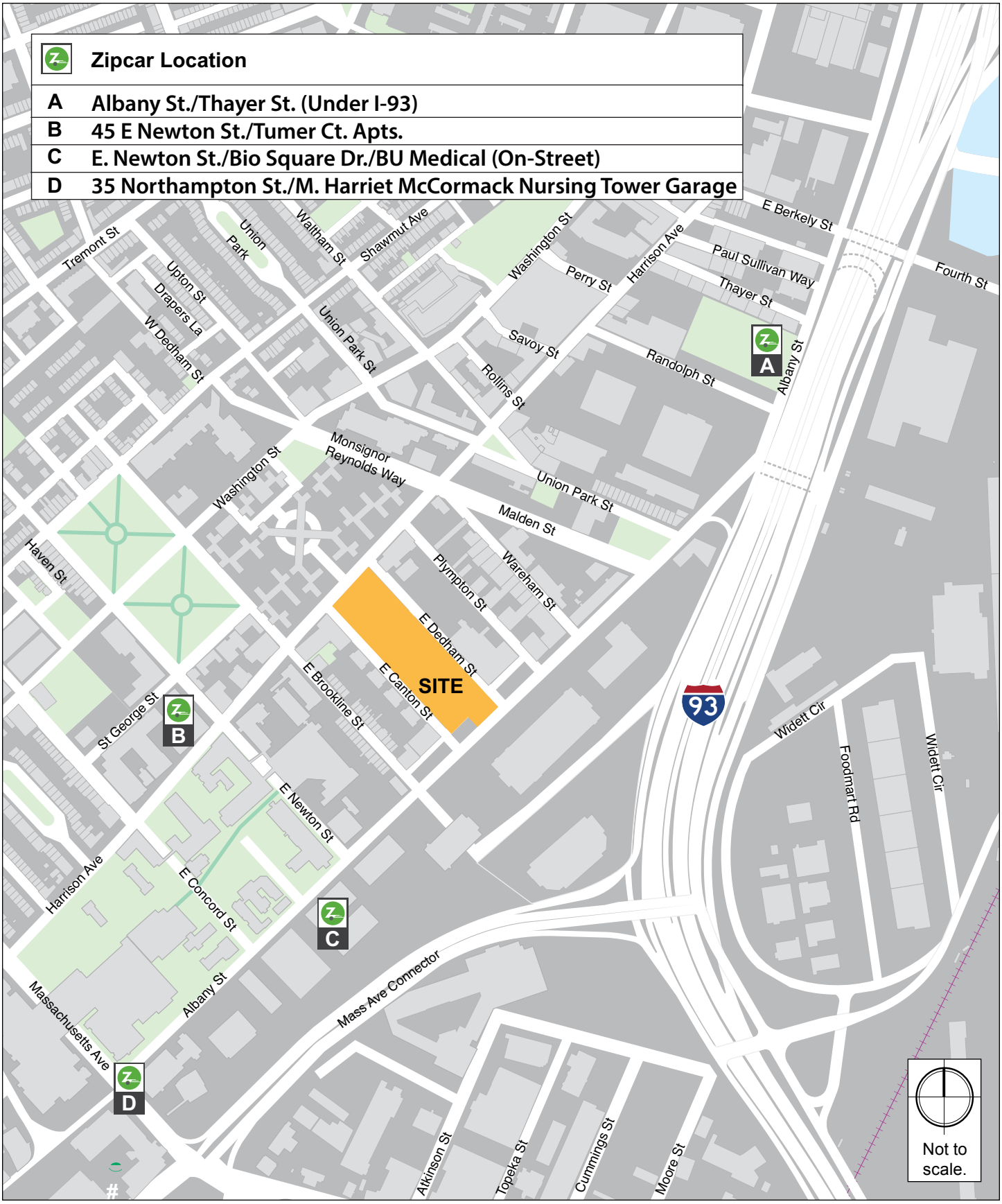

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Figure 3-4
Car Sharing Services

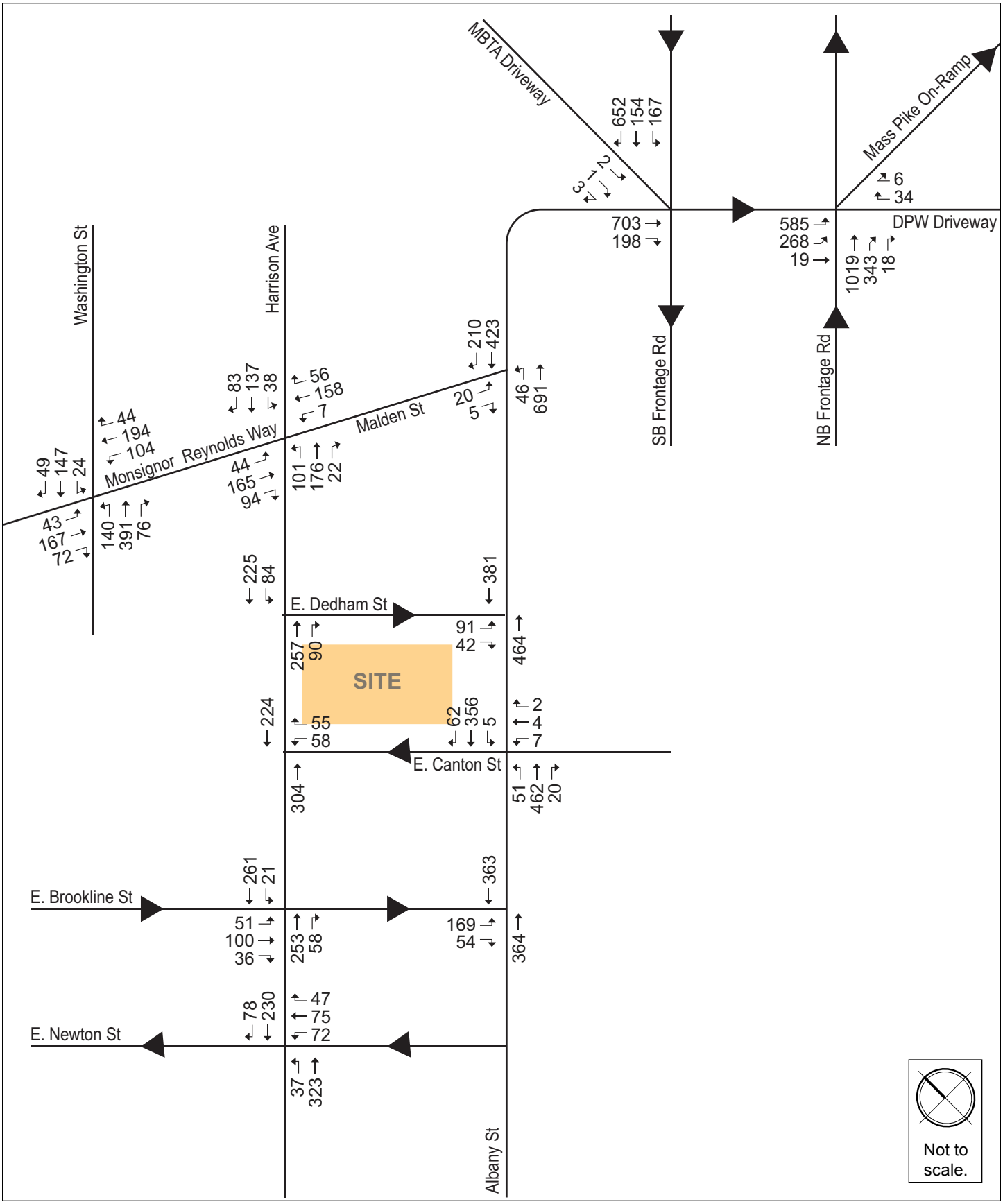

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Figure 3-5
Existing (2015) Condition Vehicular Traffic Volumes, a.m. Peak Hour

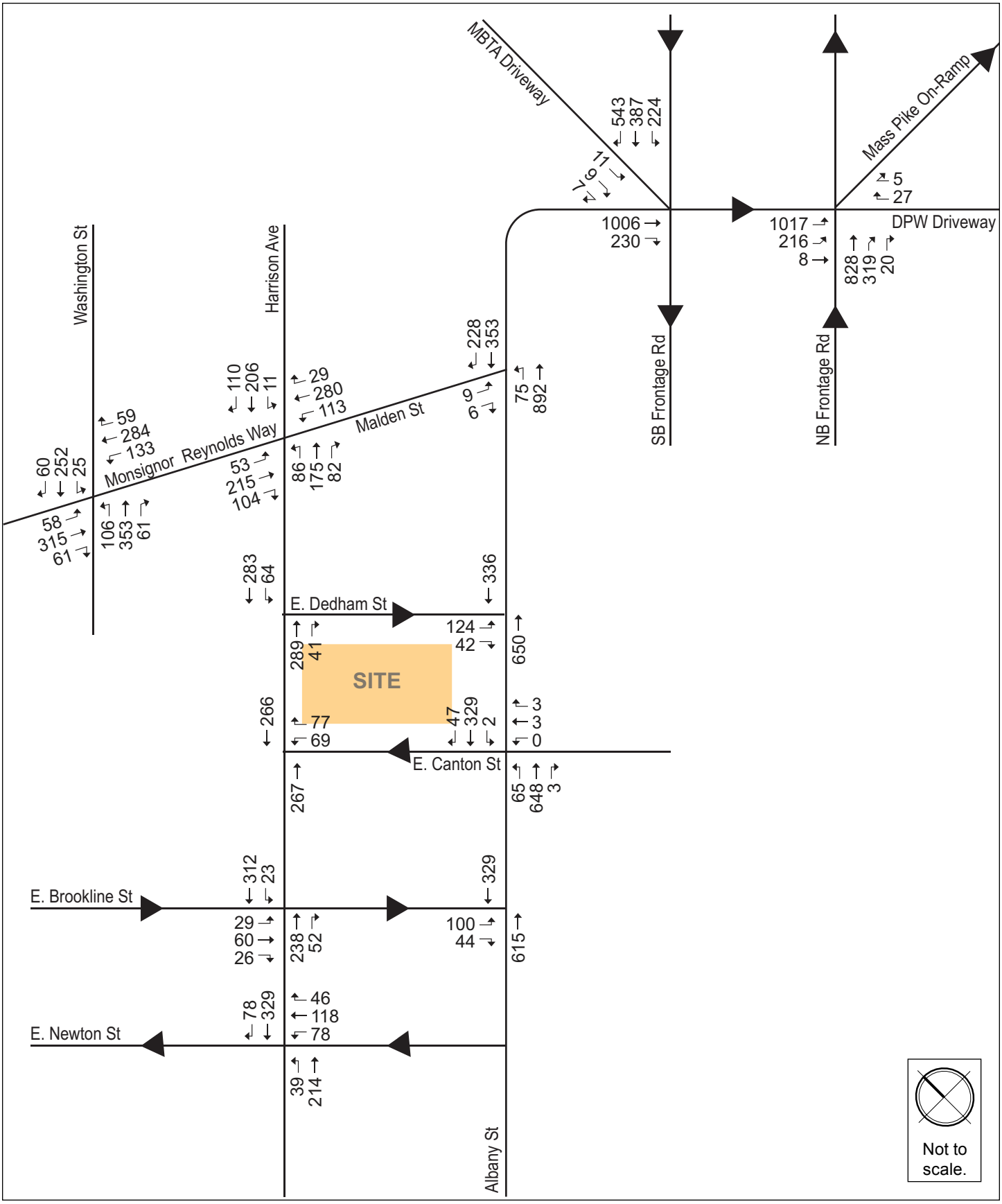

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Figure 3-6
Existing (2015) Condition Vehicular Traffic Volumes, p.m. Peak Hour

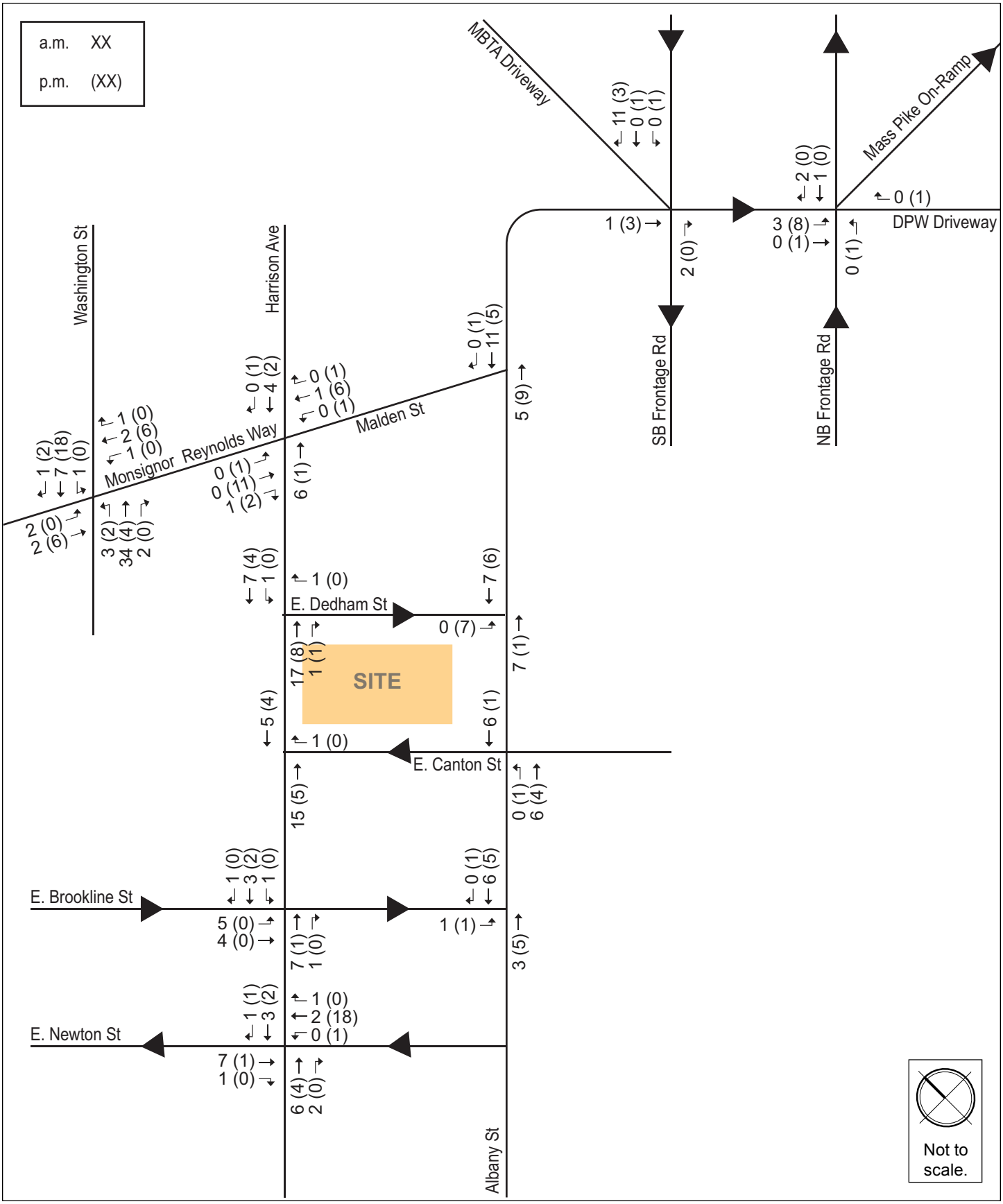

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Figure 3-7
Existing (2015) Condition Bicycle Volumes, a.m. and p.m. Peak Hours

3.2.6.1 Bicycle Sharing Services

The site is also located in proximity to a bicycle sharing station provided by Hubway. Hubway is the bicycle sharing system in the Boston area, which was launched in 2011 and consists of over 140 stations and 1,300 bicycles. There are three Hubway locations within a quarter mile of the site. Figure 3-8 shows the Hubway stations within one quarter mile radius.

3.2.7 Existing Pedestrian Volumes and Accommodations

In general, sidewalks are provided along all roadways and are in good condition. Crosswalks are provided at all study area intersections. Pedestrian signal equipment is provided at all three of the signalized study area intersections.

To determine the amount of pedestrian activity within the study area, pedestrian counts were conducted concurrent with the TMCs at the study area intersections and are presented in Figure 3-9. As shown in the figure, pedestrian activity is heavy throughout the study area.

3.2.8 Existing Public Transportation Services

The Project Site is located in Boston's South End with reliable public transportation opportunities. The Silver Line and several bus lines provide access throughout the city. The closest Silver Line station is approximately one-quarter mile away.

The MBTA operates five bus routes, as well as two Silver Line routes in close proximity to the Project. Figure 3-10 maps all of the public transportation service located in close proximity of the Project Site, and Table 2-2 provides a brief summary of all routes.

Table 3-2 Existing Public Transportation Service Summary

Transit Service	*Description*	*Rush-hour Headway (in minutes)**
Bus Routes		
SL4	Dudley Station – South Station at Essex St via Washington St	8
SL5	Dudley Station – Downtown Crossing at Temple Place via Washington St	8
CT1	Central Sq, Cambridge - B.U. Medical Center/Boston Medical Center via M.I.T.	20
CT3	Beth Israel Deaconess Medical Center - Andrew Station via B.U. Medical Center	20
8	Harbor Point/UMass - Kenmore Station via B.U. Medical Center & Dudley Station	14
10	City Point - Copley Sq via Andrew Station & B.U. Medical Center	15
47	Central Sq., Cambridge - Broadway Station via B.U. Medical Center, Dudley Station & Longwood Medical Area	10

* Headway is the time between buses.

3.2.8.1 Existing Public Transportation Connections

The Project site is directly served by several bus lines that provide connections to the Red and Orange lines. As shown in Figure 3-11, the #10 bus provides access to the Back Bay Station on the Orange Line for trips to and from downtown, the #8 and #47 buses provide access to Ruggles Station on the Orange Line for trips to and from the south, the #47 bus provides access to the Broadway Station on the Red Line for trips to and from downtown, and the #10 bus provides access to Andrew Station on the Red Line for trips to and from the southeast. Table 3-3 shows the existing bus route connections to the subway lines, along with the capacity of each bus.

Table 3-3 Existing Public Transportation Service Summary

Bus Route	*Description*	*Peak Period*	*Bus Capacity*	Average Available Capacity (Site)	Average Available Capacity (Subway)	Average Available Capacity On Route
10	To Back Bay Station	AM	55	36	47	42
10	From Back Bay Station	PM	55	33	35	35
8, 47	To Ruggles Station	AM	110	88	68	85
8, 47	From Ruggles Station	PM	110	79	79	81
47	To Broadway Station	AM	55	45	54	49
47	From Broadway Station	PM	55	45	50	48
10	To Andrews Station	AM	55	41	43	41
10	From Andrews Station	PM	55	40	40	40

3.2.9 Existing (2016) Condition Traffic Operations Analysis

The criterion for evaluating traffic operations is level of service (LOS), which is determined by assessing average delay experienced by vehicles at intersections and along intersection approaches. Trafficware's Synchro (version 9) software package was used to calculate average delay and associated LOS at the study area intersections. This software is based on the traffic operational analysis methodology of the Transportation Research Board's 2000 Highway Capacity Manual (HCM).

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Figure 3-8
Bicycle Sharing Locations

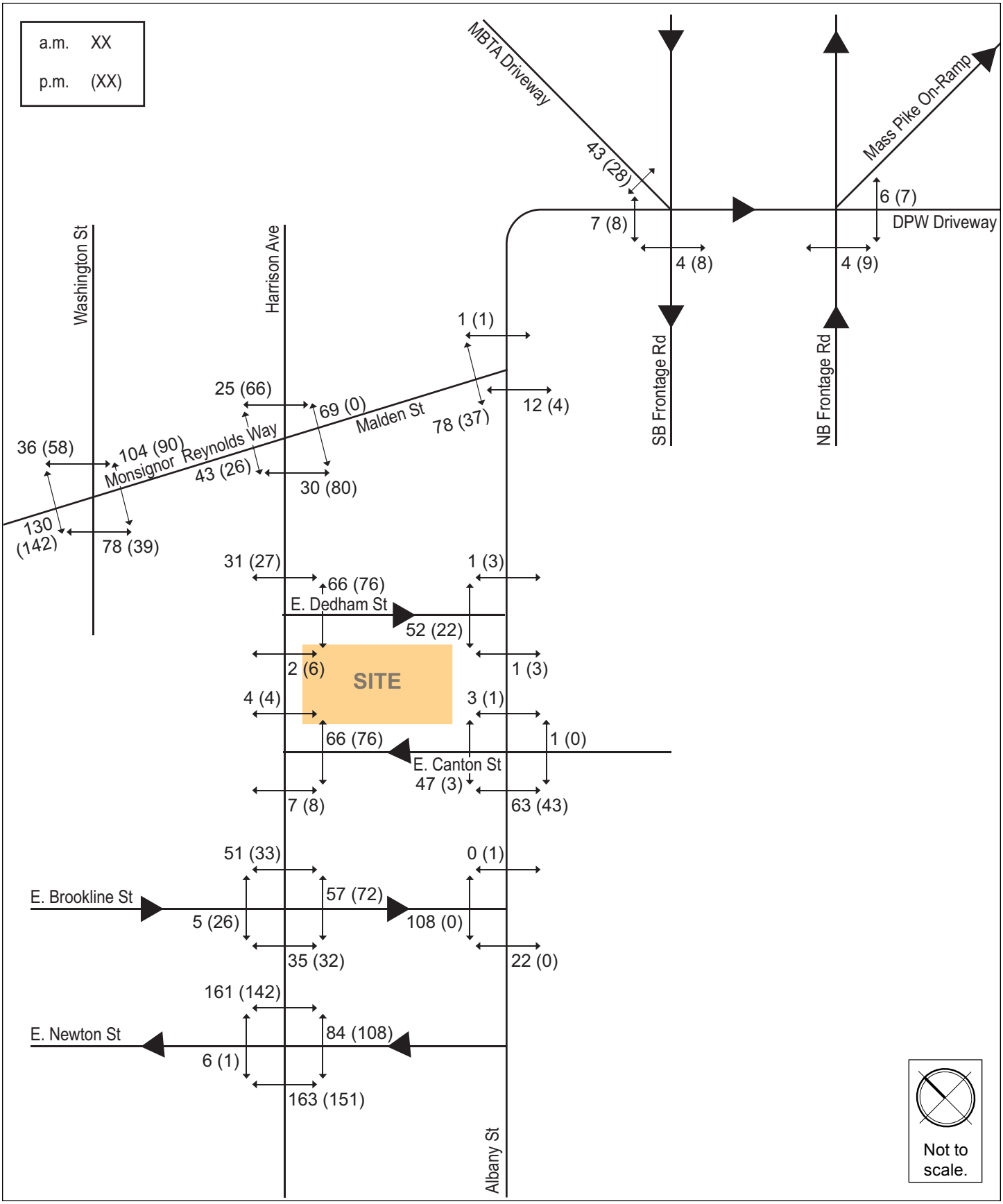

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Figure 3-9
Existing (2015) Condition Pedestrian Volumes, a.m. and p.m. Peak Hours

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Figure 3-10
Public Transportation

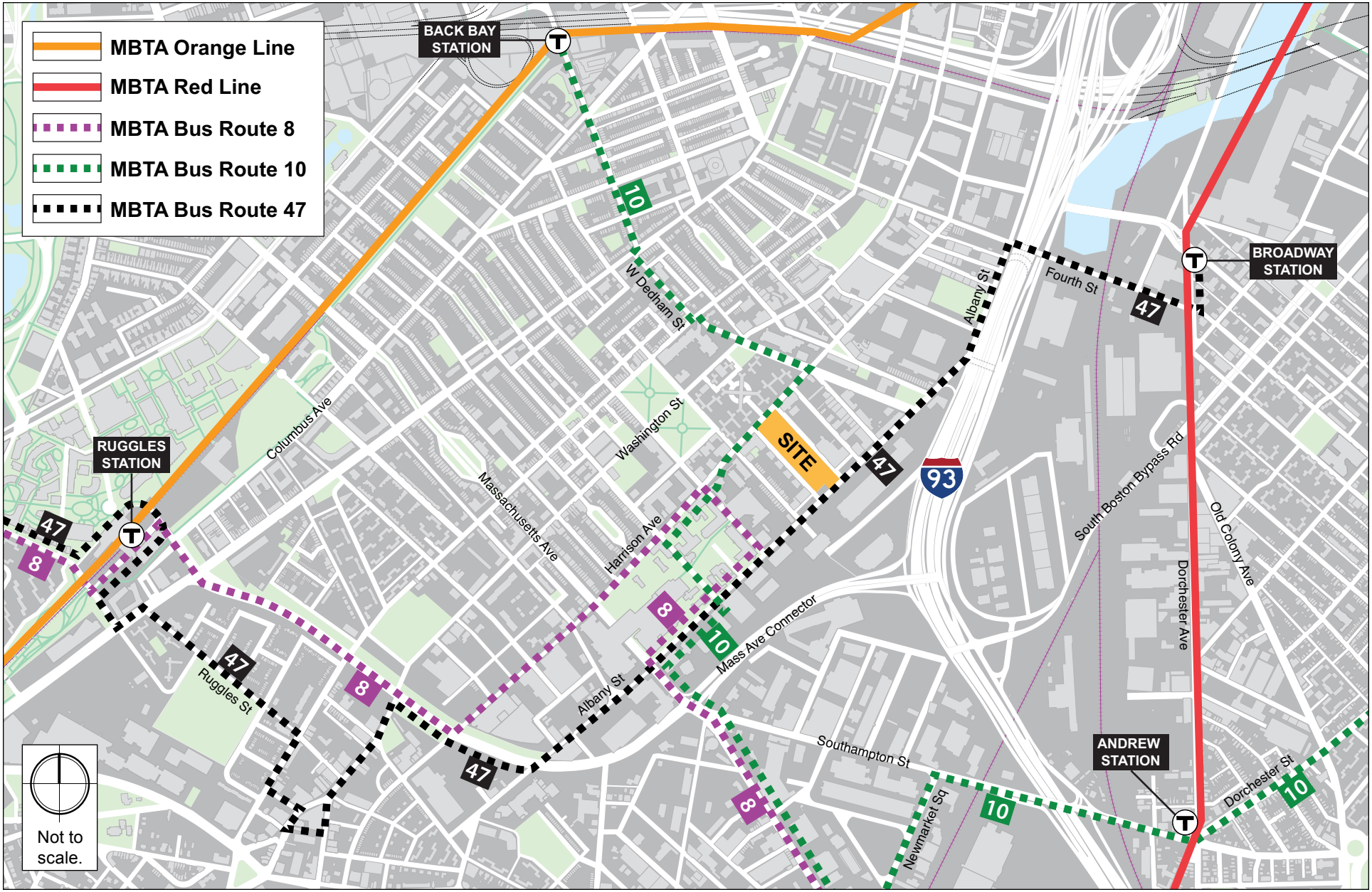

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Figure 3-11
Public Transportation Subway Connections

LOS designations are based on average delay per vehicle for all vehicles entering an intersection. Table 3-4 displays the intersection LOS criteria. LOS A indicates the most favorable condition, with minimum traffic delay, while LOS F represents the worst condition, with significant traffic delay. LOS D or better is typically considered desirable during the peak hours of traffic in urban and suburban settings.

Table 3-4 Vehicle Level of Service Criteria

Level of Service	*Average Stopped Delay (sec/veh)*	
	Signalized Intersections	*Unsignalized Intersections*
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: 2000 Highway Capacity Manual, Transportation Research Board.

In addition to delay and LOS, the operational capacity and vehicular queues are calculated and used to further quantify traffic operations at intersections. The following describes these other calculated measures.

The volume-to-capacity ratio (v/c ratio) is a measure of congestion at an intersection approach. A v/c ratio below one indicates that the intersection approach has adequate capacity to process the arriving traffic volumes over the course of an hour. A v/c ratio of one or greater indicates that the traffic volume on the intersection approach exceeds capacity.

The 95th percentile queue, measured in feet, denotes the farthest extent of the vehicle queue (to the last stopped vehicle) upstream from the stop line. This maximum queue occurs five percent, or less, of the time during the peak hour, and typically does not develop during off-peak hours. Since volumes fluctuate throughout the hour, the 95th percentile queue represents what can be considered a "worst case" condition. Queues at an intersection are generally below the 95th percentile length throughout most of the peak hour. It is also unlikely that 95th percentile queues for each approach to an intersection occur simultaneously.

Table 3-5 and Table 3-6 summarize the Existing (2016) Condition capacity analysis for the study area intersection during the a.m. and p.m. peak hours, respectively. The detailed analysis sheets are provided in Appendix C.

Table 3-5 Existing (2016) Condition, Capacity Analysis Summary, a.m. Peak Hour

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
Harrison Avenue/East Newton Street	**B**	**18.2**	**-**	**-**	**-**
East Newton Street WB left/thru/right	D	50.1	0.76	119	174
Harrison Avenue NB left/thru	A	9.2	0.43	56	100
Harrison Avenue SB thru/right	A	7.3	0.36	44	73
Harrison Avenue/East Brookline Street	**B**	**15.4**	**-**	**-**	**-**
East Brookline Street EB left/thru/right	D	47.2	0.71	102	175
Harrison Avenue NB thru/right	A	2.7	0.36	29	35
Harrison Avenue SB left/thru	B	10.4	0.33	75	188
Washington Street/Monsignor Reynolds Way/West Dedham Street	**C**	**22.2**	**-**	**-**	**-**
West Dedham Street EB left/thru/right	C	30.8	0.76	95	172
Monsignor Reynolds Way WB left	E	65.5	0.71	70	m120
Monsignor Reynolds Way WB thru/right	D	47.2	0.65	152	231
Washington Street NB left	A	7.2	0.28	28	66
Washington Street NB thru	A	9.0	0.45	105	203
Washington Street NB right	A	2.8	0.13	3	m5
Washington Street SB left	A	5.3	0.07	3	12
Washington Street SB thru	A	5.3	0.18	18	44
Washington Street SB right	A	0.8	0.08	0	2
Harrison Avenue/Monsignor Reynolds Way/Malden Street	**C**	**26.7**	**-**	**-**	**-**
Monsignor Reynolds Way EB left/thru	E	60.5	0.89	91	#238
Monsignor Reynolds Way EB right	A	2.9	0.18	0	m6
Monsignor Reynolds Way WB left/thru/right	D	38.9	0.65	116	194
Harrison Avenue NB left	B	10.8	0.23	36	44
Harrison Avenue NB thru/right	B	16.5	0.28	101	142
Harrison Avenue SB left	B	10.4	0.08	12	17
Harrison Avenue SB thru/right	B	14.1	0.40	89	83
I-93 NB Frontage Road/Connector/DPW Driveway	D	49.5	-	-	-
Connector EB left	F	93.2	0.98	286	m301
Connector EB left/slight left	F	95.4	1.00	302	m#340
Connector EB thru	C	24.4	0.04	7	m9
DPW Driveway WB left/hard left	A	8.5	0.26	0	13
I-93 NB Frontage Road NB thru | thru/slight right | slight right/right	C	22.5	0.65	307	361

Table 3-5 Existing (2016) Condition, Capacity Analysis Summary, a.m. Peak Hour (Continued)

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
I-93 SB Frontage Road/Connector/ Albany Street/MBTA Driveway	**D**	**53.3**	**-**	**-**	**-**
MBTA Driveway EB thru/right/hard right	D	36.7	0.11	4	11
I-93 SB Frontage Road SB left	B	19.7	0.22	75	m125
I-93 SB Frontage Road SB left/thru | thru	B	18.2	0.17	52	76
I-93 SB Frontage Road SB slight right/right	A	6.8	0.61	91	140
Albany Street NEB slight right | slight right/ hard right	F	95.1	1.03	~448	#546
Unsignalized Intersections					
Albany Street/Malden Street	**-**	**-**	**-**	**-**	**-**
Malden Street EB left/right	D	31.3	0.21	-	19
Albany Street NB left/thru | thru	A	0.9	0.34	-	6
Albany Street SB thru/right	A	0.0	0.41	-	0
Albany Street/East Dedham Street	-	-	-	-	-
East Dedham Street EB left/right	D	26.3	0.50	-	67
Albany Street NB thru	A	0.0	0.29	-	0
Albany Street SB thru	A	0.0	0.24	-	0
Albany Street/East Canton Street/BFE Driveway	-	-	-	-	-
BFE Driveway WB left/thru/right	D	26.9	0.18	-	16
Albany Street NB left/thru/right	A	1.4	0.05	-	4
Albany Street SB left/thru/right	A	0.1	0.00	-	0
Albany Street/East Brookline Street	-	-	-	-	-
East Brookline Street EB left/right	E	47.9	0.78	-	155
Albany Street NB thru	A	0.0	0.23	-	0
Albany Street SB thru	A	0.0	0.24	-	0
Harrison Avenue/East Canton Street	-	-	-	-	-
East Canton Street WB left/right	C	15.9	0.30	-	32
Harrison Avenue NB thru	A	0.0	0.21	-	0
Harrison Avenue SB thru	A	0.0	0.15	-	0
Harrison Avenue/East Dedham Street	-	-	-	-	-
Harrison Avenue NB thru/right	A	0.0	0.21	-	0
Harrison Avenue SB left/thru	A	3.0	0.09	-	7

Table 3-6 Existing (2016) Condition, Capacity Analysis Summary, p.m. Peak Hour

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
Harrison Avenue/East Newton Street	**C**	**22.9**	-	-	-
East Newton Street WB left/thru/right	D	47.7	0.79	150	202
Harrison Avenue NB left/thru	B	11.8	0.36	61	143
Harrison Avenue SB thru/right	B	14.9	0.47	102	259
Harrison Avenue/East Brookline Street	**B**	**13.3**	-	-	-
East Brookline Street EB left/thru/right	D	46.6	0.59	77	114
Harrison Avenue NB thru/right	A	6.4	0.30	64	185
Harrison Avenue SB left/thru	A	6.7	0.33	35	m148
Washington Street/Monsignor Reynolds Way/West Dedham Street	**C**	**31.2**	-	-	-
West Dedham Street EB left/thru/right	E	57.8	0.99	276	#466
Monsignor Reynolds Way WB left	D	41.6	0.79	75	m78
Monsignor Reynolds Way WB thru/right	D	35.4	0.80	188	m174
Washington Street NB left	B	16.6	0.28	46	m95
Washington Street NB thru	B	18.8	0.46	169	301
Washington Street NB right	A	7.6	0.11	12	m24
Washington Street SB left	A	8.6	0.07	5	14
Washington Street SB thru	B	10.6	0.34	60	84
Washington Street SB right	A	1.5	0.11	0	4
Harrison Avenue/Monsignor Reynolds Way/Malden Street	**F**	**>100**	-	-	-
Monsignor Reynolds Way EB left/thru	D	43.4	0.85	95	m147
Monsignor Reynolds Way EB right	A	1.6	0.18	0	m0
Monsignor Reynolds Way WB left/thru/right	F	>100	>1.30	~386	#576
Harrison Avenue NB left	A	8.7	0.23	21	37
Harrison Avenue NB thru/right	B	13.1	0.36	74	#245
Harrison Avenue SB left	A	7.1	0.02	2	m8
Harrison Avenue SB thru/right	B	18.2	0.48	125	#322
I-93 NB Frontage Road/Connector/DPW Driveway	**F**	**83.7**	-	-	-
Connector EB left	F	>100	1.25	~636	m#477
Connector EB left | slight/left	F	>100	1.26	~632	m#476
Connector EB thru	B	14.4	0.02	2	m2
DPW Driveway WB left/hard left	A	4.9	0.20	0	0
I-93 NB Frontage Road NB thru | thru/slight right | slight right/right	C	22.1	0.57	238	287

Table 3-6 Existing (2016) Condition, Capacity Analysis Summary, p.m. Peak Hour (Continued)

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
I-93 SB Frontage Road/Connector/ Albany Street/MBTA Driveway	**F**	**95.3**	**-**	**-**	**-**
MBTA Driveway EB thru/right/hard right	D	52.1	0.41	24	34
I-93 SB Frontage Road SB left	C	29.8	0.37	108	m158
I-93 SB Frontage Road SB left/thru | thru	C	26.5	0.42	143	132
I-93 SB Frontage Road SB slight right/right	A	4.5	0.51	76	103
Albany Street NEB slight right | slight right/ hard right	F	>100	1.29	~686	#792
Unsignalized Intersections					
Albany Street/Malden Street	**-**	**-**	**-**	**-**	**-**
Malden Street EB left/right	C	22.4	0.09	-	7
Albany Street NB left/thru | thru	A	1.0	0.38	-	7
Albany Street SB thru/right	A	0.0	0.36	-	0
Albany Street/East Dedham Street	-	-	-	-	-
East Dedham Street EB left/right	F	76.6	0.91	-	205
Albany Street NB thru	A	0.0	0.40	-	0
Albany Street SB thru	A	0.0	0.25	-	0
Albany Street/East Canton Street/BFE Driveway	-	-	-	-	-
BFE Driveway WB left/thru/right	C	21.2	0.05	-	4
Albany Street NB left/thru/right	A	1.5	0.06	-	5
Albany Street SB left/thru/right	A	0.1	0.00	-	0
Albany Street/East Brookline Street	-	-	-	-	-
East Brookline Street EB left/right	D	31.9	0.59	-	90
Albany Street NB thru	A	0.0	0.39	-	0
Albany Street SB thru	A	0.0	0.22	-	0
Harrison Avenue/East Canton Street	-	-	-	-	-
East Canton Street WB left/right	C	15.6	0.33	-	35
Harrison Avenue NB thru	A	0.0	0.17	-	0
Harrison Avenue SB thru	A	0.0	0.17	-	0
Harrison Avenue/East Dedham Street	-	-	-	-	-
Harrison Avenue NB thru/right	A	0.0	0.23	-	0
Harrison Avenue SB left/thru	A	2.1	0.06	-	5

Grey Shading indicates LOS E or F.
~ 50th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
m Volumes for 95th percentile queue is metered by upstream signal.

As shown in Table 3-5 and Table 3-6, the majority of intersections and approaches operate well under the Existing (2016) Condition with the following exceptions:

- The signalized intersection of **Washington Street/Monsignor Reynolds Way/West Dedham Street** operates at LOS C during both the a.m. and p.m. peak hours. The Monsignor Reynolds Way westbound left-turn lane operates at LOS E during the a.m. peak hour. The West Dedham Street eastbound shared left-turn/thru/right-turn lane operates at LOS E during the p.m. peak hour. The longest queues at the intersection occur at the Monsignor Reynolds Way westbound approach during the a.m. peak hour and at the West Dedham Street eastbound approach during the p.m. peak hour.

- The signalized intersection of **Harrison Avenue/Monsignor Reynolds Way/ Malden Street** operates at LOS C during the a.m. peak hour and LOS F during the p.m. peak hour. The Monsignor Reynolds Way eastbound shared left-turn/thru lane operates at LOS E during the a.m. peak hour. The Monsignor Reynolds Way westbound shared left-turn/thru/right-turn lane operates at LOS F during the p.m. peak hour. The longest queues at the intersection occur at the Monsignor Reynolds Way eastbound approach during the a.m. peak hour and the Monsignor Reynolds Way westbound approach during the p.m. peak hour.

- The signalized intersection of **I-93 Northbound Frontage Road/Connector/ DPW Driveway** operates at LOS D during the a.m. peak hour and LOS F during the p.m. peak hour. The Connector eastbound left-turn and shared left/slight left-turn lanes operate at LOS F during both the a.m. and p.m. peak hours. The longest queues at the intersection occur at the I-93 Northbound Frontage Road northbound approach during the a.m. peak hour and the Connector eastbound approach during the p.m. peak hour.

- The signalized intersection of **I-93 Southbound Frontage Road/Connector/ Albany Street/MBTA Driveway** operates at LOS D during the a.m. peak hour and LOS F during the p.m. peak hour. The Albany Street north-eastbound approach operates at LOS F during both the a.m. and p.m. peak hours. The longest queues at the intersection occur at the Albany Street north-eastbound approach during both the a.m. and p.m. peak hours.

- At the unsignalized intersection of **Albany Street/East Dedham Street** the East Dedham Street eastbound stop controlled approach operates at LOS F during the p.m. peak hour.

- At the unsignalized intersection of **Albany Street/East Brookline Street** the East Brookline Street eastbound stop controlled approach operates at LOS E during the a.m. peak hour.

3.3 No-Build (2023) Condition

The No-Build (2023) Condition reflects a future scenario that incorporates anticipated traffic volume changes associated with background traffic growth independent of any specific project, traffic associated with other planned specific developments, and planned infrastructure improvements that will affect travel patterns throughout the study area. These infrastructure improvements include roadway, public transportation, pedestrian and bicycle improvements.

3.3.1 Background Traffic Growth

The methodology to account for generic future background traffic growth, independent of this Project, may be affected by changes in demographics, smaller scale development projects, or projects unforeseen at this time. Based on a review of recent and historic traffic data collected recently and to account for any additional unforeseen traffic growth, a traffic growth rate of one-half percent per year, compounded annually, was used.

3.3.2 Specific Development Traffic Growth

Traffic volumes associated with known development projects can affect traffic patterns throughout the study area within the future analysis time horizon. Six such projects were specifically accounted for in the traffic volumes for future scenarios, while others were included in the general background traffic growth (the site-specific background projects are mapped on Figure 3-12):

Boston University Medical Center (BUMC) Institutional Master Plan (IMP) – This project consists of the six projects part of the BUMC IMP. The BUMC is located south of the Project Site along Harrison Avenue and Albany Street. In total, these projects consist of approximately 433,100 sf of medical space, 195,000 sf of research and development space, and 160 sf of office space. The projects, the building program and the status are listed below:

- Biosquare II NEIDL – 195,000 sf Research and Development – Construction Complete
- BUMC Administration and Clinical Building – 160,000 sf Office – BRA Board Approved
- BUMC Energy Facility – 38,500 sf Energy Plant – BRA Board Approved
- BUMC Moakley Cancer Center Addition – 27,800 sf Hospital – BRA Board Approved
- BUMC New Inpatient Building (Phase 1) – 82,300 sf Hospital – BRA Board Approved
- BUMC New Inpatient Building (Phase 2) – 323,000 sf Hospital – BRA Board Approved

600 Harrison Avenue – This project calls for the construction of a 193,300 sf mixed-use building consisting of 160 residential units, 3,600 sf of ground floor retail space, and 236 parking spaces. This project is currently under construction.

345 Harrison Avenue – This project calls for the construction of 577 rental units, 32,170 sf of ground floor retail and restaurant space, and 270 parking spaces. This project has been approved.

80 East Berkley Street – This project calls for the construction of a 308,000 sf, 11-story mixed-use building consisting of 290,000 sf of office space, 18,000 sf of ground floor retail space, and 200 parking spaces. This project has been approved.

477-481 Harrison Avenue – This project calls for the construction of a 36,700 sf residential building consisting of 18 condominiums and 20 parking spaces. This project is currently under construction.

The Factory at 46 Wareham Street – This project calls for the construction of a 64,530 sf, 6-story mixed-use building consisting of 16 residential units, 45,530 sf of commercial space, and 97 parking spaces. This project has been approved.

3.3.3 Proposed Infrastructure Improvements

A review of planned improvements to roadway, transit, bicycle, and pedestrian facilities was conducted to determine if there are any nearby improvement projects in the vicinity of the study area. Based on this review, it was determined that the intersection of Harrison Avenue/Monsignor Reynolds Way/Malden Street is currently being reconstructed with new pedestrian and vehicle signal equipment and updated signal timings.

3.3.4 No-Build Traffic Volumes

The one-half percent per year annual growth rate, compounded annually, was applied to the Existing (2016) Condition traffic volumes, then the traffic volumes associated with the background development projects listed above were added to develop the No-Build (2023) Condition traffic volumes. The No-Build (2023) weekday morning and evening peak hour traffic volumes are shown on Figures 3-13 and Figure 3-14, respectively. This improvement is being installed as part of the permitting process of the 600 Harrison Avenue (the Girard) project.

3.3.5 No-Build (2023) Condition Traffic Operations Analysis

The No-Build (2023) Condition analysis uses the same methodology as the Existing (2016) Condition capacity analysis. Tables 3-7 and Table 3-8 present the No-Build (2023) Condition operations analysis for the a.m. and p.m. peak hours, respectively. The shaded cells in the tables indicate a decrease in LOS between the Existing (2016) Condition and the No-Build (2023) Condition to an LOS below LOS D. The detailed analysis sheets are provided in Appendix C.

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Figure 3-12
Specific Background Project Locations

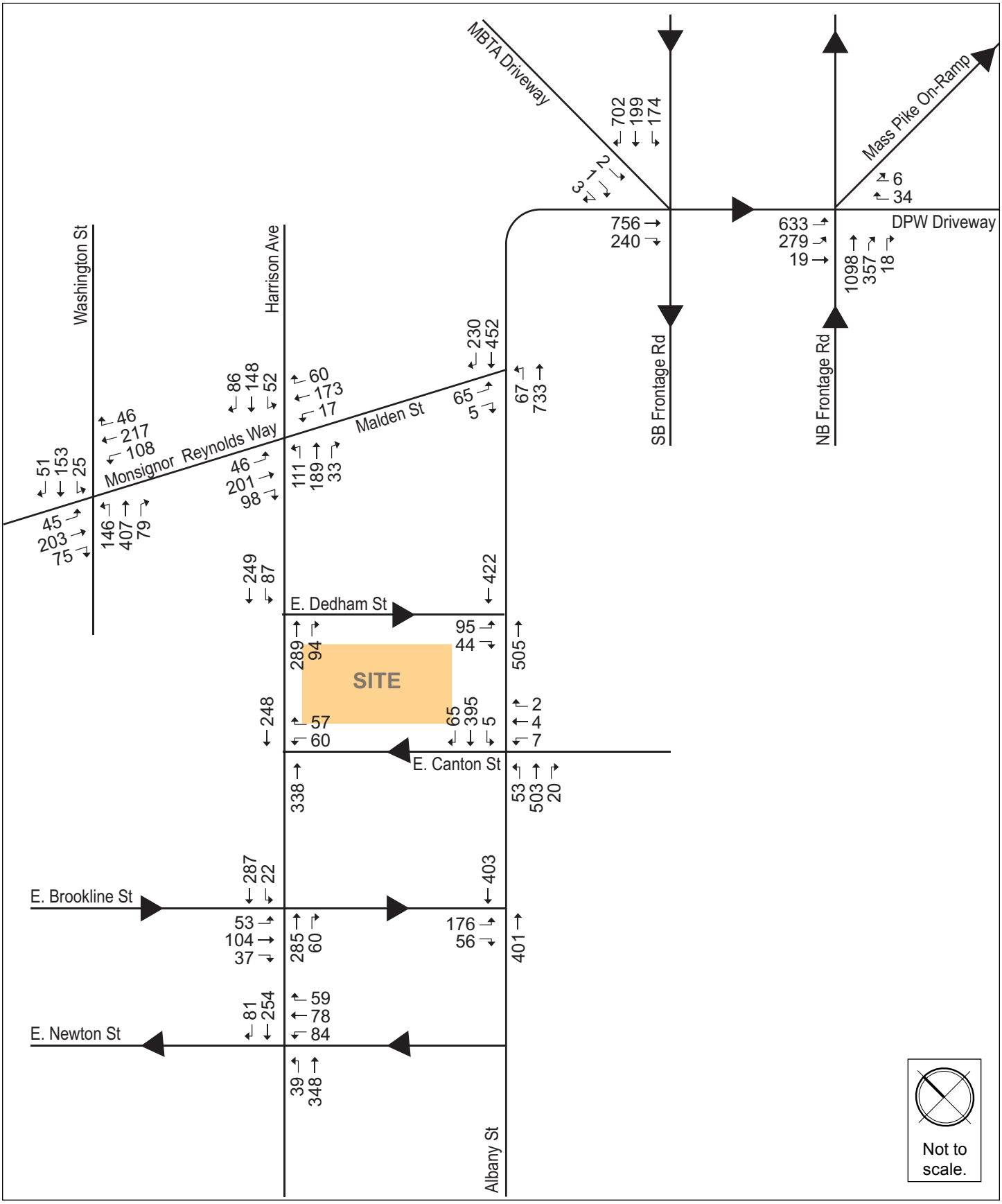

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Figure 3-13
No-Build (2023) Condition Vehicular Traffic Volumes, a.m. Peak Hour

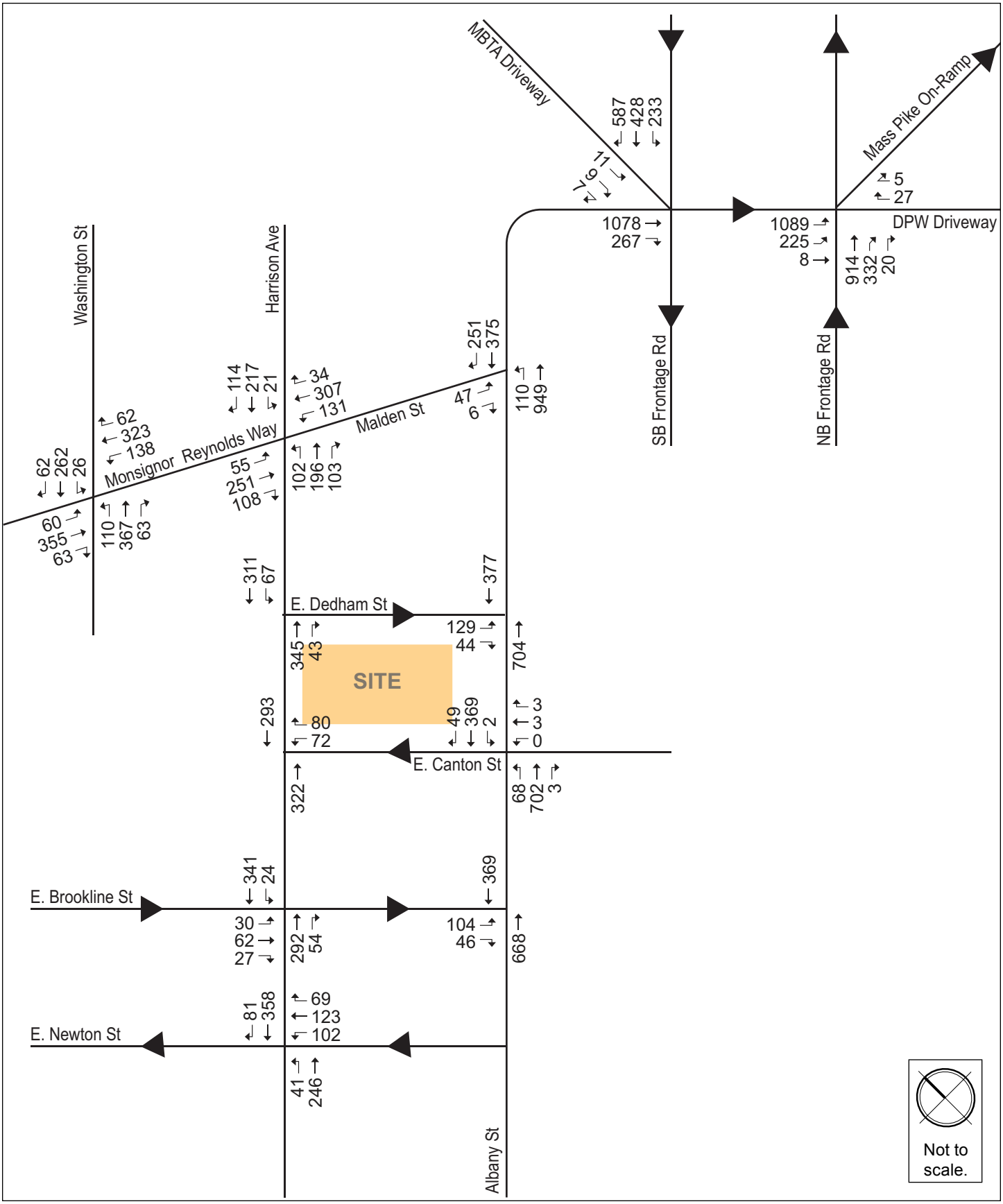

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Figure 3-14
No-Build (2023) Condition Vehicular Traffic Volumes, p.m. Peak Hour

Table 3-7 No-Build (2023) Condition, Capacity Analysis Summary, a.m. Peak Hour

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
Harrison Avenue/East Newton Street	**B**	**19.9**	**-**	**-**	**-**
East Newton Street WB left/thru/right	D	51.3	0.80	135	197
Harrison Avenue NB left/thru	B	10.5	0.48	62	107
Harrison Avenue SB thru/right	A	8.6	0.40	46	85
Harrison Avenue/East Brookline Street	**B**	**15.1**	**-**	**-**	**-**
East Brookline Street EB left/thru/right	D	47.0	0.72	107	182
Harrison Avenue NB thru/right	A	3.0	0.41	37	45
Harrison Avenue SB left/thru	B	10.4	0.36	81	212
Washington Street/Monsignor Reynolds Way/West Dedham Street	**C**	**22.0**	**-**	**-**	**-**
West Dedham Street EB left/thru/right	D	38.7	0.85	134	236
Monsignor Reynolds Way WB left	D	54.0	0.76	61	m88
Monsignor Reynolds Way WB thru/right	C	34.2	0.68	141	173
Washington Street NB left	A	8.5	0.30	38	87
Washington Street NB thru	B	10.8	0.48	142	269
Washington Street NB right	A	3.3	0.14	6	m15
Washington Street SB left	A	6.0	0.07	3	12
Washington Street SB thru	A	5.8	0.19	25	46
Washington Street SB right	A	0.9	0.09	0	2
Harrison Avenue/Monsignor Reynolds Way/Malden Street	**C**	**24.3**	**-**	**-**	**-**
Monsignor Reynolds Way EB left/thru	C	33.8	0.76	144	213
Monsignor Reynolds Way EB right	A	4.1	0.25	12	m22
Monsignor Reynolds Way WB left/thru/right	D	44.9	0.76	138	214
Harrison Avenue NB left	C	20.3	0.32	51	112
Harrison Avenue NB thru/right	B	17.6	0.34	98	176
Harrison Avenue SB left	B	12.3	0.15	20	27
Harrison Avenue SB thru/right	B	13.0	0.40	78	70
I-93 NB Frontage Road/Connector/DPW Driveway	**D**	**47.9**	-	-	-
Connector EB left	F	87.6	1.04	~437	m284
Connector EB left | slight/left	F	89.0	1.07	~448	m#308
Connector EB thru	C	24.3	0.04	7	m8
DPW Driveway WB left/hard left	A	8.5	0.26	0	13
I-93 NB Frontage Road NB thru | thru/slight right | slight right/right	C	23.6	0.69	339	398

Table 3-7 No-Build (2023) Condition, Capacity Analysis Summary, a.m. Peak Hour (Continued)

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
I-93 SB Frontage Road/Connector/ Albany Street/MBTA Driveway	E	**60.4**	**-**	**-**	**-**
MBTA Driveway EB thru/right/hard right	D	36.7	0.11	4	11
I-93 SB Frontage Road SB left	C	20.3	0.23	79	m130
I-93 SB Frontage Road SB left/thru | thru	B	19.2	0.21	68	96
I-93 SB Frontage Road SB slight right/right	A	7.8	0.65	105	166
Albany Street NEB slight right | slight right/ hard right	F	>100	1.14	~552	#647
Unsignalized Intersections					
Albany Street/Malden Street	**-**	**-**	**-**	**-**	**-**
Malden Street EB left/right	F	95.2	0.79	-	117
Albany Street NB left/thru | thru	A	3.4	0.36	-	10
Albany Street SB thru/right	A	0.0	0.44	-	0
Albany Street/East Dedham Street	-	-	-	-	-
East Dedham Street EB left/right	D	32.8	0.59	-	87
Albany Street NB thru	A	0.0	0.32	-	0
Albany Street SB thru	A	0.0	0.26	-	0
Albany Street/East Canton Street/BFE Driveway	-	-	-	-	-
BFE Driveway WB left/thru/right	D	30.9	0.21	-	19
Albany Street NB left/thru/right	A	1.4	0.05	-	4
Albany Street SB left/thru/right	A	0.1	0.00	-	0
Albany Street/East Brookline Street	-	-	-	-	-
East Brookline Street EB left/right	F	71.6	0.90	-	204
Albany Street NB thru	A	0.0	0.25	-	0
Albany Street SB thru	A	0.0	0.27	-	0
Harrison Avenue/East Canton Street	-	-	-	-	-
East Canton Street WB left/right	C	17.5	0.34	-	37
Harrison Avenue NB thru	A	0.0	0.24	-	0
Harrison Avenue SB thru	A	0.0	0.16	-	0
Harrison Avenue/East Dedham Street	-	-	-	-	-
Harrison Avenue NB thru/right	A	0.0	0.23	-	0
Harrison Avenue SB left/thru	A	3.0	0.09	-	8

Grey Shading indicates a degradation to LOS E or F.
~ 50th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
m Volumes for 95th percentile queue is metered by upstream signal.

Table 3-8 No-Build (2023) Condition, Capacity Analysis Summary, p.m. Peak Hour

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
Harrison Avenue/East Newton Street	**C**	**25.6**	-	-	-
East Newton Street WB left/thru/right	D	49.7	0.84	182	247
Harrison Avenue NB left/thru	B	13.7	0.43	73	161
Harrison Avenue SB thru/right	B	18.4	0.53	147	#380
Harrison Avenue/East Brookline Street	**B**	**13.4**	-	-	-
East Brookline Street EB left/thru/right	D	46.9	0.60	81	120
Harrison Avenue NB thru/right	A	7.0	0.36	80	258
Harrison Avenue SB left/thru	A	7.4	0.36	28	m233
Washington Street/Monsignor Reynolds Way/West Dedham Street	**D**	**35.9**	-	-	-
West Dedham Street EB left/thru/right	E	78.8	1.06	~334	#657
Monsignor Reynolds Way WB left	D	38.7	0.79	86	m132
Monsignor Reynolds Way WB thru/right	C	29.6	0.84	263	m327
Washington Street NB left	B	18.0	0.31	49	m103
Washington Street NB thru	C	20.6	0.50	177	311
Washington Street NB right	A	7.9	0.12	12	m25
Washington Street SB left	A	9.0	0.09	6	15
Washington Street SB thru	B	12.1	0.37	68	89
Washington Street SB right	A	1.6	0.12	0	4
Harrison Avenue/Monsignor Reynolds Way/Malden Street	**D**	**38.4**	-	-	-
Monsignor Reynolds Way EB left/thru	D	48.3	0.92	138	m150
Monsignor Reynolds Way EB right	A	7.2	0.26	7	m8
Monsignor Reynolds Way WB left/thru/right	E	63.0	0.96	287	#491
Harrison Avenue NB left	C	28.9	0.56	59	83
Harrison Avenue NB thru/right	C	23.1	0.65	167	155
Harrison Avenue SB left	B	15.0	0.11	8	m15
Harrison Avenue SB thru/right	C	23.9	0.64	167	122
I-93 NB Frontage Road/Connector/DPW Driveway	**F**	**>100**	-	-	-
Connector EB left	F	>100	>1.30	~693	m#465
Connector EB left | slight/left	F	>100	>1.30	~714	m#483
Connector EB thru	B	14.6	0.02	2	m2
DPW Driveway WB left/hard left	A	4.9	0.20	0	0
I-93 NB Frontage Road NB thru | thru/slight right | slight right/right	C	23.0	0.62	266	320

Table 3-8 No-Build (2023) Condition, Capacity Analysis Summary, p.m. Peak Hour (Continued)

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
I-93 SB Frontage Road/Connector/ Albany Street/MBTA Driveway	**F**	**>100**	**-**	**-**	**-**
MBTA Driveway EB thru/right/hard right	D	52.1	0.41	24	34
I-93 SB Frontage Road SB left	C	30.5	0.38	114	m171
I-93 SB Frontage Road SB left/thru | thru	C	27.5	0.46	159	156
I-93 SB Frontage Road SB slight right/right	A	5.2	0.55	87	129
Albany Street NEB slight right | slight right/ hard right	F	>100	>1.30	~794	#897
Unsignalized Intersections					
Albany Street/Malden Street	**-**	**-**	**-**	**-**	**-**
Malden Street EB left/right	F	54.1	0.50	-	60
Albany Street NB left/thru | thru	A	3.7	0.40	-	11
Albany Street SB thru/right	A	0.0	0.38	-	0
Albany Street/East Dedham Street	-	-	-	-	-
East Dedham Street EB left/right	F	>100	1.09	-	278
Albany Street NB thru	A	0.0	0.44	-	0
Albany Street SB thru	A	0.0	0.28	-	0
Albany Street/East Canton Street/BFE Driveway	-	-	-	-	-
BFE Driveway WB left/thru/right	C	23.7	0.06	-	5
Albany Street NB left/thru/right	A	1.7	0.07	-	5
Albany Street SB left/thru/right	A	0.1	0.00	-	0
Albany Street/East Brookline Street	-	-	-	-	-
East Brookline Street EB left/right	E	43.8	0.70	-	121
Albany Street NB thru	A	0.0	0.42	-	0
Albany Street SB thru	A	0.0	0.25	-	0
Harrison Avenue/East Canton Street	-	-	-	-	-
East Canton Street WB left/right	C	17.5	0.37	-	43
Harrison Avenue NB thru	A	0.0	0.20	-	0
Harrison Avenue SB thru	A	0.0	0.19	-	0
Harrison Avenue/East Dedham Street	-	-	-	-	-
Harrison Avenue NB thru/right	A	0.0	0.27	-	0
Harrison Avenue SB left/thru	A	2.1	0.07	-	5

Grey Shading indicates a degradation to LOS E or F.
~ 50th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
m Volumes for 95th percentile queue is metered by upstream signal.

As shown in Table 3-7 and Table 3-8, the following operational deficiencies are expected under the No-Build (2023) Condition:

- Due to the improvements currently under construction, the signalized intersection of **Harrison Street/Monsignor Reynolds Way/Malden Street** improve to LOS C and LOS D during the weekday a.m. peak hour and the weekday p.m. peak hour, respectively.

- The signalized intersection of **I-93 Southbound Frontage Road/Connector/ Albany Street/MBTA Driveway** decreases from LOS D to LOS E during the a.m. peak hour and continues to operate at LOS F during the p.m. peak hour. The longest queues at the intersection continue to occur at the Albany Street north-eastbound approach during both the a.m. and p.m. peak hours.

- At the unsignalized intersection of **Albany Street/Malden Street**, the Malden Street eastbound stop controlled approach decreases from LOS D to LOS F during the a.m. peak hour, and decreases from LOS C to LOS F during the p.m. peak hour.

- At the unsignalized intersection of **Albany Street/East Brookline Street**, the East Brookline Street eastbound stop controlled approach decreases from LOS E to LOS F during the a.m. peak hour, and from LOS D to LOS E during the p.m. peak hour.

3.4 Build (2023) Condition

As previously mentioned, the proposed Project will consist of the rehabilitation of 575 Albany Street and the Gambro Building as well as two new buildings (Building A and Building B) located between 575 Albany Street and the Gambro Building. The existing buildings at 75 and 123 East Dedham Street and 100 East Canton Street will be removed. The total Project will consist of approximately 687 residential units and approximately 76,800 sf of commercial space including the existing Gambro space and approximately 19,700 sf of retail space. Below grade parking below Building A and Building B will provide approximately 703 parking spaces. Parking will be provided for the on-site uses, as well as additional parking for neighboring properties as is currently occurring on Project Site.

3.4.1 Site Access and Vehicle Circulation

Vehicular access to the garage will be provided via a new driveway between 575 Albany Street and Building A. Pedestrian access to 575 Albany Street and the Gambro Building will remain unchanged. The primary pedestrian access to Building A and Building B will be from East Dedham Street and the main courtyard located between Building A and Building B. The site plan is shown in Figure 3-15.

The alley providing access to the on-site garage is designed to limit cut through traffic by including a slope down from the edges of the property to the center of the site and garage

entrance. The two way access to East Canton and East Dedham will limit residents from having to travel additional lengths on local streets.

The existing Gambro Access Alley is an approximately 20 foot wide two-lane roadway with travel in two directions. The alley provides access to the Gambro building and two parking lots. Currently, ambulances are often parked along the western side of the roadway, effectively reducing the roadway width to one travel lane for two way travel. As part of the proposed Project, the alley will be widened to include 24 feet to accommodate the two travel lanes plus an additional eight foot wide parking aisle. The improved 32 foot wide cross section will provide ample space for travel in both directions while accommodating ambulance parking. Curb bump outs at each end of the alley will shorten the pedestrian crossing along East Canton Street and East Dedham Street.

3.4.2 Project Parking

The parking goals developed by the BTD for this section of the South End are a maximum of 0.75 to 1.00 parking spaces per residential unit, and a maximum of 0.75 to 1.00 parking spaces per 1,000 sf of office or retail space.

The Project is planning for a parking ratio of 0.5 spaces per residential unit and 1.0 space per 1,000 sf of office or retail space. This results in an on-site parking demand of approximately 406 parking spaces. The remaining approximately 297 parking spaces will be used for Boston Medical Center and other neighboring land uses.

3.4.3 Loading and Service Accommodations

There will be two separate loading zones located on the Project Site. With access from the new driveway, Building A will house loading for two trucks and 575 Albany Street will also have a loading dock. Building B will also house an additional loading dock on the west side of the building with access from the relocated Andrews Street. The Gambro Building will be serviced by the Building B loading dock along with the short term parking that is to be provided along the relocated Andrews Street. Truck trip estimates for the Project were based on two different data sets. Delivery estimates for the residential and retail space were based on data provided in the Truck Trip Generation Rates by Land Use in the Central Artery/Tunnel Project Study (CTPS) Area report[1], and estimates for the office and medical office space was based on a recent survey at the John Hancock Tower[2]. Deliveries to the Project Site will be limited to mostly SU-36 trucks and smaller delivery vehicles.

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[1] Truck Trip Generation Rates by Land Use in the Central Artery/Tunnel Project Study Area; Central Transportation Planning Staff; September 1993.

[2] Loading Dock Survey at the John Hancock Tower, Boston, February 8 – 12, 2010. Conducted by Howard Stein Hudson.

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Figure 3-15
Site Access Plan

Residential. Residential units primarily generate delivery trips related to small packages and prepared food. Based on the CTPS report, residential uses generate approximately 0.01 light truck trips per 1,000 sf of gross floor area and 0.001 medium/heavy truck trips per 1,000 sf of gross floor area.

Retail. Retail truck trips vary depending on the type of retail provided, but a general observation is that larger retail attracts larger trucks but not necessarily more truck deliveries. The storefront retail land use was used to calculate the retail truck trip generation. Based on the CTPS report, retail uses generate approximately 0.15 light truck trips per 1,000 sf of floor area and 0.02 medium/heavy truck trips per 1,000 sf of gross floor area.

Office. The Office land use was used to calculate both the medical office and the general office space. Based on the John Hancock report, office uses generate approximately 0.046 light truck trips per 1,000 sf of floor area and 0.002 medium/heavy truck trips per 1,000 sf of gross floor area.

A summary of anticipated loading/service activity by land use is presented in Table 3-9.

Table 3-9 Expected Delivery Activity

Land Use	*Number of Deliveries*	*General Delivery Times*
Residential	7	10% before 7:00 a.m. 70% between 7:00 a.m. and 1:00 p.m. 20% after 1:00 p.m.
Retail	3	
Medical Office	3	
Total	13	

Based on the CTPS data and John Hancock data, the Project is expected to generate approximately 13 deliveries per day, one of which is expected to be a medium/heavy truck. It is anticipated that the majority of these deliveries will occur between 7:00 a.m. and 1:00 p.m. The numbers do not include trash truck trips.

3.4.4 Trip Generation Methodology

Determining the future trip generation of the Project is a complex, multi-step process that produces an estimate of vehicle trips, transit trips, and walk/bicycle trips associated with a proposed development and a specific land use program. A project's location and proximity to different travel modes determines how people will travel to and from a site.

To estimate the number of trips expected to be generated by the Project, data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*[3] were used.

[3] Trip Generation Manual, 9th Edition; Institute of Transportation Engineers; Washington, D.C.; 2012.

ITE provides data to estimate the total number of unadjusted vehicular trips associated with the Project. In an urban setting well-served by transit, adjustments are necessary to account for other travel mode shares such as walking, bicycling, and transit.

To estimate the unadjusted number of vehicular trips for the Project, the following ITE land use codes (LUCs) were used:

Land Use Code 200 – Apartment. The apartment land use includes rental dwelling units located within the same building with at least three other dwelling units. Calculations of the number of trips use ITE's average rate per residential unit.

Land Use Code 720 – Medical-Dental Office. A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis, but is unable to provide prolonged in-house medical and surgical care. This type of facility is generally operated by one or more private physicians or dentists. Calculations of the number of trips use ITE's average rate per 1,000 sf.

Land Use Code 820 – Shopping Center. The Shopping Center land use code is defined as an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Shopping center trip generation estimates are based on average vehicle rates per square footage of retail space. Calculations of the number of trips use ITE's average rate per 1,000 sf.

In addition, the parking spaces that will be provided for neighboring land uses will also generate traffic to and from the Project Site. This trip generation was determined based on the traffic currently accessing the 194 existing spaces on site.

3.4.5 Mode Share

BTD provides vehicle, transit, and walking mode split rates for different areas of Boston. The Project is located in the westerly portion of designated Area 15 – South End/Roxbury. The daily residential mode shares were based on US Census Journey to Work data. The unadjusted vehicular trips were converted to person trips by using vehicle occupancy rates published by the Federal Highway Administration (FHWA)[4]. The person trips were then distributed to different modes according to the mode shares shown in Table 3-10.

[4] Summary of Travel Trends: 2009 National Household Travel Survey; FHWA; Washington, D.C.; June 2011.

Table 3-10 Travel Mode Share

Land Use		*Walk/Bicycle Share*	*Transit Share*	*Auto Share*	*Vehicle Occupancy Rate*
Daily					
Residential	In	26%	34%	40%	1.13
	Out	26%	34%	40%	1.13
Office	In	35%	12%	53%	1.84
	Out	35%	12%	53%	1.84
Retail	In	17%	24%	59%	1.84
	Out	17%	24%	59%	1.84
a.m. Peak					
Residential	In	27%	19%	54%	1.13
	Out	27%	29%	44%	1.13
Office	In	36%	13%	51%	1.84
	Out	37%	21%	42%	1.84
Retail	In	18%	27%	55%	1.84
	Out	17%	40%	43%	1.84
p.m. Peak					
Residential	In	27%	29%	44%	1.13
	Out	27%	19%	54%	1.13
Office	In	37%	21%	42%	1.84
	Out	36%	13%	51%	1.84
Retail	In	17%	40%	43%	1.84
	Out	18%	27%	55%	1.84

3.4.6 Existing Trip Generation

Based on ITE estimates and BTD mode share percentages, the existing site uses are currently generating approximately 1,120 daily vehicle trips, 92 vehicle trips during the weekday a.m. peak hour, and 110 vehicle trips during the weekday p.m. peak hour. The existing site is also generating approximately 726 daily transit trips, 75 transit trips during the weekday a.m. peak hour, and 98 transit trips during the weekday p.m. peak hour. Lastly, it is expected the existing site is generating 514 daily pedestrian and bicycle trips, 45 pedestrian and bicycle trips during the weekday a.m. peak hour, and 58 pedestrian and bicycle trips during the weekday p.m. peak hour.

3.4.7 Project Trip Generation

The mode share percentages shown in Table 3-10 were applied to the number of person trips to develop walk/bicycle, transit, and vehicle trip generation estimates for the Project. The trip generation for the Project by mode is shown in Table 3-11. The detailed trip generation information is provided in Appendix C.

Table 3-11 Net New Project Trip Generation

Land Use		*Walk/Bicycle Trips*	*Transit Trips*	*Vehicle Trips*
Daily				
Residential[1]	In	653	852	888
	Out	653	852	888
Retail[2]	In	167	57	142
	Out	167	57	142
Medical Office[4]	In	229	323	432
	Out	229	323	432
Parking[5]	In	336	0	297
	Out	336	0	297
Existing Site	In	-62	-88	-192
	Out	-62	-88	-192
Total Net New Project Generated	In	1,323	1,144	1,567
	Out	1,323	1,144	1,567
a.m. Peak Hour				
Residential	In	24	18	45
	Out	80	87	117
Retail	In	2	0	2
	Out	1	0	0
Medical Office	In	25	38	42
	Out	5	13	7
Parking	In	115	0	102
	Out	14	0	12
Existing Site	In	-16	-25	-44
	Out	-2	-5	-5
Total Net New Project Generated	In	150	31	147
	Out	98	95	131

Table 3-11 Net New Project Trip Generation (Continued)

Land Use		*Walk/Bicycle Trips*	*Transit Trips*	*Vehicle Trips*
p.m. Peak Hour				
Residential	In	82	86	116
	Out	43	30	75
Retail	In	13	7	9
	Out	12	4	9
Medical Office	In	11	26	15
	Out	34	52	57
Parking	In	10	0	9
	Out	54	0	48
Existing Site	In	-3	-7	-6
	Out	-15	-22	-40
Total Net New Project Generated	In	113	112	143
	Out	128	64	149

1. ITE Trip Generation Rate, 9th Edition, LUC 220 (Apartment), 687 units.
2. ITE Trip Generation Rate, 9th Edition, LUC 820 (Shopping Center), 19,700 square feet.
3. ITE Trip Generation Rate, 9th Edition, LUC 720 (Medical-Dental Office Building), 42,300 new square feet.
4. 297 parking spaces.

As shown in Table 3-11, there is expected to be 2,646 new pedestrian/bicycle trips, 2,288 new transit trips, and 3,134 new vehicle trips throughout the day. During the a.m. peak hour, there is expected to be 248 pedestrian trips (150 in and 98 out), 126 transit trips (31 in and 95 out), and 278 vehicle trips (147 in and 131 out). During the p.m. peak hour, there is expected to be 241 pedestrian trips (113 in and 128 out), 176 transit trips (112 in and 64 out), and 292 vehicle trips (143 in and 149 out).

3.4.8 Trip Distribution

The trip distribution identifies the various travel paths for vehicles associated with the Project. Trip distribution patterns for the Project were based on BTD's origin-destination data for Area 15 and trip distribution patterns presented in traffic studies for nearby projects. The trip distribution patterns for the Project are illustrated in Figure 3-16 and Figure 3-17.

3.4.9 Build Traffic Volumes

The vehicle trips were distributed through the study area. The Project-generated trips for the a.m. and p.m. peak hours are shown in Figure 3-18 and Figure 3-19, respectively. The trip assignments were added to the No-Build (2023) Condition vehicular traffic volumes to

develop the Build (2023) Condition vehicular traffic volumes. The Build (2023) Condition a.m. and p.m. peak hour traffic volumes are shown on Figure 3-20 and Figure 3-21, respectively.

3.4.10 Bicycle Accommodations

BTD has established guidelines requiring projects subject to Transportation Access Plan Agreements to provide secure bicycle parking for residents and short-term bicycle racks for visitors. Based on BTD guidelines, the Project will supply a minimum of 485 secure bicycle parking/storage spaces within the Project Site for the residents and employees, as well public bicycle racks throughout the Project Site for visitors.

3.4.11 Future Public Transportation Connection Capacity

As shown in in Section 3.2.8.1 the site is connected the major subway lines in both directions from the site. Table 3-3 shows that there is plenty of available capacity on the existing MBTA buses providing access to the subway lines. Residents traveling from the site to a subway station during the weekday a.m. peak period and residents traveling to the site from a subway station during the weekday p.m. peak period will not encounter bus that are near capacity. This will provide a two seat mass transit trip to the entire network (other than the Blue and Green lines outbound).

3.4.12 Build Condition Traffic Operations Analysis

The Build (2023) Condition analysis uses the same methodology as the Existing (2016) Condition and No-Build (2023) Condition analysis. Table 3-12 and Table 3-13 present the Build (2023) Condition capacity analysis for the a.m. and p.m. peak hours, respectively. The shaded cells in the tables indicate a worsening in LOS between the No-Build (2023) Condition and the Build (2023) Condition. The detailed analysis sheets are provided in Appendix C.

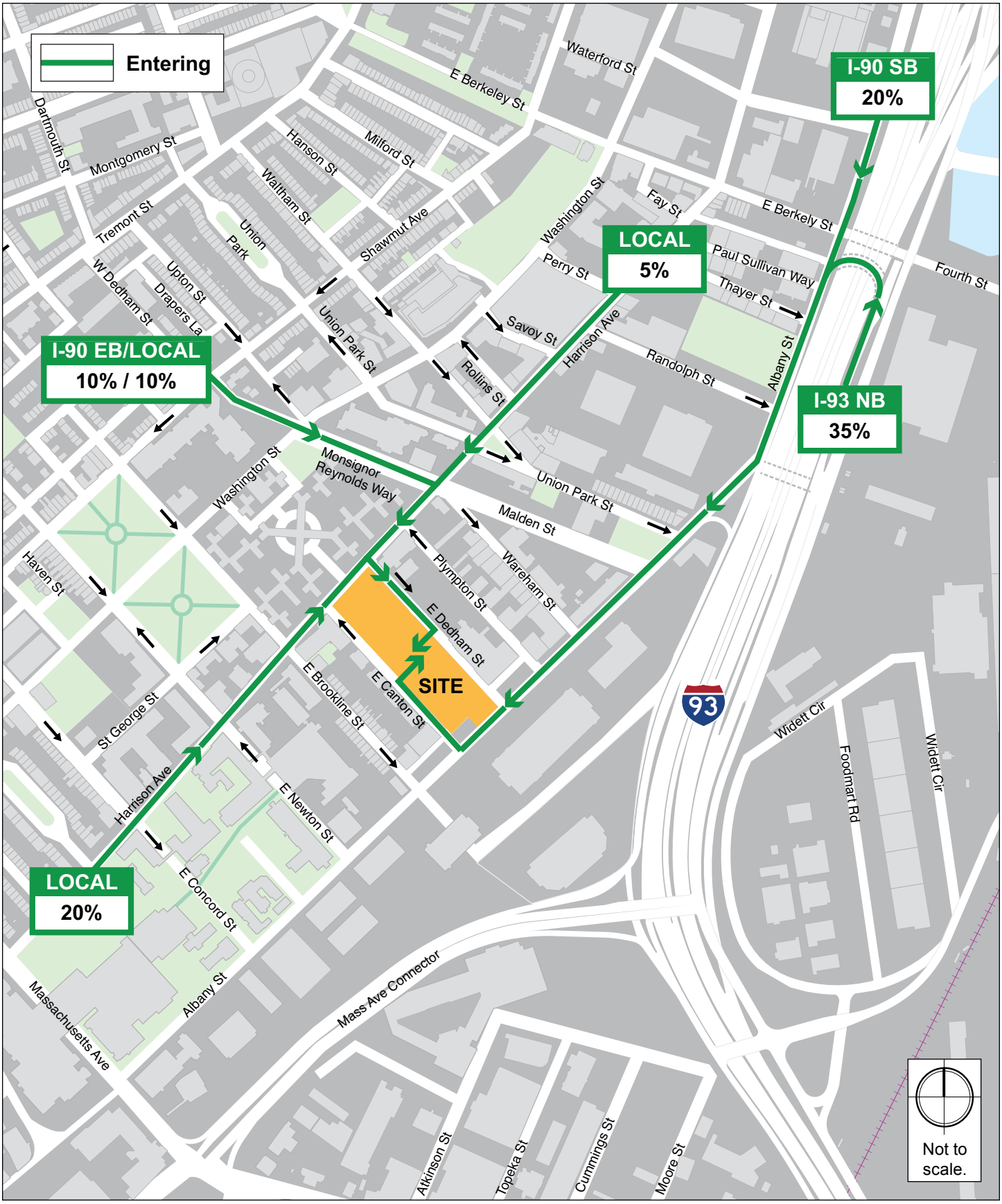

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Figure 3-16
Trip Distribution Entering

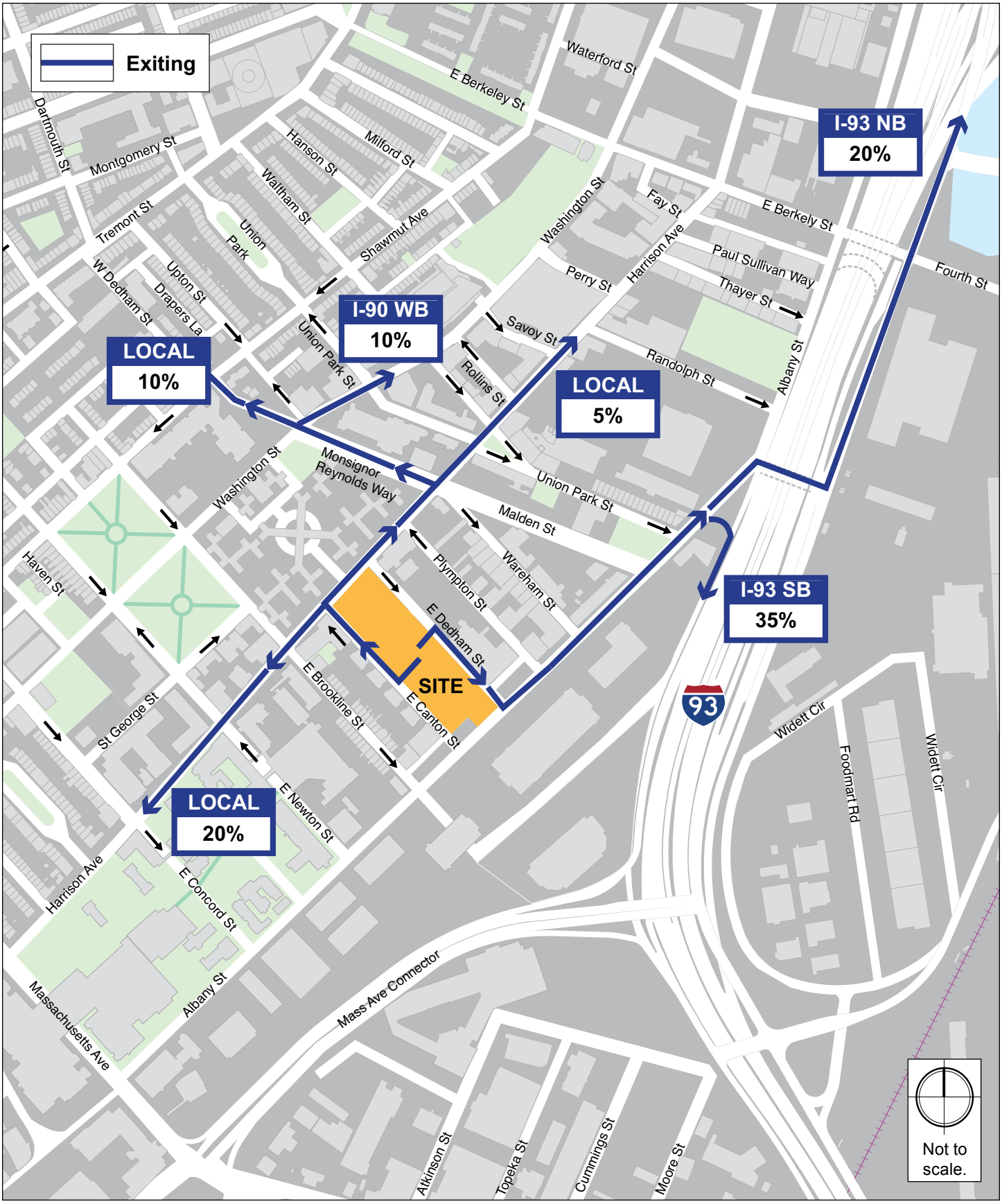

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Figure 3-17
Trip Distribution Exiting

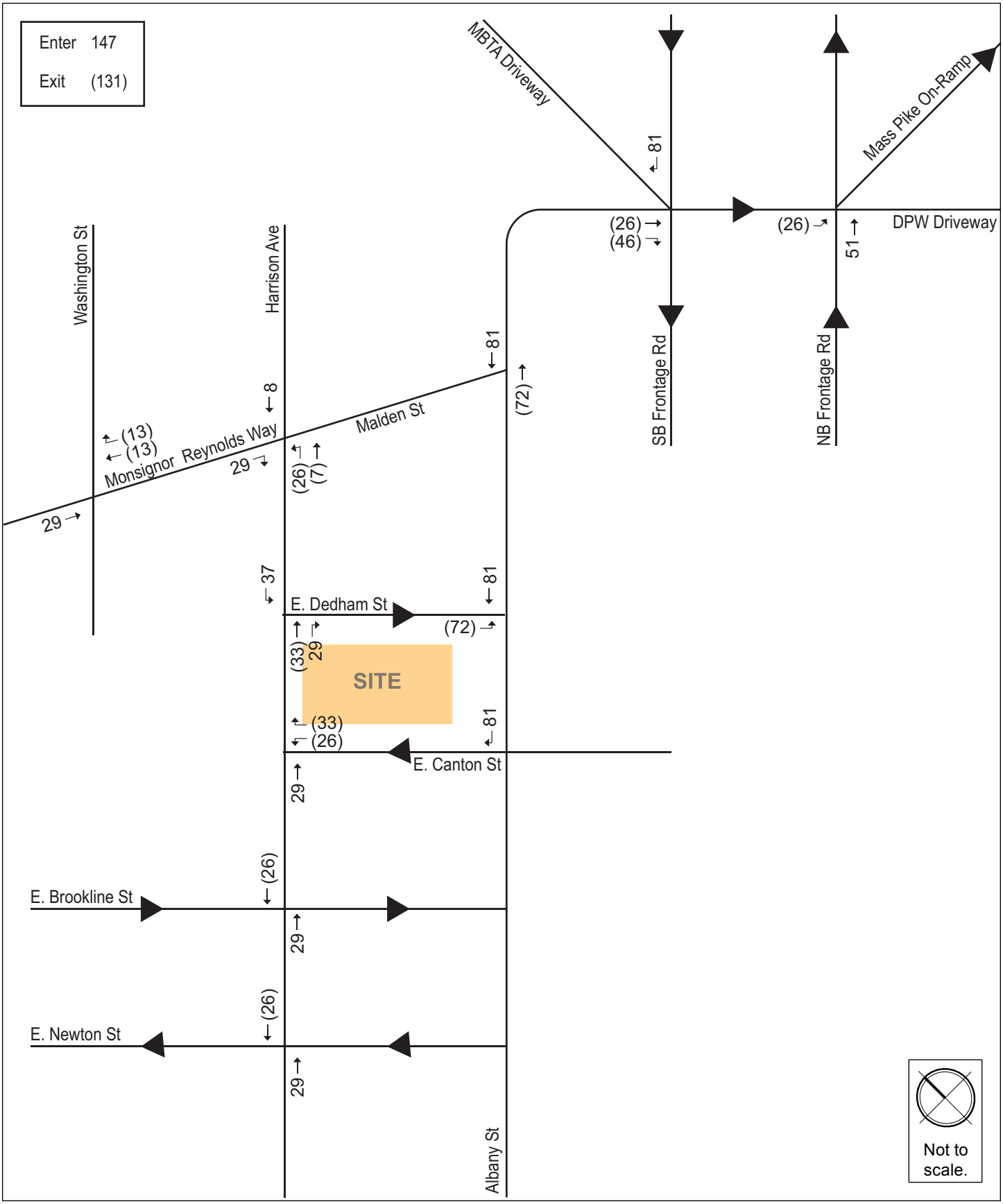

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Figure 3-18
Vehicle Trip Assignment, a.m. Peak Hour

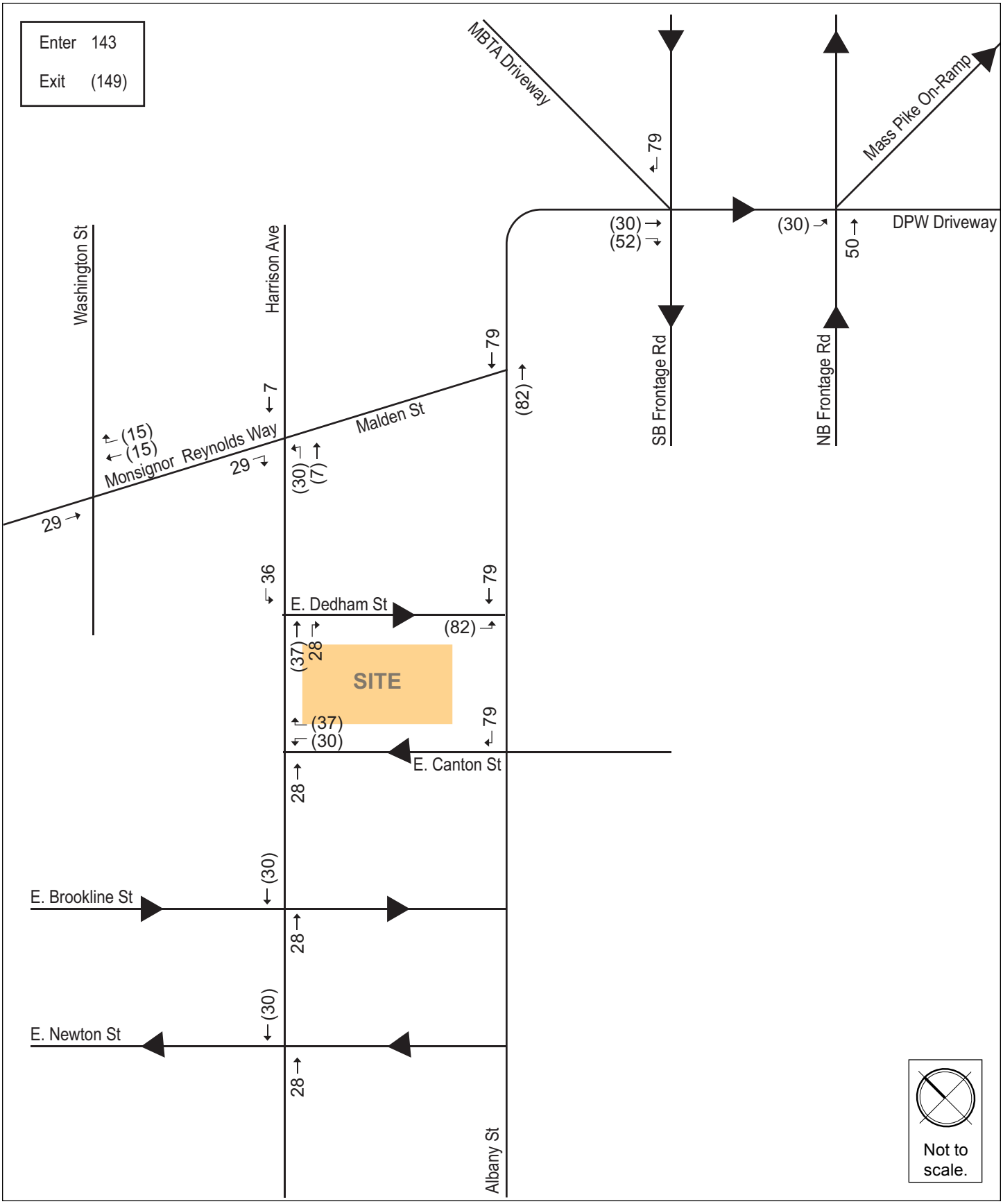

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Figure 3-19
Vehicle Trip Assignment, p.m. Peak Hour

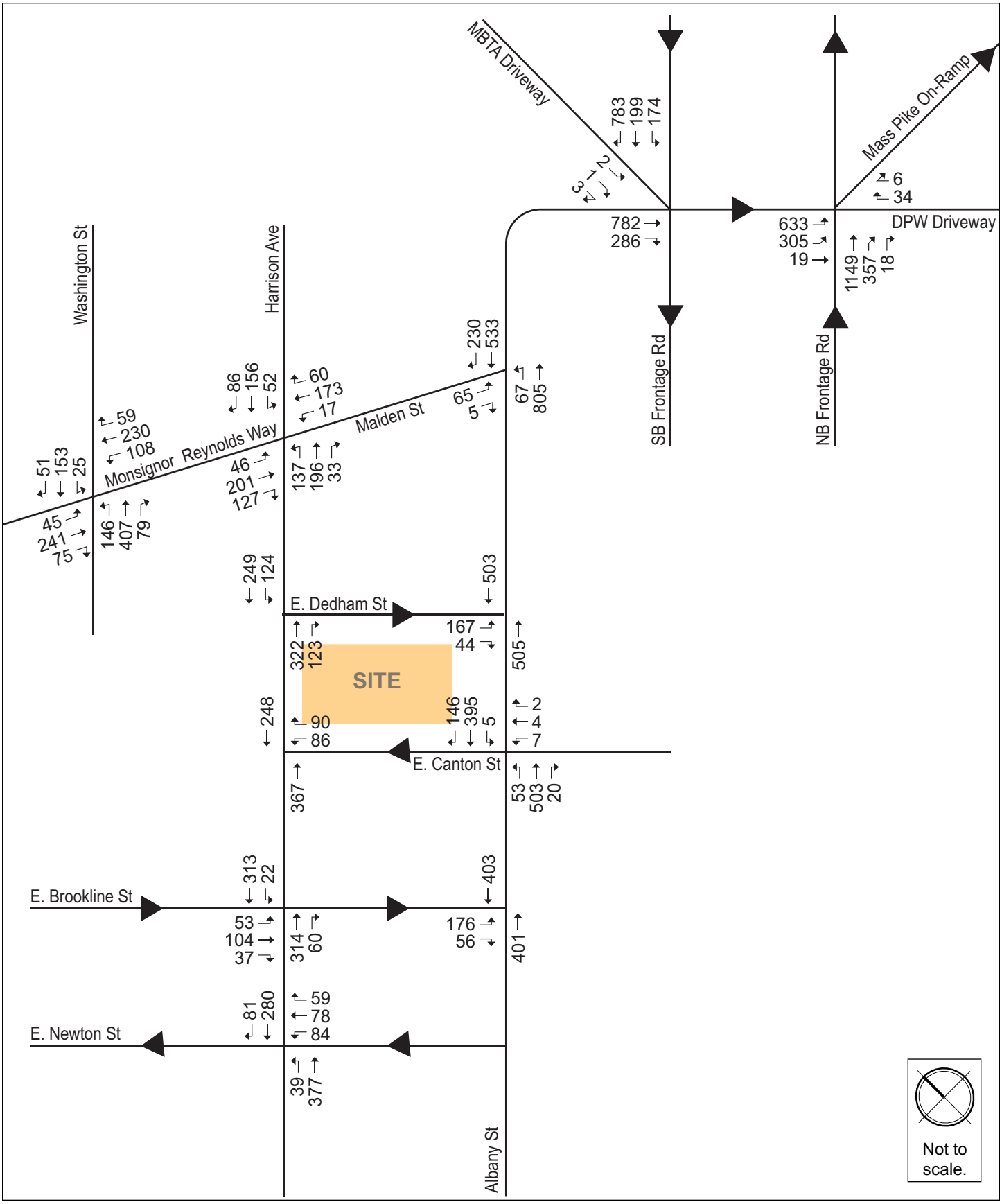

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Figure 3-20
Build (2023) Condition Vehicular Traffic Volumes, a.m. Peak Hour

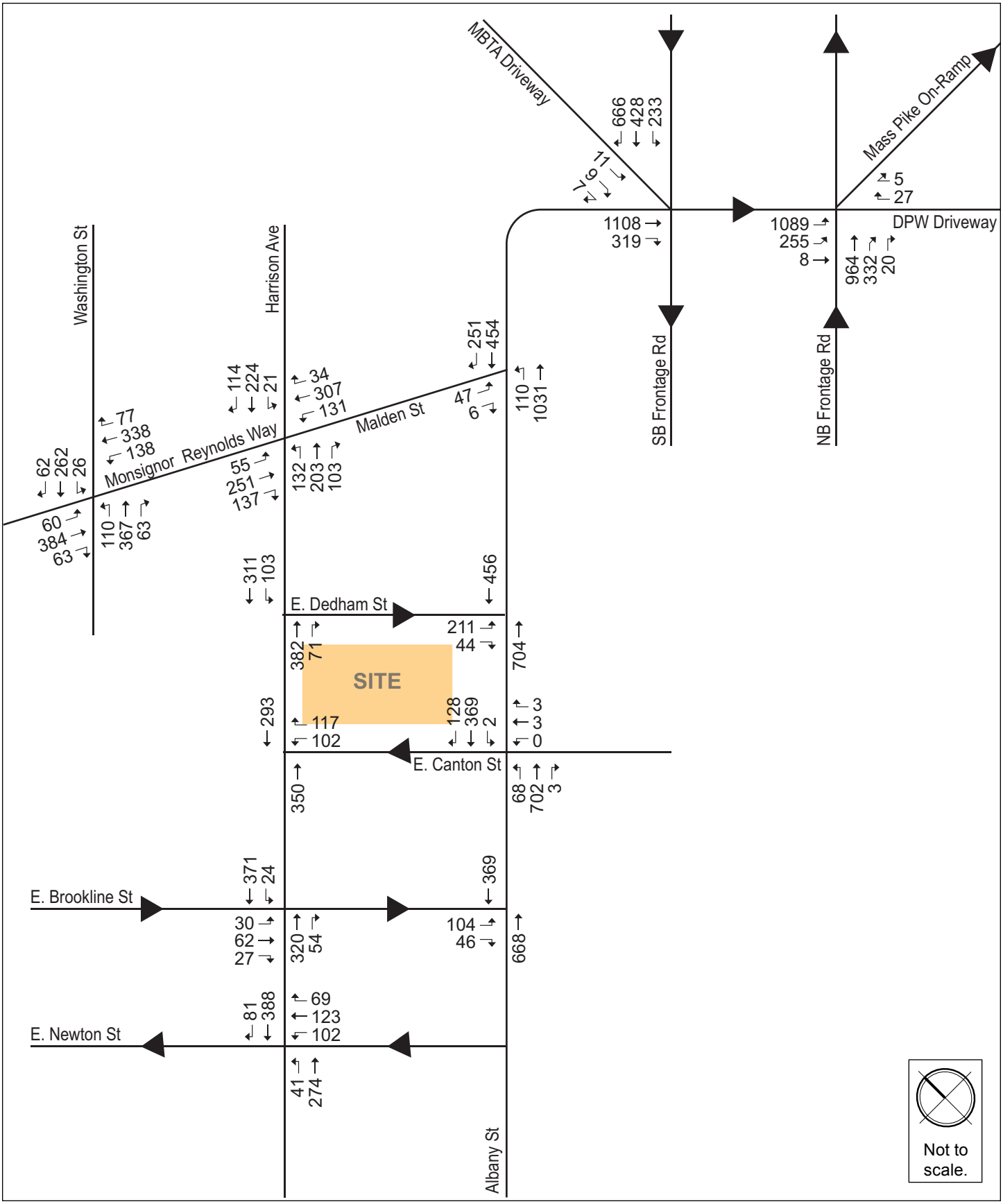

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Figure 3-21
Build (2023) Condition Vehicular Traffic Volumes, p.m. Peak Hour

Table 3-12 Build (2023) Condition, Capacity Analysis Summary, a.m. Peak Hour

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
Harrison Avenue/East Newton Street	**B**	**19.8**	**-**	**-**	**-**
East Newton Street WB left/thru/right	D	51.3	0.80	135	197
Harrison Avenue NB left/thru	B	11.3	0.52	67	113
Harrison Avenue SB thru/right	A	9.0	0.43	51	94
Harrison Avenue/East Brookline Street	**B**	**14.5**	**-**	**-**	**-**
East Brookline Street EB left/thru/right	D	47.0	0.72	107	182
Harrison Avenue NB thru/right	A	3.0	0.44	38	45
Harrison Avenue SB left/thru	B	10.3	0.39	85	225
Washington Street/Monsignor Reynolds Way/West Dedham Street	**C**	**25.4**	**-**	**-**	**-**
West Dedham Street EB left/thru/right	D	50.0	0.94	191	321
Monsignor Reynolds Way WB left	E	55.7	0.79	55	m#122
Monsignor Reynolds Way WB thru/right	C	32.7	0.72	138	194
Washington Street NB left	A	9.2	0.34	46	87
Washington Street NB thru	B	11.6	0.49	171	269
Washington Street NB right	A	3.6	0.14	9	m15
Washington Street SB left	A	6.2	0.07	5	12
Washington Street SB thru	A	6.0	0.20	29	46
Washington Street SB right	A	0.9	0.09	0	2
Harrison Avenue/Monsignor Reynolds Way/Malden Street	**C**	**23.4**	**-**	**-**	**-**
Monsignor Reynolds Way EB left/thru	C	30.5	0.76	126	m178
Monsignor Reynolds Way EB right	A	4.1	0.31	15	m24
Monsignor Reynolds Way WB left/thru/right	D	44.9	0.76	138	214
Harrison Avenue NB left	C	22.1	0.41	64	144
Harrison Avenue NB thru/right	B	17.4	0.35	101	175
Harrison Avenue SB left	B	12.5	0.16	20	27
Harrison Avenue SB thru/right	B	13.7	0.42	83	75
I-93 NB Frontage Road/Connector/DPW Driveway	**D**	**46.5**	**-**	**-**	**-**
Connector EB left	F	81.8	1.07	~461	m260
Connector EB left | slight/left	F	85.7	1.10	~476	m283
Connector EB thru	C	24.4	0.04	7	m7
DPW Driveway WB left/hard left	A	8.5	0.26	0	13
I-93 NB Frontage Road NB thru | thru/slight right | slight right/right	C	24.2	0.71	358	419

Table 3-12 Build (2023) Condition, Capacity Analysis Summary, a.m. Peak Hour (Continued)

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
I-93 SB Frontage Road/Connector/ Albany Street/MBTA Driveway	**E**	**78.1**	**-**	**-**	**-**
MBTA Driveway EB thru/right/hard right	D	36.7	0.11	4	11
I-93 SB Frontage Road SB left	C	23.5	0.24	78	m157
I-93 SB Frontage Road SB left/thru | thru	B	19.5	0.21	68	97
I-93 SB Frontage Road SB slight right/right	B	10.4	0.73	126	211
Albany Street NEB slight right | slight right/ hard right	F	>80.0	>1.00	~630	#723
Unsignalized Intersections					
Albany Street/Malden Street	**-**	**-**	**-**	**-**	**-**
Malden Street EB left/right	F	>50.0	0.97	-	149
Albany Street NB left/thru | thru	A	3.6	0.39	-	11
Albany Street SB thru/right	A	0.0	0.49	-	0
Albany Street/East Dedham Street	-	-	-	-	-
East Dedham Street EB left/right	F	>50.0	>1.00	-	281
Albany Street NB thru	A	0.0	0.32	-	0
Albany Street SB thru	A	0.0	0.31	-	0
Albany Street/East Canton Street/BFE Driveway	-	-	-	-	-
BFE Driveway WB left/thru/right	D	33.8	0.22	-	21
Albany Street NB left/thru/right	A	1.5	0.06	-	5
Albany Street SB left/thru/right	A	0.1	0.00	-	0
Albany Street/East Brookline Street	-	-	-	-	-
East Brookline Street EB left/right	F	71.6	0.90	-	204
Albany Street NB thru	A	0.0	0.25	-	0
Albany Street SB thru	A	0.0	0.27	-	0
Harrison Avenue/East Canton Street	-	-	-	-	-
East Canton Street WB left/right	C	22.8	0.53	-	75
Harrison Avenue NB thru	A	0.0	0.26	-	0
Harrison Avenue SB thru	A	0.0	0.16	-	0
Harrison Avenue/East Dedham Street	-	-	-	-	-
Harrison Avenue NB thru/right	A	0.0	0.27	-	0
Harrison Avenue SB left/thru	A	4.0	0.14	-	12

Table 3-13 Build (2023) Condition, Capacity Analysis Summary, p.m. Peak Hour

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
Harrison Avenue/East Newton Street	**C**	**25.8**	-	-	-
East Newton Street WB left/thru/right	D	49.7	0.84	182	247
Harrison Avenue NB left/thru	B	14.3	0.47	81	174
Harrison Avenue SB thru/right	B	18.5	0.57	158	#426
Harrison Avenue/East Brookline Street	**B**	**13.1**	-	-	-
East Brookline Street EB left/thru/right	D	47.0	0.60	82	120
Harrison Avenue NB thru/right	A	7.1	0.39	88	264
Harrison Avenue SB left/thru	A	7.6	0.39	34	m247
Washington Street/Monsignor Reynolds Way/West Dedham Street	**D**	**54.3**	-	-	-
West Dedham Street EB left/thru/right	F	>80.0	>1.00	~400	#617
Monsignor Reynolds Way WB left	D	45.6	0.84	99	m#135
Monsignor Reynolds Way WB thru/right	C	36.6	0.91	315	m#355
Washington Street NB left	B	18.0	0.31	49	m103
Washington Street NB thru	C	20.6	0.50	177	311
Washington Street NB right	A	7.9	0.12	12	m25
Washington Street SB left	A	9.0	0.09	6	15
Washington Street SB thru	B	12.1	0.37	68	89
Washington Street SB right	A	1.6	0.12	0	4
Harrison Avenue/Monsignor Reynolds Way/Malden Street	**D**	**36.9**	-	-	-
Monsignor Reynolds Way EB left/thru	D	36.5	0.92	137	m123
Monsignor Reynolds Way EB right	A	6.2	0.31	9	m8
Monsignor Reynolds Way WB left/thru/right	E	63.0	0.96	287	#491
Harrison Avenue NB left	D	43.5	0.74	83	#160
Harrison Avenue NB thru/right	C	23.7	0.67	173	159
Harrison Avenue SB left	B	15.2	0.11	8	m16
Harrison Avenue SB thru/right	C	24.6	0.65	171	127
I-93 NB Frontage Road/Connector/DPW Driveway	**F**	**>80.0**	-	-	-
Connector EB left	F	>80.0	>1.00	~731	m#450
Connector EB left | slight/left	F	>80.0	>1.00	~743	m#462
Connector EB thru	B	14.5	0.02	2	m2
DPW Driveway WB left/hard left	A	4.9	0.20	0	0
I-93 NB Frontage Road NB thru | thru/slight right | slight right/right	C	23.5	0.64	282	337

Table 3-13 Build (2023) Condition, Capacity Analysis Summary, p.m. Peak Hour (Continued)

Intersection/Approach	*LOS*	*Delay (s)*	*V/C Ratio*	*50th Percentile Queue (ft)*	*95th Percentile Queue (ft)*
Signalized Intersections					
I-93 SB Frontage Road/Connector/ Albany Street/MBTA Driveway	**F**	**>80.0**	**-**	**-**	**-**
MBTA Driveway EB thru/right/hard right	D	52.1	0.41	24	34
I-93 SB Frontage Road SB left	C	30.6	0.38	113	m174
I-93 SB Frontage Road SB left/thru | thru	C	27.6	0.46	158	159
I-93 SB Frontage Road SB slight right/right	A	7.1	0.62	105	210
Albany Street NEB slight right | slight right/ hard right	F	>80.0	>1.00	~875	#976
Unsignalized Intersections					
Albany Street/Malden Street	**-**	**-**	**-**	**-**	**-**
Malden Street EB left/right	F	>50.0	0.62	-	77
Albany Street NB left/thru | thru	A	3.8	0.43	-	12
Albany Street SB thru/right	A	0.0	0.43	-	0
Albany Street/East Dedham Street	-	-	-	-	-
East Dedham Street EB left/right	F	>50.0	>1.00	-	694
Albany Street NB thru	A	0.0	0.44	-	0
Albany Street SB thru	A	0.0	0.34	-	0
Albany Street/East Canton Street/BFE Driveway	-	-	-	-	-
BFE Driveway WB left/thru/right	D	25.8	0.06	-	5
Albany Street NB left/thru/right	A	1.8	0.07	-	6
Albany Street SB left/thru/right	A	0.1	0.00	-	0
Albany Street/East Brookline Street	-	-	-	-	-
East Brookline Street EB left/right	E	43.8	0.70	-	121
Albany Street NB thru	A	0.0	0.42	-	0
Albany Street SB thru	A	0.0	0.25	-	0
Harrison Avenue/East Canton Street	-	-	-	-	-
East Canton Street WB left/right	C	22.9	0.56	-	83
Harrison Avenue NB thru	A	0.0	0.22	-	0
Harrison Avenue SB thru	A	0.0	0.19	-	0
Harrison Avenue/East Dedham Street	-	-	-	-	-
Harrison Avenue NB thru/right	A	0.0	0.31	-	0
Harrison Avenue SB left/thru	A	3.2	0.11	-	9

Grey Shading indicates a degradation to LOS E or F.
~ 50th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity. Queue shown is maximum after two cycles.
m Volumes for 95th percentile queue is metered by upstream signal.

As shown in Table 3-12 and Table 3-13, the following operational deficiencies are expected to begin to occur under the Build (2023) Condition:

- The signalized intersection of **Washington Street/Monsignor Reynolds Way/West Dedham Street** continues to operate at LOS C during the a.m. peak hour and at LOS D during the p.m. peak hour. The West Dedham Street eastbound approach decreases from LOS E to LOS F during the p.m. peak hour. The longest queues at the intersection occur at the West Dedham Street eastbound approach during both the a.m. and p.m. peak hours.

- At the unsignalized intersection of **Albany Street/East Dedham Street** the East Dedham Street eastbound stop controlled approach decreases from LOS D to LOS F during the a.m. peak hour.

With the current improvements at the intersection of Harrison Avenue/Monsignor Reynolds Way/Malden Street, the only study area signalized intersections that will be operating at poor levels during the peak hours are the two Frontage Road intersections. These delays are due to the regional highway connections. Several unsignalized approaches will continue to operate at LOS F during the peak hours; however, this is a common experience for an unsignalized intersection in an urban environment. The Proponent is working with BTD to determine if any of these unsignalized intersections meet signalization warrants and whether signalization would be appropriate.

3.5 Transportation Demand Management

The Proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project related traffic impacts. TDM will be facilitated by the nature of the Project (which does not generate significant peak hour trips) and its proximity to numerous public transit alternatives.

On-site management will keep a supply of transit information (schedules, maps, and fare information) to be made available to the residents and patrons of the Project Site. The Proponent will work with the City to develop a TDM program appropriate to the Project and consistent with its level of impact.

The Proponent is prepared to take advantage of good transit access in marketing the Project Site to future residents by working with them to implement the following TDM measures to encourage the use of non-vehicular modes of travel.

The TDM measures for the Project may include, but are not limited, to the following:

- The Proponent will designate a transportation coordinator to oversee transportation issues, including parking, service and loading, and deliveries, and will work with tenants as they move in to office space to raise awareness of public transportation, bicycling, and walking opportunities;

- The Proponent will provide orientation packets to new tenants containing information on available transportation choices, including transit routes/schedules and nearby vehicle sharing and bicycle sharing locations. On-site management will work with residents and tenants as they move in to help facilitate transportation for new arrivals;

- Provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options;

- Promote to commercial tenants that, as employers, they can save on payroll-related taxes and provide employee benefits when they offer transportation benefits such as subsidized public transportation;

- Encourage employers to subsidize on-site full-time employees' purchase of monthly transit passes;

- Encourage employers to arrange to provide Guaranteed Ride Home during hours in which public transit service is no longer available to employee's home;

- Provide on-line registration for the RideSource ride-matching program through the local TMA membership;

- Provide access to information on area carpool and vanpool participants through the local TMA membership

- Provide electric vehicle charging stations for 5 percent of the parking spaces in the garage;

- Provide information on travel alternatives for employees and visitors via the Internet and in the building lobby;

- Vehicle Sharing Program: The Proponent will explore the feasibility of providing spaces in the garage for a car sharing service.

3.6 Transportation Mitigation Measures

Although the traffic impacts associated with the new trips are minimal (generating less than five vehicle trips per minute during the peak hours), the Proponent will continue to work with the City of Boston so that the Project efficiently serves vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use.

The Proponent is responsible for preparation of the Transportation Access Plan Agreement (TAPA), a formal legal agreement between the Proponent and the BTD. The TAPA formalizes the findings of the transportation study, mitigation commitments, elements of access and physical design, travel demand management measures, and any other

responsibilities that are agreed to by both the Proponent and the BTD. Because the TAPA must incorporate the results of the technical analysis, it must be executed after these other processes have been completed.

The Project expects to contribute to mitigation measures to improve the existing transportation conditions in the area. Potential additional mitigation measures that could be appropriate for a Project with this level of impact include:

- Pedestrian improvements in the area;
- Increasing the number of Resident Permit Parking spaces through the installation of new signage;
- Partial funding of the extension of the South Bay Harbor Trail; and/or
- Traffic signal infrastructure improvements in the area.

Further mitigation measures will be discussed with BTD as the Project moves through the permitting process. All mitigation measures will be detailed in the TAPA which is a legal binding document.

The Proponent will also produce a Construction Management Plan for review and approval by BTD. The CMP will detail the schedule, staging, parking, delivery, and other associated impacts of the construction of the Project.

3.7 Evaluation of Short-term Construction Impacts

Most construction activities will be accommodated within the current Project Site boundaries. Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be addressed in detail in a CMP to be filed with BTD in accordance with the City's transportation maintenance plan requirements.

To minimize transportation impacts during the construction period, the following measures will be considered for the CMP:

- Limited construction worker parking on-site;
- Encouragement of worker carpooling;
- Consideration of a subsidy for MBTA passes for full-time employees; and
- Providing secure spaces on-site for workers' supplies and tools so they do not have to be brought to the site each day.

The CMP to be executed with the City prior to commencement of construction will document all committed measures.

Chapter 4.0

Environmental Review Component

4.0 ENVIRONMENTAL PROTECTION COMPONENT

4.1 Wind

4.1.1 Introduction

Gradient Wind Engineering Inc. (GWE) completed a Pedestrian Level Wind (PLW) study for the Project based on industry standard wind tunnel testing techniques, architectural drawings provided by the Project architect, surrounding context data obtained from the BRA, and recent site imagery.

Based on the wind tunnel test results, interpretation, and GWE's experience with similar developments in Boston, wind conditions at the majority of pedestrian sensitive locations on the study site will be suitable for walking, or better, on an annual basis. One location along the east elevation of the Gambro Building was measured to be uncomfortable annually; however, wind mitigation can locally-reduce wind speeds in this area. Beyond the development site, the introduction of the Project results in relatively minor changes to pedestrian wind comfort.

4.1.2 Study Methodology

4.1.2.1 Wind Tunnel Context Modelling

The general concept and approach to wind tunnel modeling is to provide building detail in the immediate vicinity of the study site on the surrounding model, and to rely on a length of wind tunnel upwind of the model to develop wind properties consistent with known turbulent intensity profiles that represent the surrounding terrain. For this study, the wind tunnel was configured to simulate atmospheric velocity profiles consistent with suburban upwind terrain.

To conduct the wind tunnel study, a physical model of the Project and relevant surroundings was constructed at a scale of 1:400. The wind tunnel model, centered at the study site, includes all existing buildings and approved future developments (including the developments at 600 Harrison Avenue and 46 Wareham Street to the northeast of the study site) within a diameter of 2,700 feet. The existing building massing and approved future developments are defined according to mapping data acquired from the BRA. Figure 4.1-1 shows photographs of the wind tunnel model.

4.1.2.2 Wind Speed Measurements

The PLW assessment was performed by testing a total of 143 wind sensor locations for the No Build site massing, and 177 wind sensor locations for the Build massing on the scale model in GWE's wind tunnel. Of the 177 sensors, 165 were placed at grade, while the

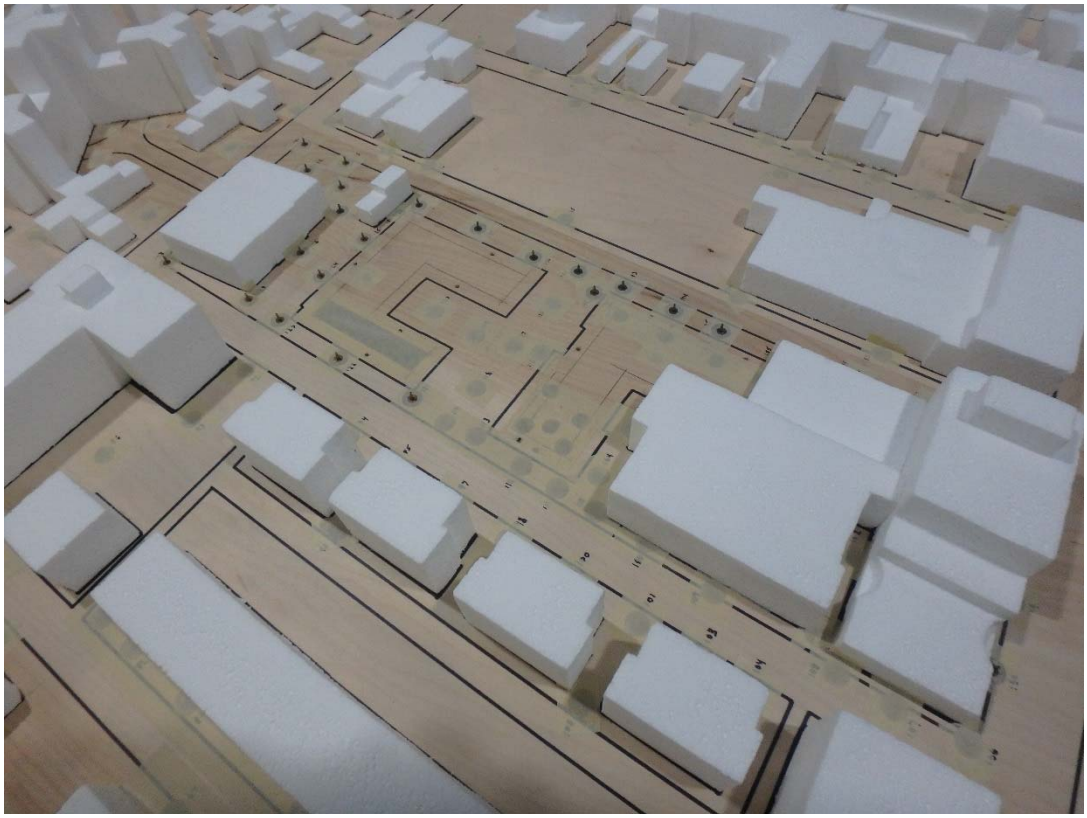
remaining 12 sensors were located at elevated amenity terraces on the study buildings. Wind speed measurements were performed at each of the 177 sensors for 36 wind directions at 10° intervals. Polar plots of the raw wind tunnel data acquired for each sensor location are available upon request.

Mean and peak wind speed values for each location and wind direction were calculated from real-time pressure measurements, recorded at a sample rate of approximately 500 samples per second, and taken over a 60-second time period. This period at model-scale corresponds approximately to one hour in full-scale, which matches the time frame of full-scale meteorological observations. Measured mean and gust wind speeds at grade were referenced to the wind speed measured near the ceiling of the wind tunnel to generate mean and peak wind speed ratios. Ceiling height in the wind tunnel represents the depth of the boundary layer of wind flowing over the earth's surface, referred to as the gradient height. Within this boundary layer, mean wind speed increases up to the gradient height and remains constant thereafter.

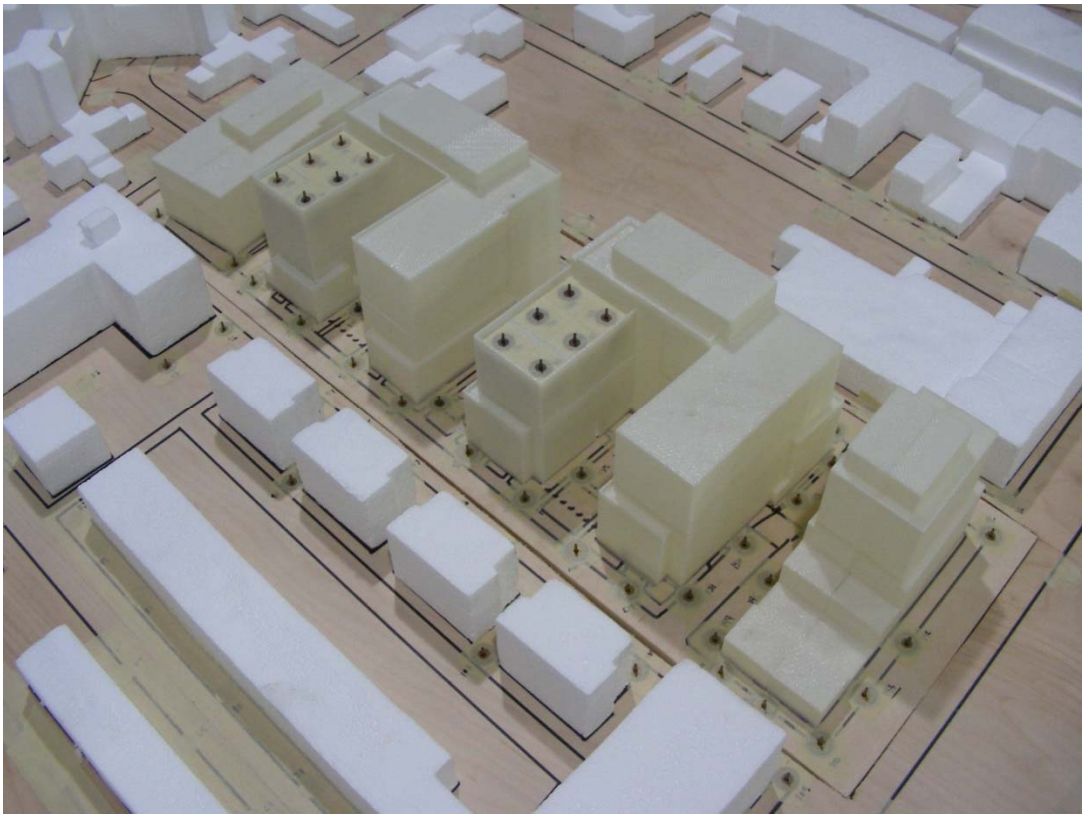
4.1.2.3 Meteorological Data Analysis

A statistical model for the wind climate in Boston was developed from approximately 40-years of hourly meteorological wind data recorded at Logan International Airport. Wind speed and direction data were analyzed for each month of the year in order to determine the statistically prominent wind directions and corresponding speeds, and to characterize similarities between monthly weather patterns. Based on this portion of the analysis, the four seasons are represented by grouping data from consecutive months based on similarity of weather patterns, and not according to the traditional calendar method.

The statistical model of the Boston wind climate, which indicates the directional character of local winds on a seasonal and annual basis, is illustrated in Figures 4.1-2 and 4.1-3. The plots illustrate the distribution of measured wind speeds and directions in miles per hour (mph). Probabilities of occurrence of different wind speeds are represented as stacked polar bars in sixteen azimuth divisions. The radial direction represents the percentage of time for various wind speed ranges per wind direction during the measurement period. The prominent wind speeds and directions can be identified by the longer length of the bars. For Boston, the most common winds concerning pedestrian comfort occur from the south clockwise to the north, as well as those from the east-northeast. The directional preference and relative magnitude of the wind speed varies somewhat from season to season, with the summer months displaying the calmest winds relative to the remaining seasonal periods.



No Build



Build

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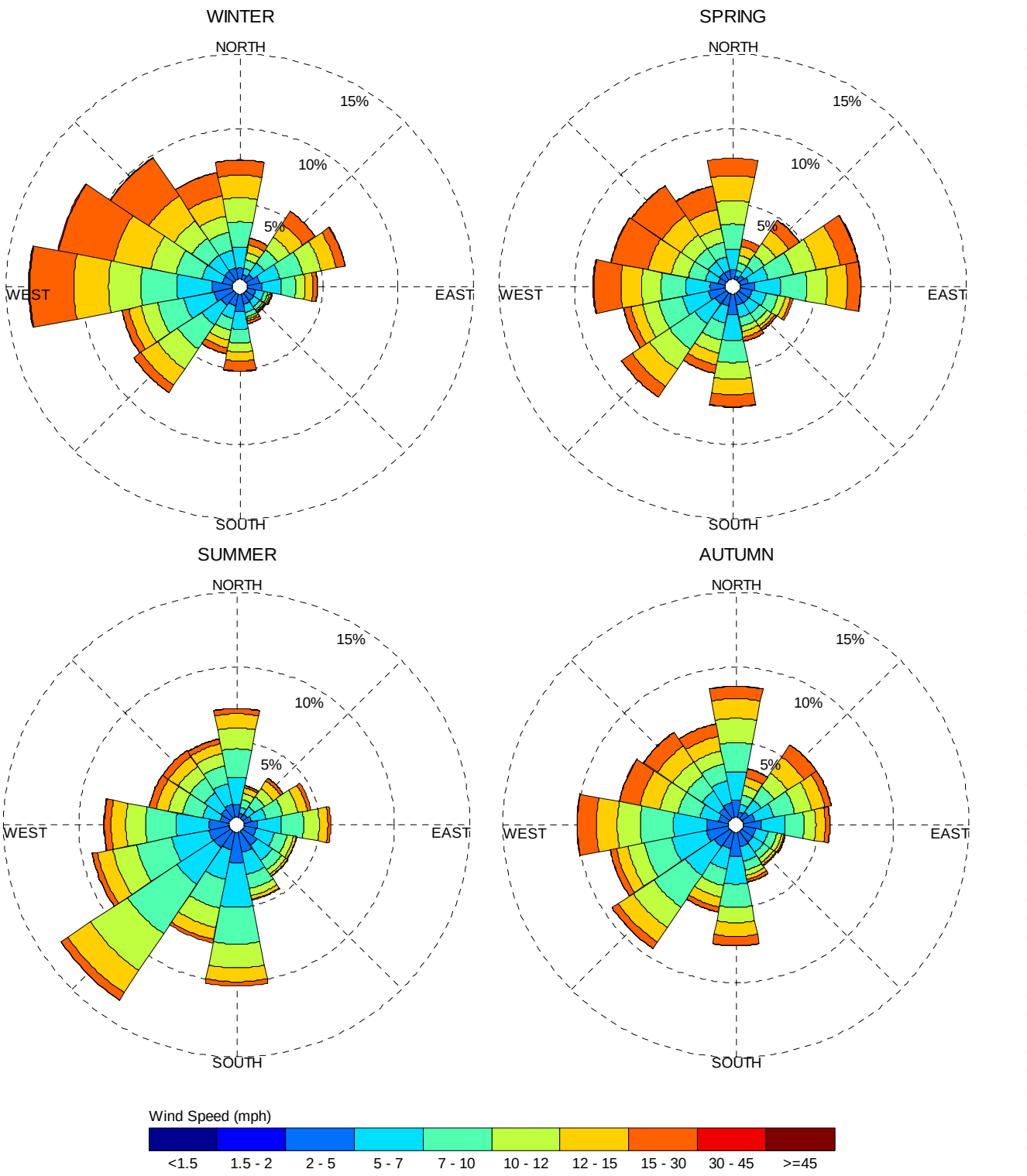
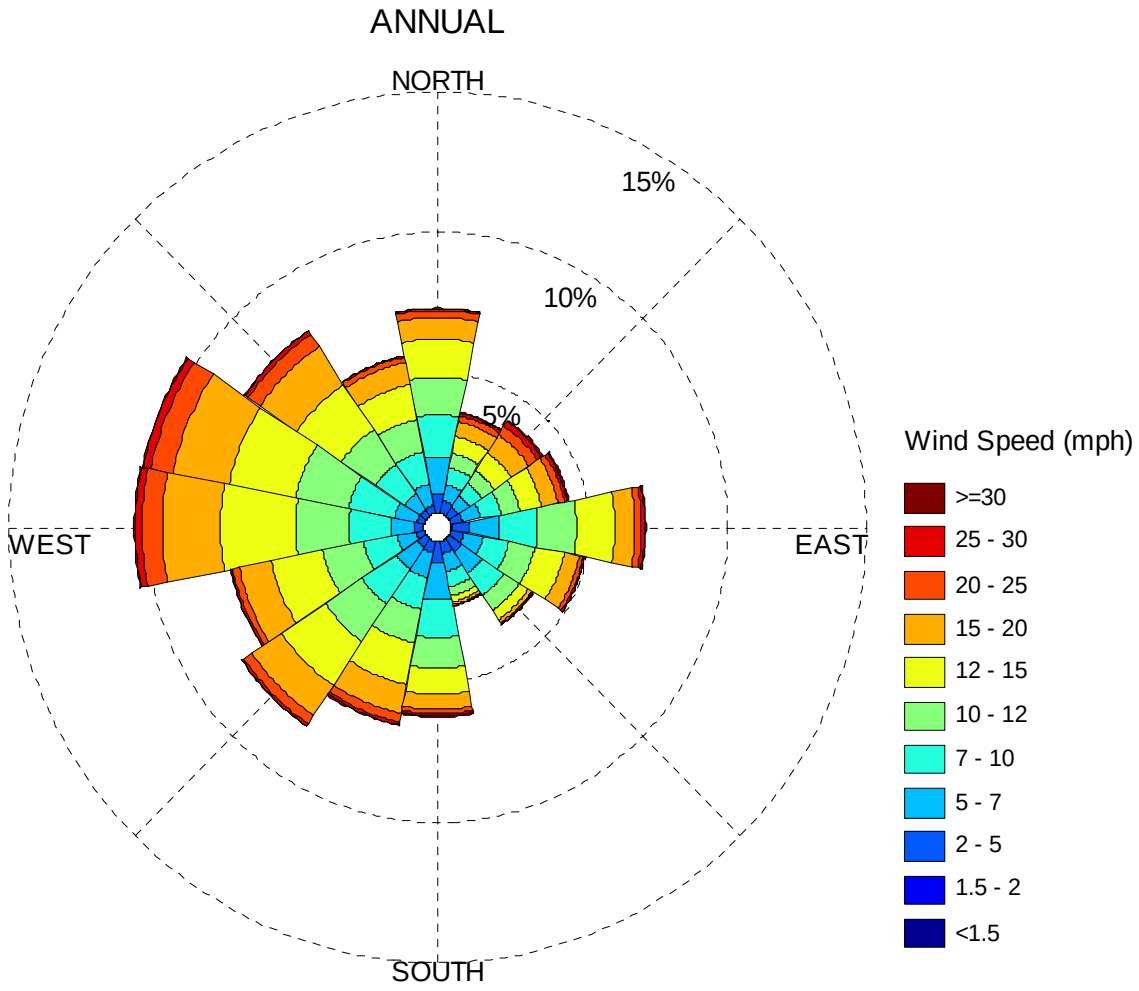


Notes:

1.Radial distances indicate percentage of time of wind events.

2.Wind speeds represent mean hourly wind speeds measured at 33 feet above the ground.

Harrison Albany Block Boston, Massachusetts



Notes:

1.Radial distances indicate percentage of time of wind events.

2.Wind speeds represent mean hourly wind speeds measured at 33 feet above the ground.

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4.1.2.4 Pedestrian Comfort Assessment

Pedestrian comfort criteria are based on mechanical wind effects without consideration of other meteorological conditions (i.e., temperature and relative humidity). The criteria provide an assessment of comfort, assuming that pedestrians are appropriately dressed for a specified outdoor activity during any given season. The BRA employs two separate standards for determining pedestrian wind comfort. The first standard relates to the effective wind gust velocity (calculated as the hourly mean wind speed plus 1.5 times the root mean square wind speed), requiring that a threshold of 31 mph should not be exceeded more than one percent of the time. The second set of standards is based on the hourly mean wind speeds, and defines five pedestrian comfort classes and corresponding mean wind speed ranges. The comfort classes are defined in terms of standards for the hourly mean wind speed exceeded one percent of the time. The comfort classes and associated wind speed ranges are summarized as follows:

Comfortable for Sitting	≤ 12 mph
Comfortable for Standing	> 12 and ≤ 15 mph
Comfortable for Walking	> 15 and ≤ 19 mph
Uncomfortable for Walking	> 19 and ≤ 27 mph
Dangerous	> 27 mph

* Applicable to the hourly mean wind speed exceeded one percent of the time.

4.1.3 Results

4.1.3.1 No-Build

The No-Build condition was modeled to include all existing buildings, including those located on the Project Site, and approved future developments (including 600 Harrison Avenue and 46 Wareham Street to the northeast of the study site) surrounding the Project. 143 sensors were used to measure wind speeds at existing surrounding sidewalks, building entrances, and other pedestrian areas. The results of the No-Build analysis are shown in Figure 4.1-4 and in Appendix D.

Analysis of the No-Build scenario shows that wind conditions over the Project Site and at surrounding areas are comfortable for walking or better on a seasonal and annual basis. A lone exception, where wind speeds are uncomfortable for walking, occurs near the northeast corner of the Boston Medical Center building to the southwest of the development site (Sensor 70). All locations within the study area are below the effective gust velocity criteria.

4.1.3.2 Comparison of No-Build to Build

The Build condition was analyzed for the 143 wind sensor locations studied in the No-Build condition, as well as for an additional 24 sensors located in place of existing buildings and parking lots on the study site (see Figure 4.1-5 and Appendix D). In addition, 12 wind sensors were placed on the elevated amenity terraces on the proposed buildings (see Figure 4.1-6).

Beyond the immediate vicinity of the site, the development of the Project will have a relatively minimal impact on wind comfort. For pedestrian areas within the study site, wind speeds suitable for walking or better on an annual basis are anticipated at most locations. More specifically:

- The lobby entrances for Buildings A and B (Sensors 137 and 131, respectively) will be comfortable for sitting on an annual basis.

- For the retail space at the northwest corner of Building A, wind conditions along the north elevation of the building (Sensor 136) will be suitable for sitting on an annual basis. Towards the corner of the building and along the west elevation (Sensor 158), conditions will be suitable for standing.

- Within the courtyard at the center of Building A (Sensors 152 to 155), conditions will be acceptable for sitting on an annual basis.

- Loading and service entrances along the south side of Building A (Sensors 148 to 151) will be comfortable for standing, or better.

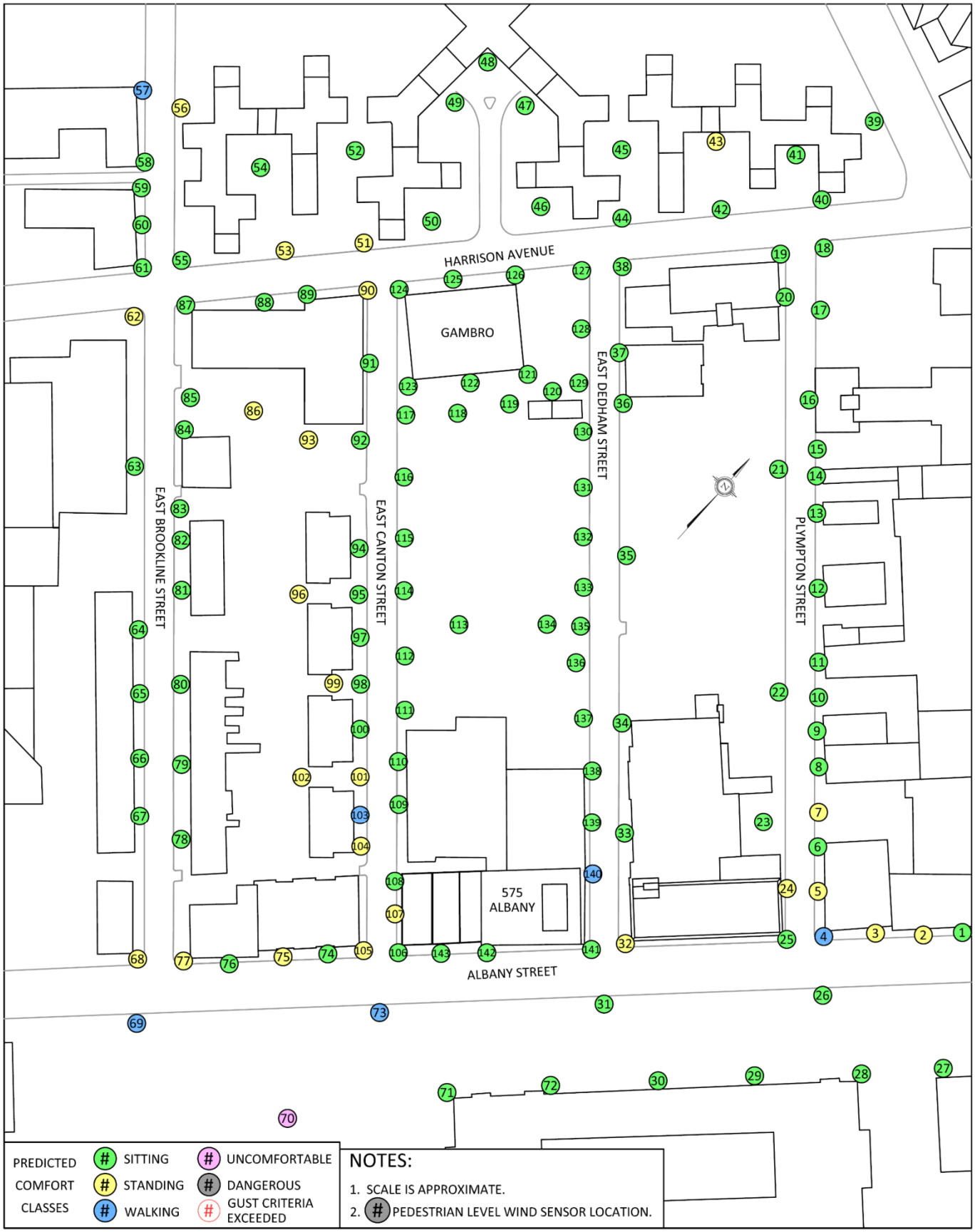
- Over the south portion of the Pedestrian Green separating Buildings A and B (Sensor 113), wind speeds will be acceptable for standing on an annual basis. Towards the north portion of the space (Sensor 134), conditions are expected to be comfortable for walking. The Project team will study measures such as wind screens and landscaping to improve these conditions, as necessary, as the design progresses.

- At the courtyard at the center of Building B (Sensors 162 to 165), annual conditions will be appropriate for sitting.

- Retail entrances at the east side of the north elevation of Building B (Sensors 132 and 133) will be suitable for sitting on an annual basis. For retail entrances along the north side of the east elevation (Sensor 159), walking conditions occur.

- Retail entrances near the northwest corner of Building B (Sensors 120 and 130) will experience annual wind speeds suitable for standing.

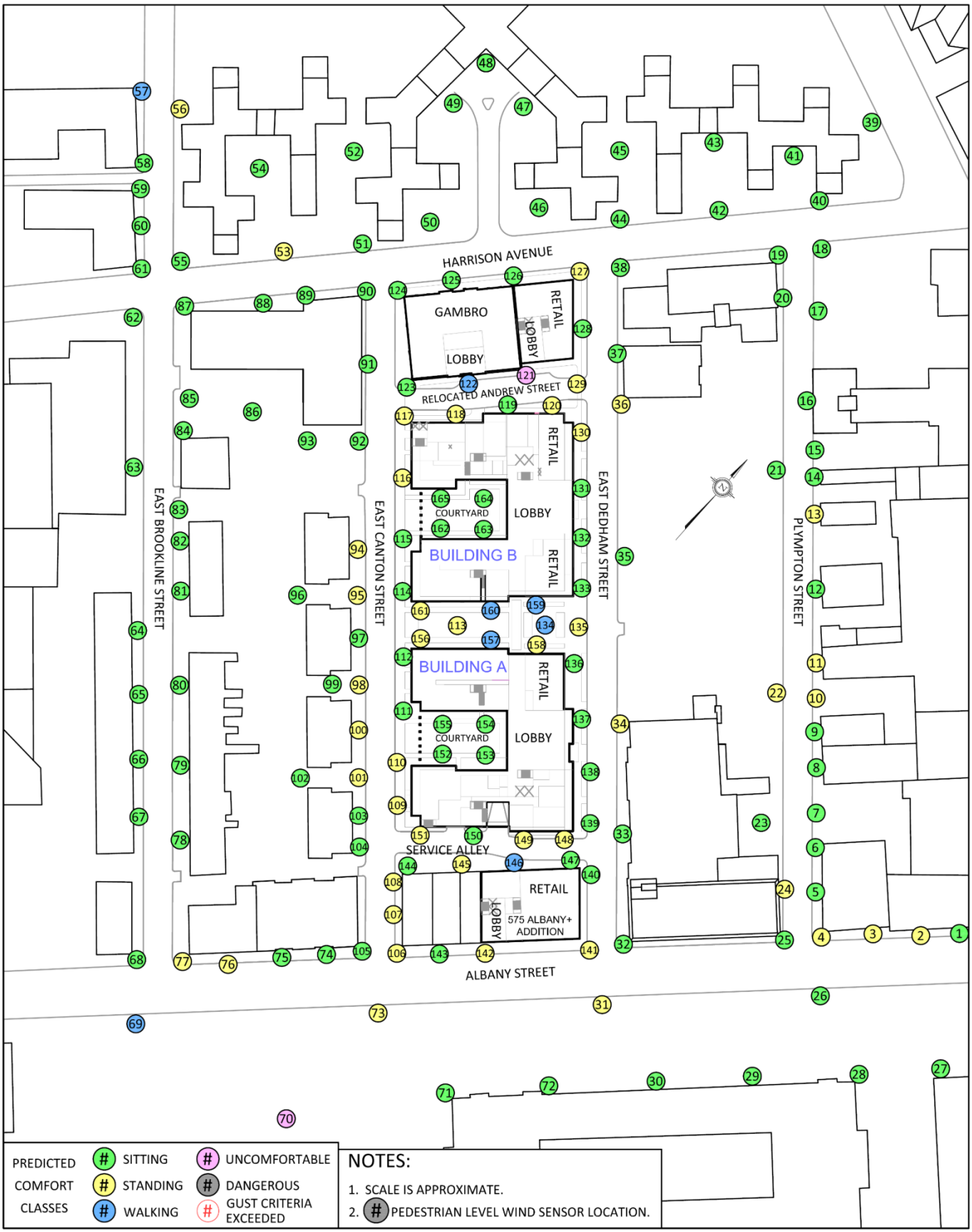
- Loading areas and service entrances for Building B (Sensors 118 and 119) will be acceptable for sitting or standing on an annual basis.



Harrison Albany Block Boston, Massachusetts

GRADIENT WIND ENGINEERING INC

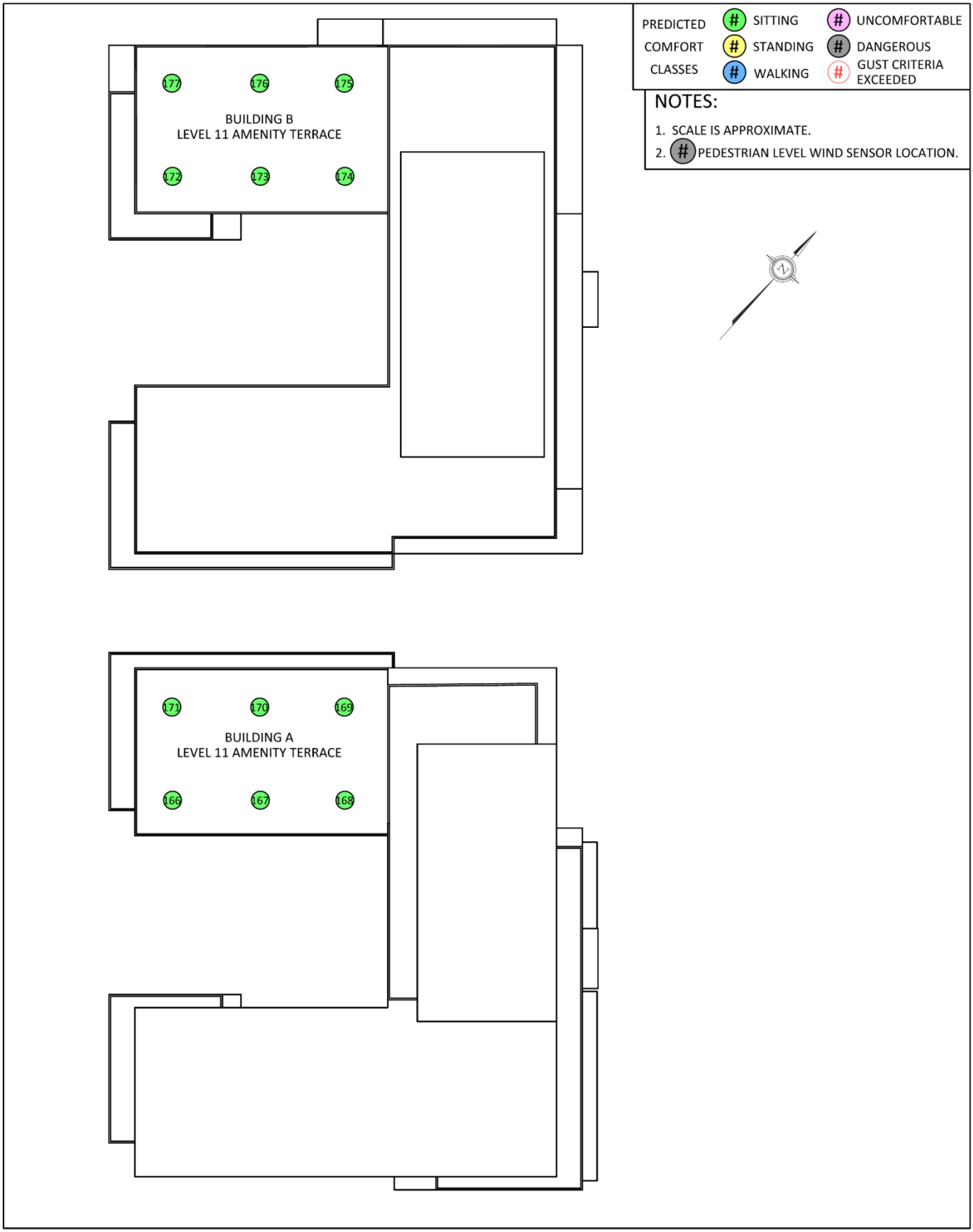
Figure 4.1-4
Annual Pedestrian Comfort, No-Build



Harrison Albany Block Boston, Massachusetts

GRADIENT WIND ENGINEERING INC

Figure 4.1-5
Annual Pedestrian Comfort, Build



Harrison Albany Block Boston, Massachusetts

Figure 4.1-6

Annual Pedestrian Comfort, Build, Above-Grade Locations

- The lobby entrance for the 575 Albany Street addition (Sensor 142) will be comfortable for standing on an annual basis. Retail entrances located near the north side of the building (Sensors 140, 141, and 147) will be comfortable for standing, or better, on an annual basis.

- Wind conditions at the Gambro Building addition lobby entrance (Sensor 122) will be suitable for walking on an annual basis. At mid-block along the Relocated Andrews Street (Sensor 121), annual wind conditions will be uncomfortable for walking. The Project team will study mitigation options for this area as the design progresses.

- For all remaining on-site locations, representing public sidewalks and walkways, annual wind speeds are expected to be acceptable for walking, or better.

Wind speeds will be below the effective gust velocity criteria at all locations within and surrounding the development site on an annual basis.

4.1.3.3 Conclusions

In general, the introduction of the Project generally results in minor changes to the pedestrian wind comfort at locations beyond the development site. An exception is along the east elevation of the Gambro Building addition, where uncomfortable annual wind conditions are measured. The Project team will study mitigation, as necessary, as the Project design progresses.

4.2 Shadow Impacts

4.2.1 Introduction and Methodology

A shadow impact analysis was conducted to investigate shadow impacts from the Project during three time periods (9:00 a.m., 12:00 noon, and 3:00 p.m.) during the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21). In addition, shadow studies were conducted for the 6:00 p.m. time period during the summer solstice and autumnal equinox.

The shadow analysis presents the existing shadow and new shadow that would be created by the proposed Project, illustrating the incremental impact of the Project. The analysis focuses on nearby open spaces, sidewalks and bus stops adjacent to and in the vicinity of the Project Site. Shadows have been determined using the applicable Altitude and Azimuth data for Boston. Figures showing the net new shadow from the Project are provided in Figures 4.2-1 to 4.2-14 at the end of this section. During the time periods studied, no new shadow will be cast onto existing public open spaces or bus stops.

4.2.2 Vernal Equinox (March 21)

During all three of the time periods studied on March 21, no new shadow will be cast onto nearby existing public open spaces or bus stops.

At 9:00 a.m. during the vernal equinox, shadows will be cast to the northwest, with new shadow from the Project cast across Harrison Avenue and its sidewalks, minor portions of East Canton Street and its eastern sidewalk, and the Project's proposed open spaces.

At 12:00 p.m., shadows will be cast to the north, with new shadow from the Project cast across East Dedham Street and its sidewalks, and portions of the Project's proposed open space.

At 3:00 p.m., shadows will be cast to the northeast, with new shadow from the Project cast across East Dedham Street and its sidewalks, and the parking lot across East Dedham Street from the Project Site. Most of the Project's proposed open space will be free from shadow.

4.2.3 Summer Solstice (June 21)

During all four of the time periods studied on June 21, no new shadow will be cast onto nearby existing public open spaces or bus stops.

At 9:00 a.m. during the summer solstice, shadows will be cast to the west, with new shadow from the Project cast across Harrison Avenue and its sidewalks, portions of East Canton Street and its eastern sidewalk, and onto the Project's proposed open spaces.

At 12:00 p.m., shadows will be cast to the north, with new shadow from the Project cast across portions of East Dedham Street and its southern sidewalk, as well as a minor portion of Harrison Avenue's southern sidewalk. Most of the Project's proposed open spaces will be free from shadow.

At 3:00 p.m., shadows will be cast to the northeast, with new shadow from the Project cast across East Dedham Street and its sidewalks, and the parking lot across East Dedham Street from the Project Site. Most of the Project's proposed open spaces will be free from shadow.

At 6:00 p.m., shadows will be cast to the southeast, with new shadow from the Project cast across East Dedham Street and its sidewalks, portions of the Project's proposed open spaces, and a minor portion of Albany Street.

4.2.4 Autumnal Equinox (September 21)

During all four of the time periods studied on September 21, no new shadow will be cast onto nearby existing public open spaces or bus stops.

At 9:00 a.m. during the autumnal equinox, shadows will be cast to the northwest, with new shadow from the Project cast across Harrison Avenue and its sidewalks, East Canton Street's eastern sidewalk and the Project's proposed open spaces.

At 12:00 p.m., shadows will be cast to the north, with new shadow from the Project cast across Harrison Avenue's southern sidewalk, East Dedham Street and its sidewalks and portions of the Project's proposed open spaces.

At 3:00 p.m., shadows will be cast to the northeast, with new shadow from the Project cast across East Dedham Street and its sidewalks, onto a portion of Albany Street, and onto the parking lot across east Dedham Street from the Project Site. Most of the Project's proposed open spaces will be free from shadow.

At 6:00 p.m., most of the area is under existing shadow. New shadow from the Project will be cast to the east onto a sliver of Plympton Street and its sidewalks.

4.2.5 Winter Solstice (December 21)

During all three of the time periods studied on December 21, no new shadow will be cast onto nearby existing public open spaces or bus stops.

The winter solstice creates the least favorable conditions for sunlight in New England. The sun angle during the winter is lower than in any other season, causing the shadows in urban areas to elongate and be cast onto large portions of the surrounding area.

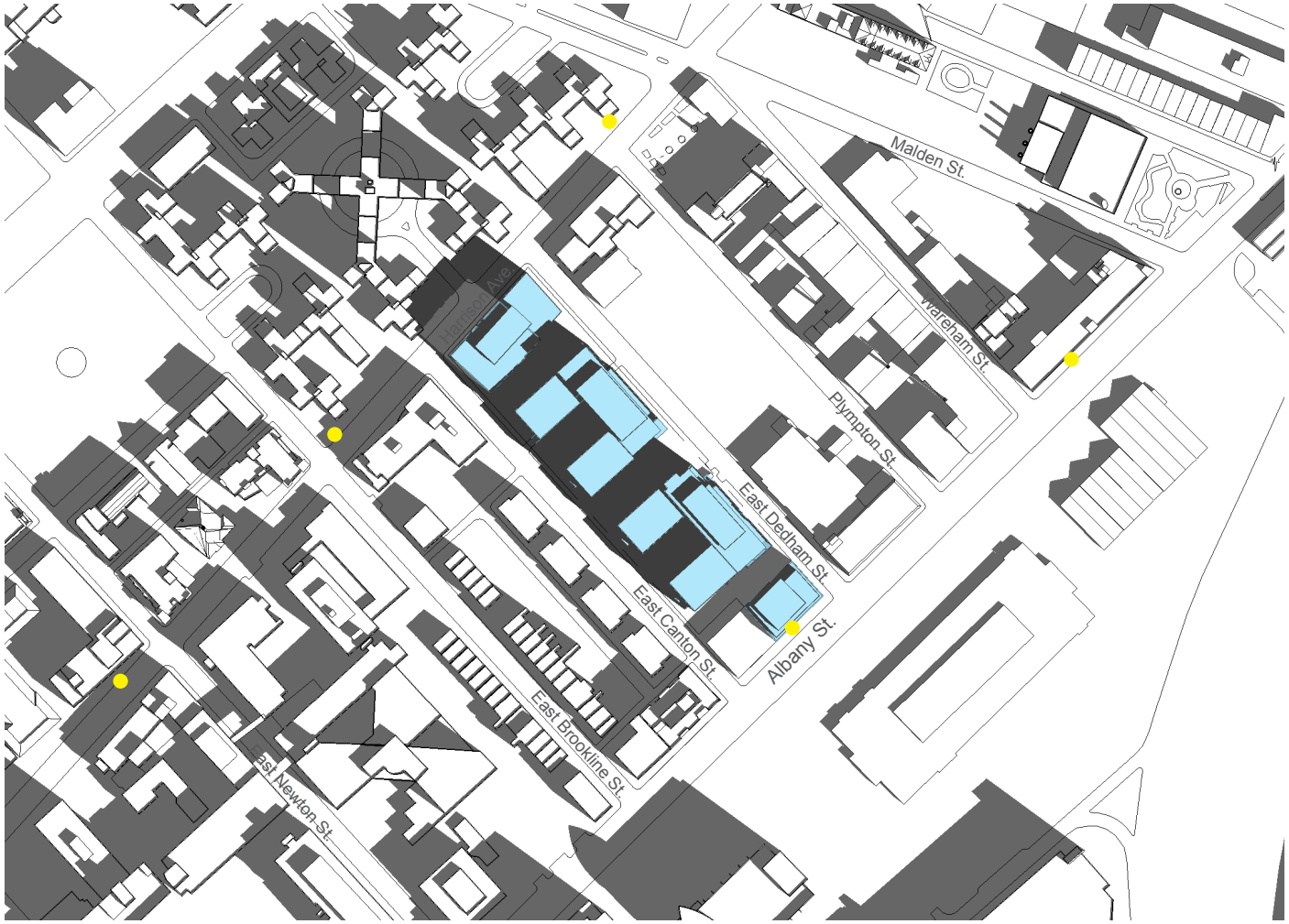
At 9:00 a.m., shadows will be cast to the northwest, with new shadow from the Project cast across Harrison Avenue and its sidewalks and the Project's proposed open spaces.

At 12:00 p.m., shadows will be cast to the north, with new shadow from the Project cast across Harrison Avenue and its sidewalks, East Dedham Street and its sidewalks, and the parking lot across East Dedham Street from the Project Site.

At 3:00 p.m., shadows will be cast to the northeast, with new shadow from the Project cast across East Dedham Street and its sidewalks, Plympton Street and its sidewalks, and the parking lot across East Dedham Street from the Project Site.

4.2.6 Conclusions

During the time periods studied, no new shadow will be cast onto existing public open spaces or bus stops. New shadow from the Project will generally be cast onto surrounding streets, sidewalks and the Project's proposed open spaces. During the middle of the day and afternoon hours, the Project's proposed open space will be mostly free of shadow, with the exception of December 21.



N

Existing Shadows
Proposed Shadows
Proposed Buildings
Bus Stops

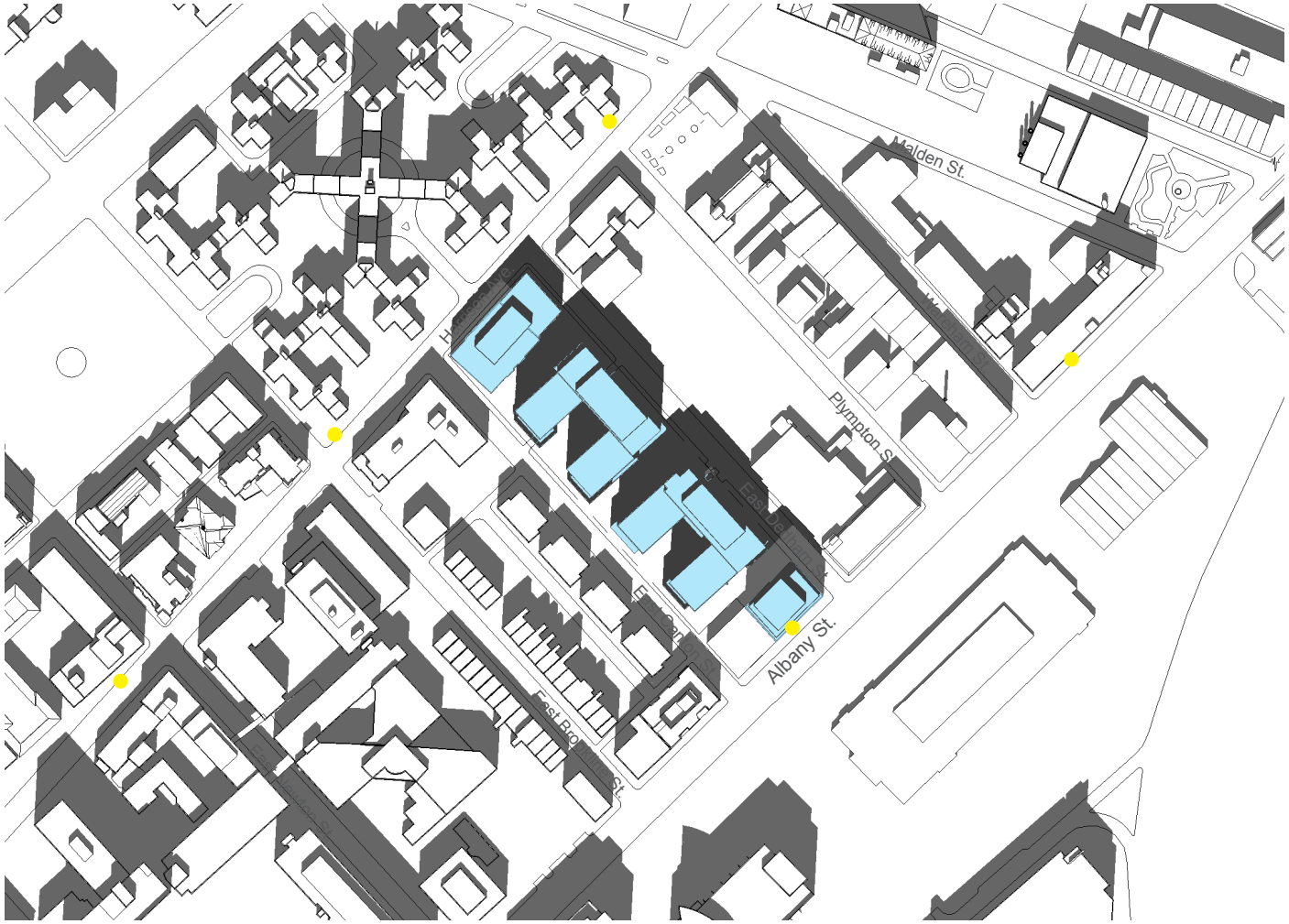
100’ 200’ 400’

Spring Equinox - 9:00am

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-1
Shadow Study, March 21 9 a.m.

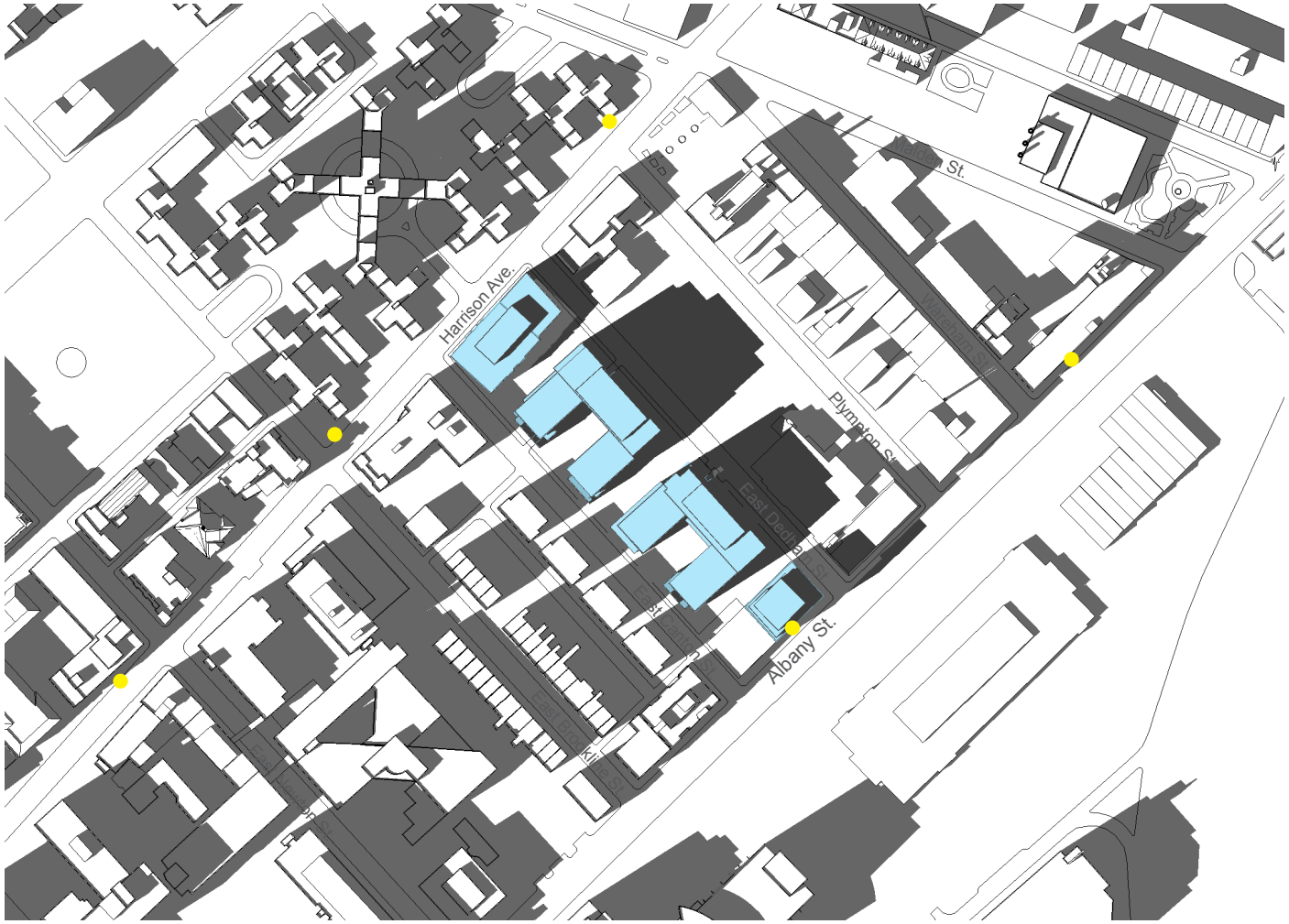


Spring Equinox - 12:00pm

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-2
Shadow Study, March 21 12 p.m.

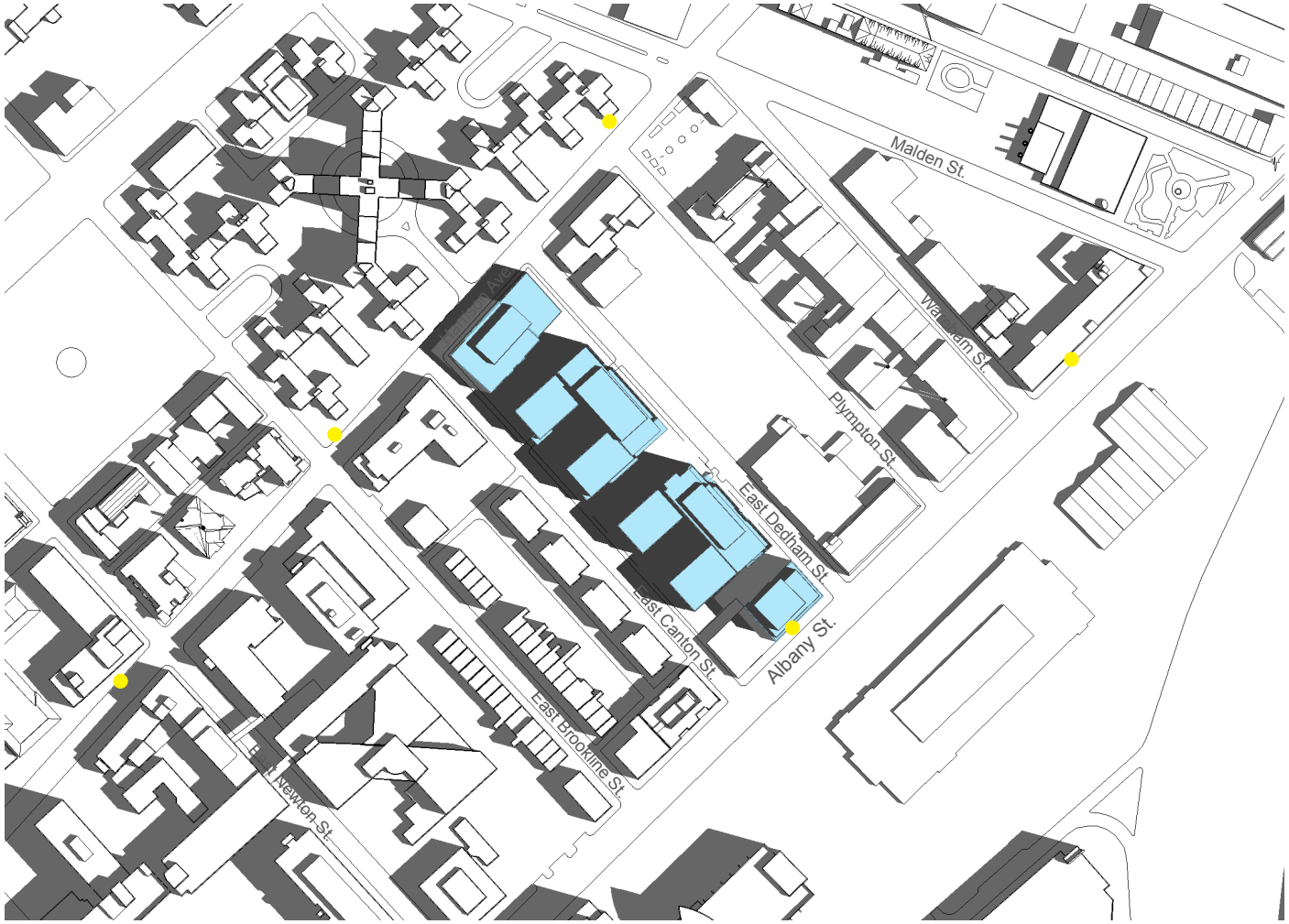


Spring Equinox - 3:00pm

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-3
Shadow Study, March 21 3 p.m.



Summer Solstice - 9:00am

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

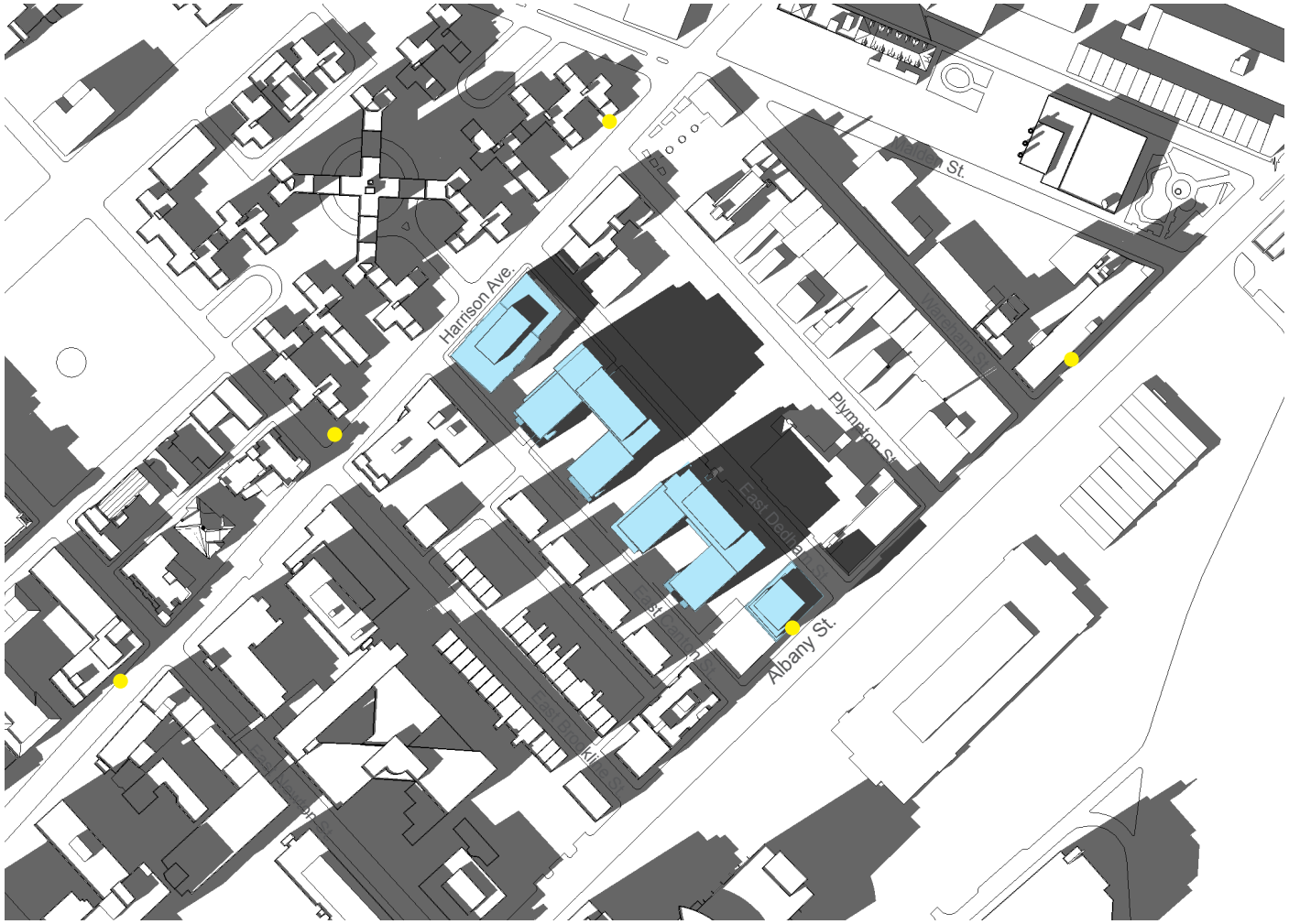
Figure 4.2-4
Shadow Study, June 21 9 a.m.

Summer Solstice - 12:00pm

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-5
Shadow Study, June 21 12 p.m.

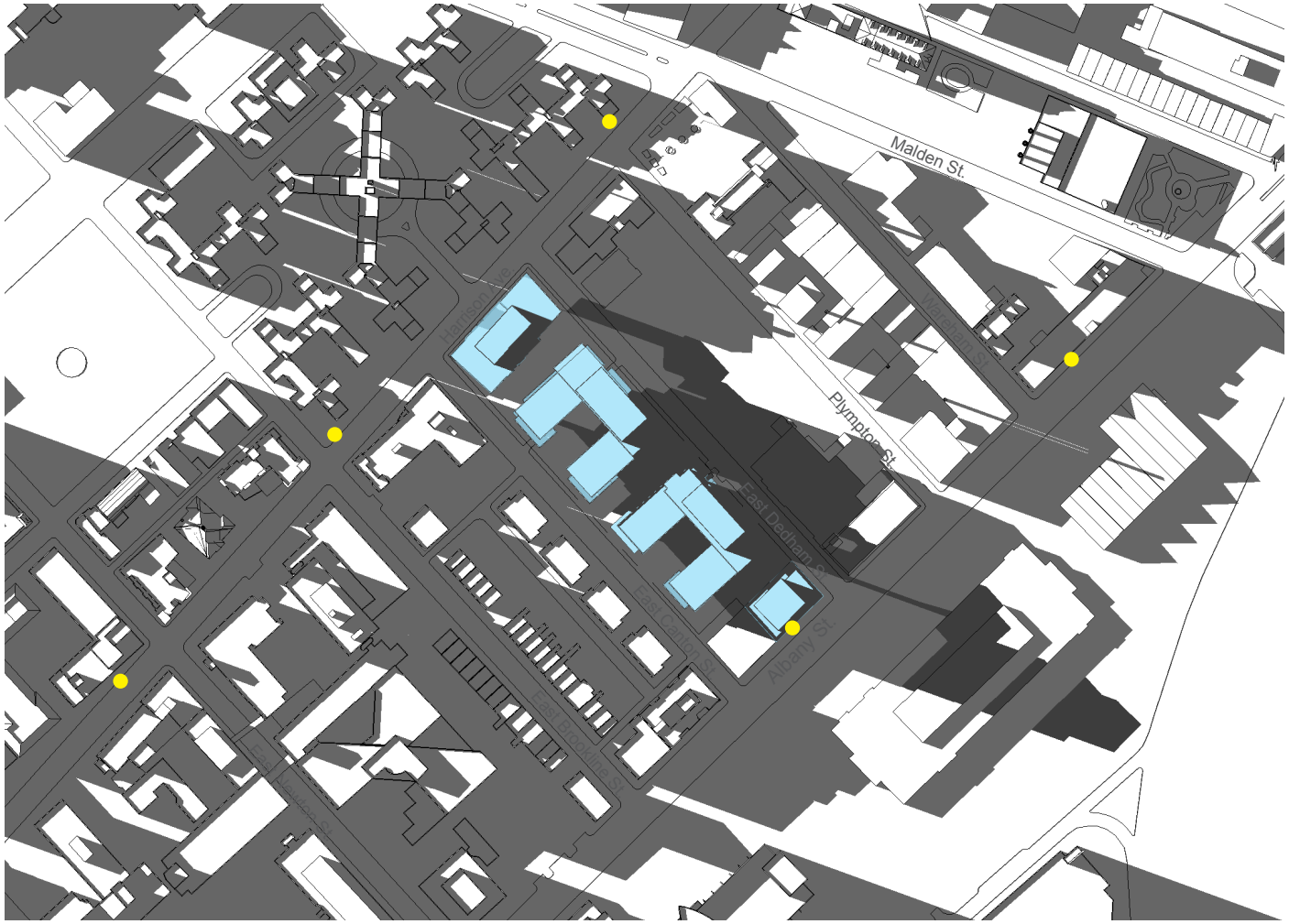


Summer Solstice - 3:00pm

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-6
Shadow Study, June 21 3 p.m.

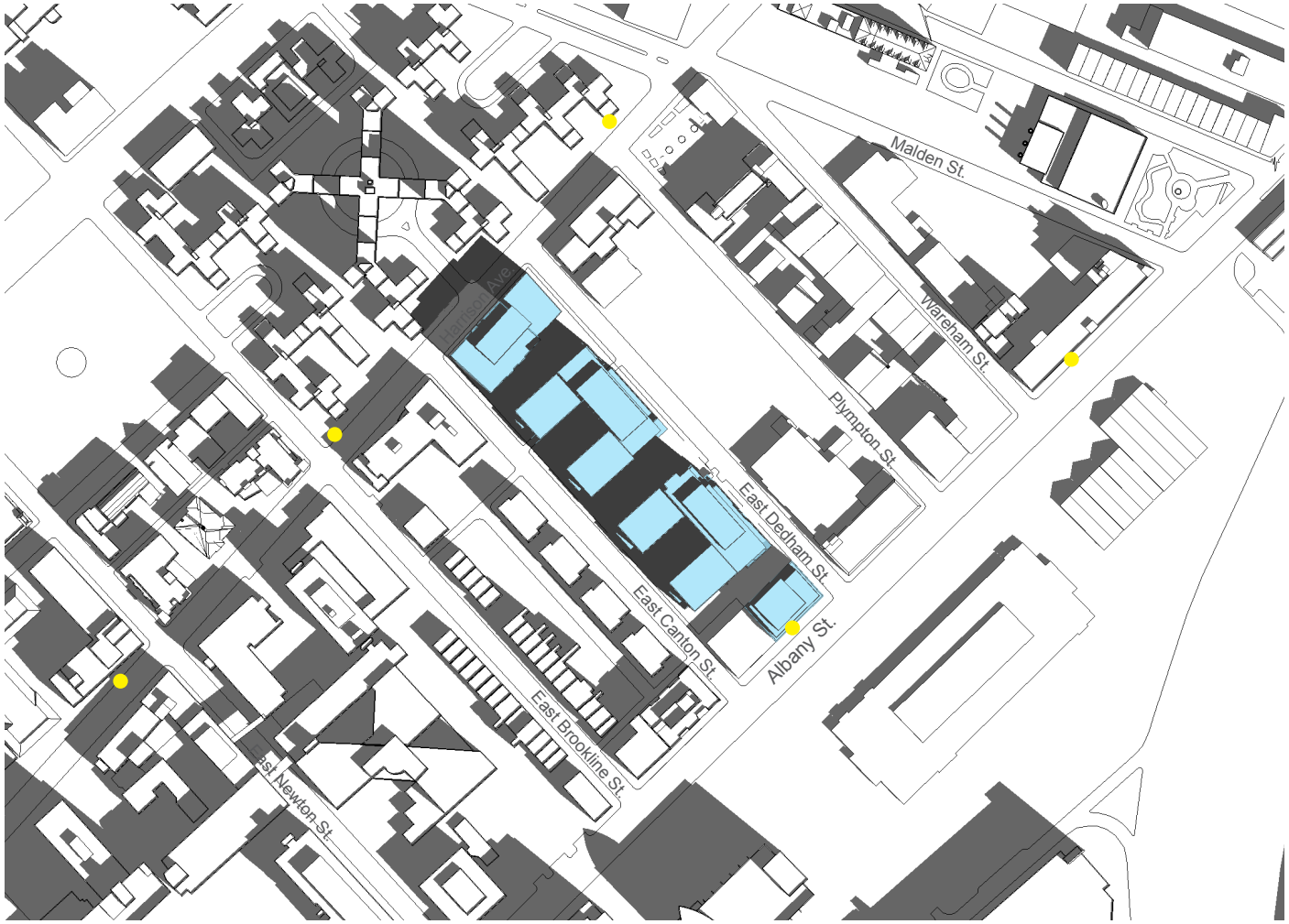


Summer Solstice - 6:00pm

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

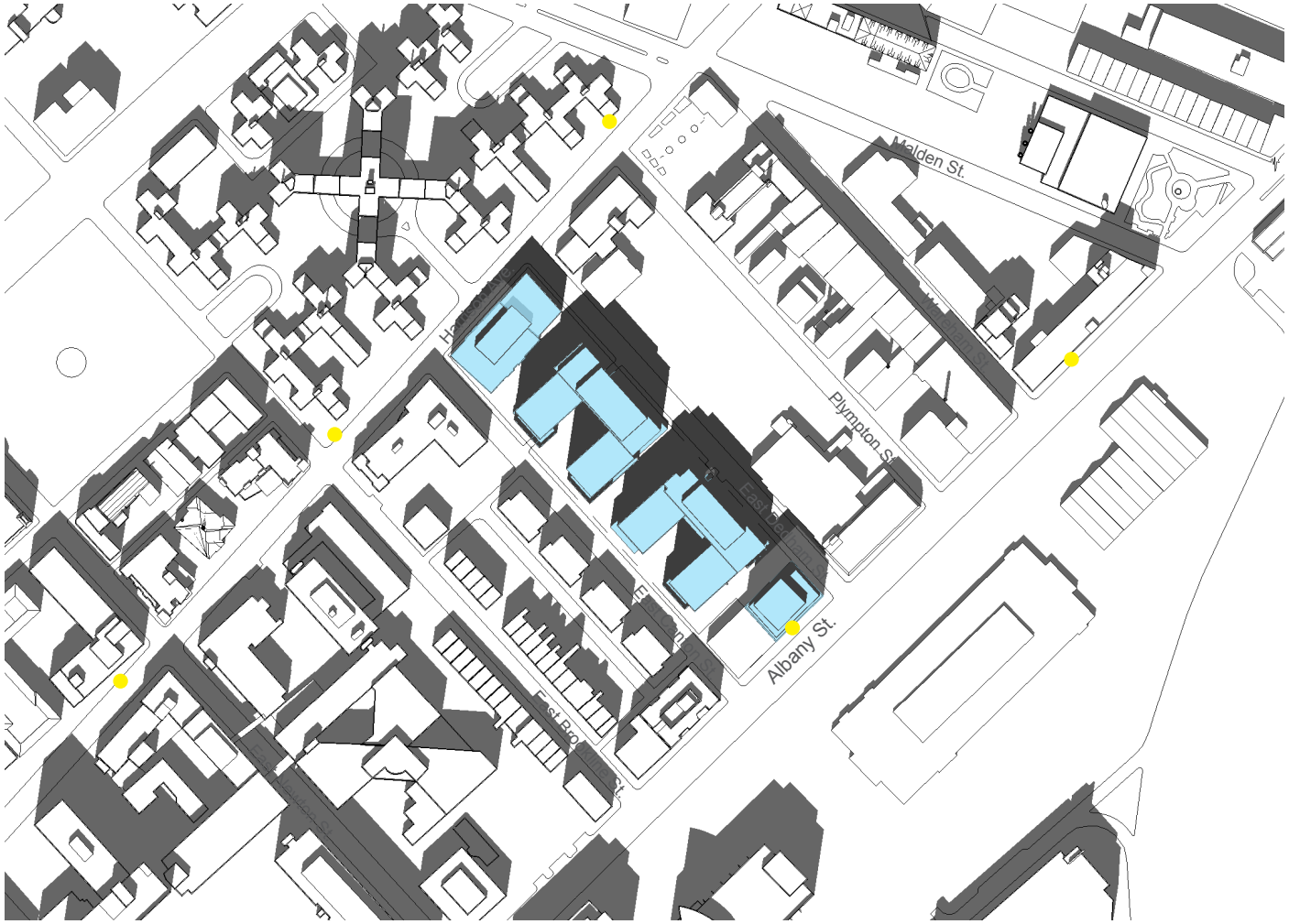
Figure 4.2-7
Shadow Study, June 21 6 p.m.



Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

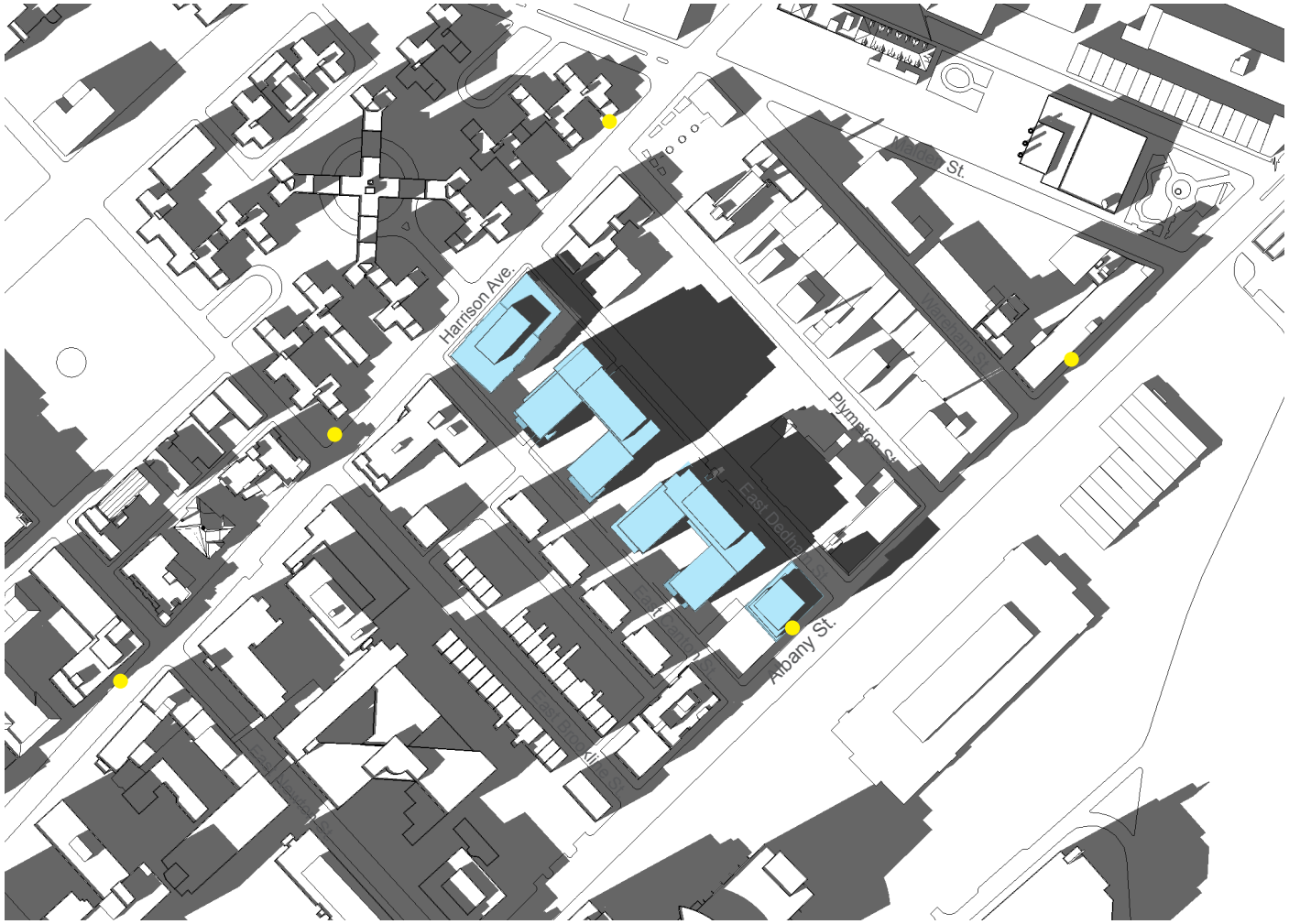
Figure 4.2-8
Shadow Study, September 21 9 a.m.



Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

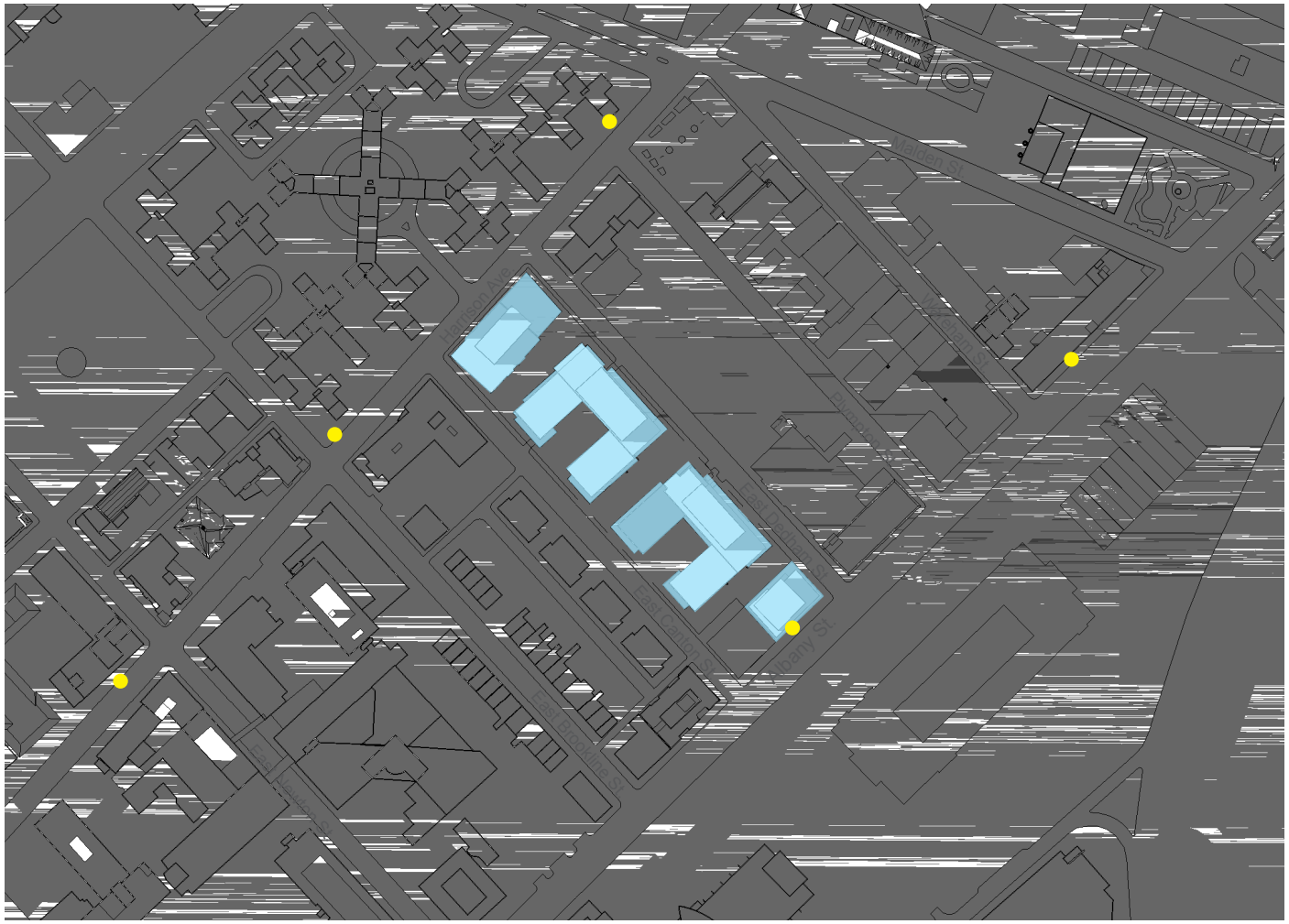
Figure 4.2-9
Shadow Study, September 21 12 p.m.



Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-10
Shadow Study, September 21 3 p.m.



Harrison Albany Block Boston, Massachusetts

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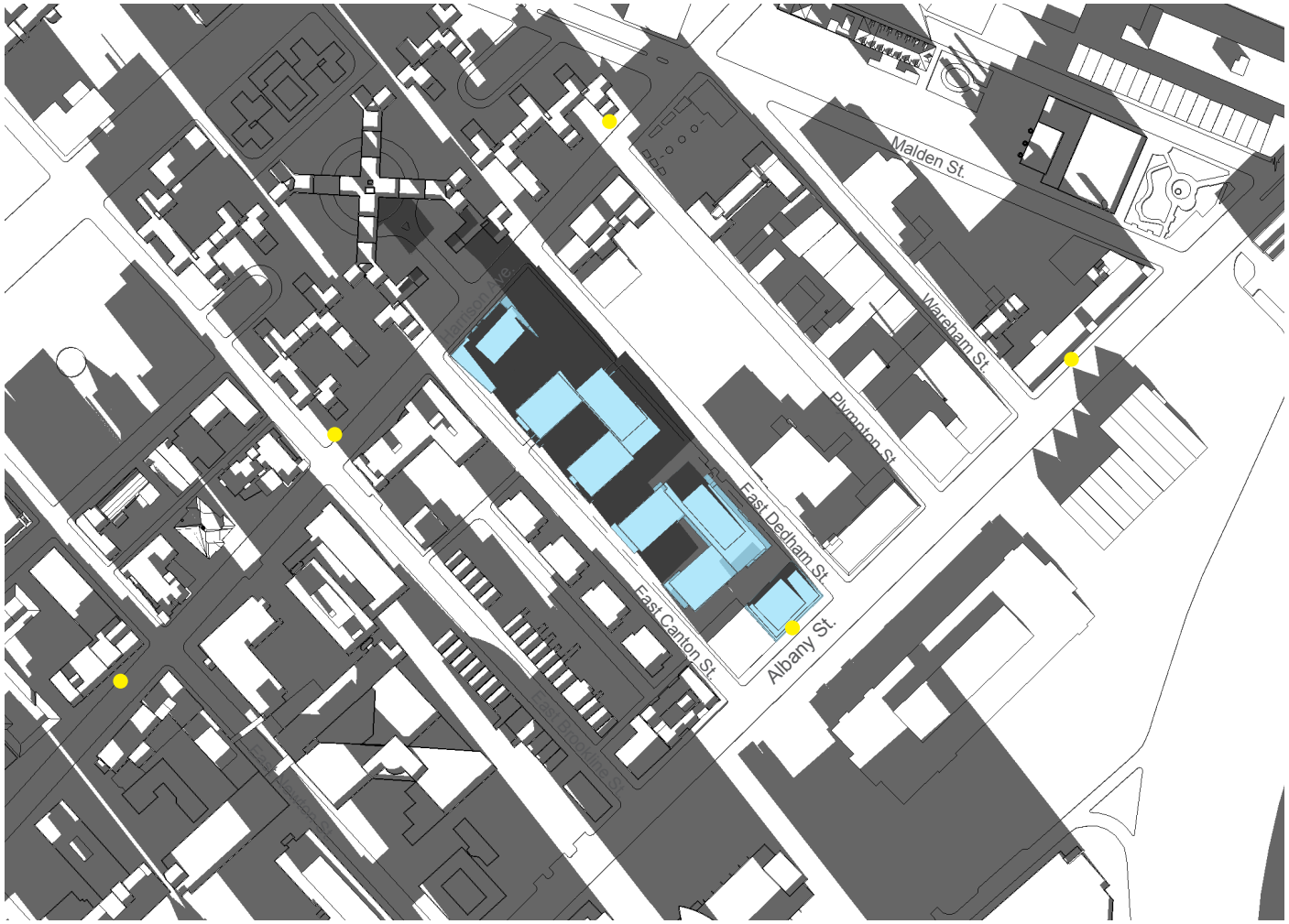
Figure 4.2-11
Shadow Study, September 21 6 p.m.

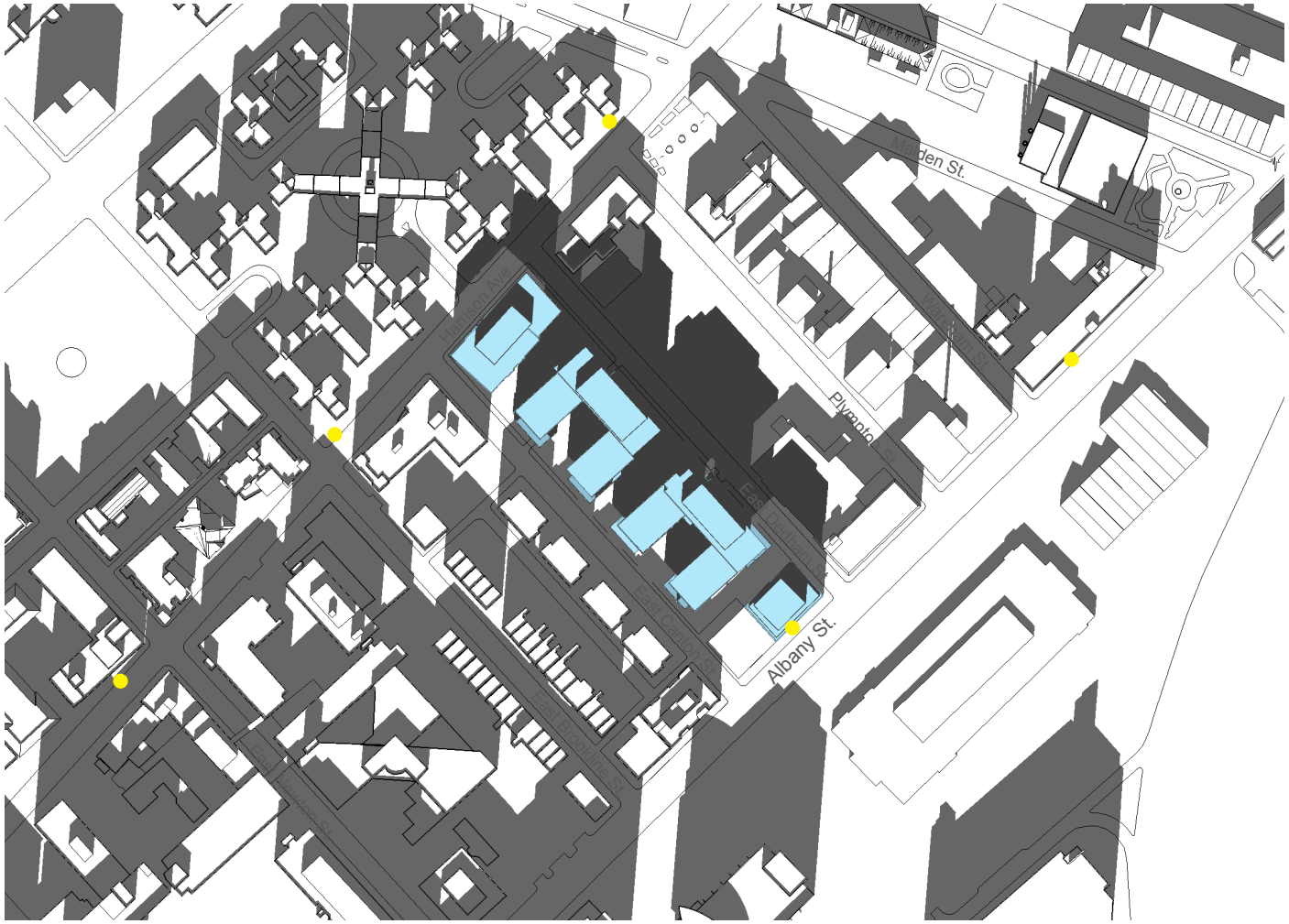


Winter Solstice - 9:00am

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-12
Shadow Study, December 21 9 a.m.

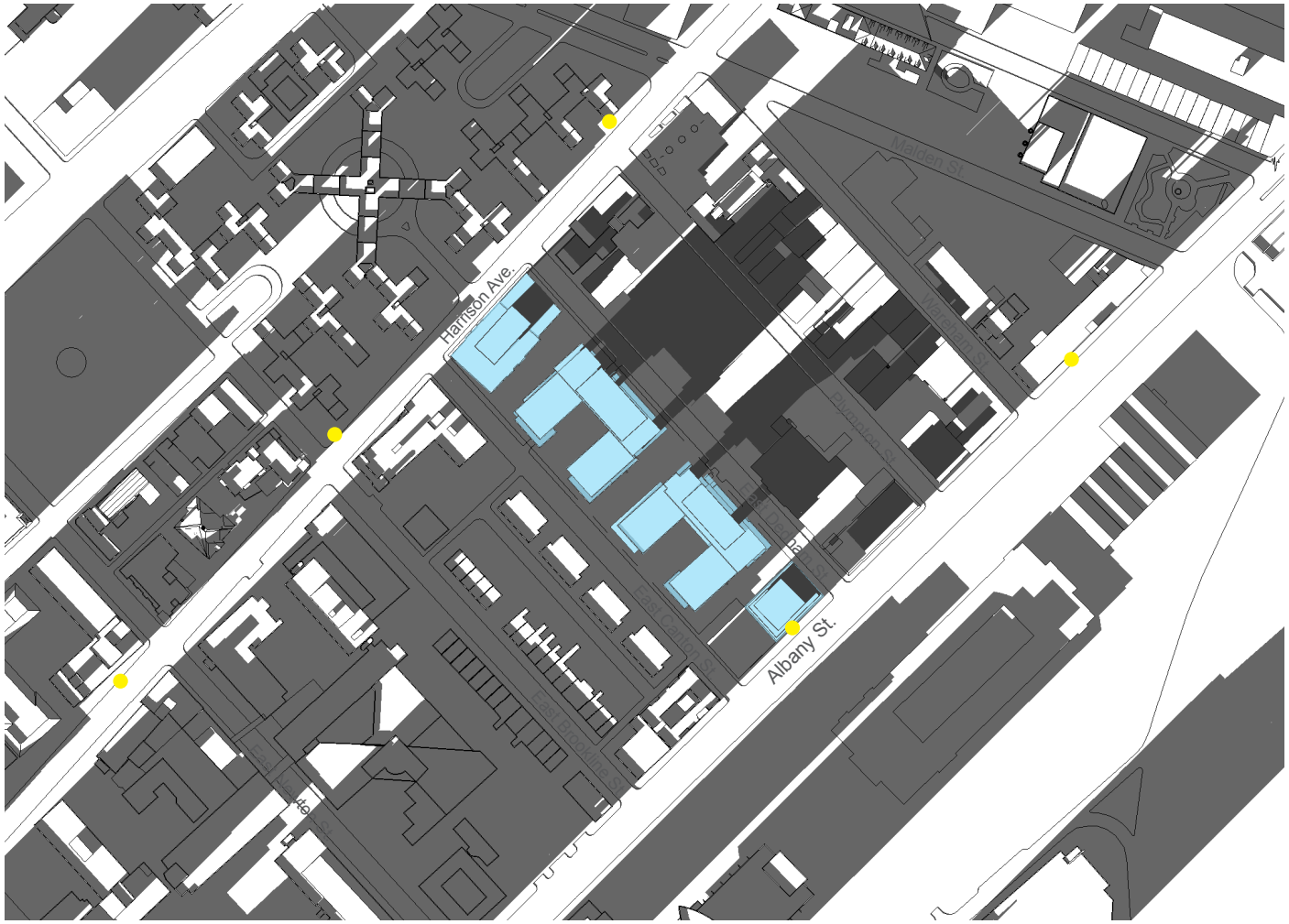


Winter Solstice - 12:00pm

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-13
Shadow Study, December 21 12 p.m.



Winter Solstice - 3:00pm

Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 4.2-14
Shadow Study, December 21 3 p.m.

4.3 Daylight Analysis

4.3.1 Introduction

The purpose of the daylight analysis is to estimate the extent to which a proposed project will affect the amount of daylight reaching the streets and the sidewalks in the immediate vicinity of a project site. The daylight analysis for the Project considers the existing and proposed conditions, as well as daylight obstruction values of the surrounding area.

The analysis studies both the new buildings and the additions to the existing buildings. Since the new buildings will be located on the portion of the Project Site mostly occupied by a surface parking lot and low-rise buildings, the proposed Project will increase daylight obstruction from the existing condition; however, the resulting conditions will be lower than the daylight obstruction values of the context points in the area, and lower than in other urban areas.

4.3.2 Methodology

The daylight analysis was performed using the Boston Redevelopment Authority Daylight Analysis (BRADA) computer program[1]. This program measures the percentage of sky-dome that is obstructed by a project and is a useful tool in evaluating the net change in obstruction from existing to build conditions at a specific site.

Using BRADA, a silhouette view of the building is taken at ground level from the middle of the adjacent city streets or pedestrian ways centered on the proposed building. The façade of the building facing the viewpoint, including heights, setbacks, corners and other features, is plotted onto a base map using lateral and elevation angles. The two-dimensional base map generated by BRADA represents a figure of the building in the "sky dome" from the viewpoint chosen. The BRADA program calculates the percentage of daylight that will be obstructed on a scale of 0 to 100 percent based on the width of the view, the distance between the viewpoint and the building, and the massing and setbacks incorporated into the design of the building; the lower the number, the lower the percentage of obstruction of daylight from any given viewpoint.

The analysis compares three conditions: Existing Conditions; Proposed Conditions; and the context of the area.

Four viewpoints were chosen to evaluate the daylight obstruction for the Existing and Proposed Conditions. Four area context points were considered to provide a basis of comparison to existing conditions in the surrounding area. The viewpoint and area context viewpoints were taken in the following locations and are shown on Figure 4.3-1.

---

[1] Method developed by Harvey Bryan and Susan Stuebing, computer program developed by Ronald Fergle, Massachusetts Institute of Technology, Cambridge, MA, September 1984.

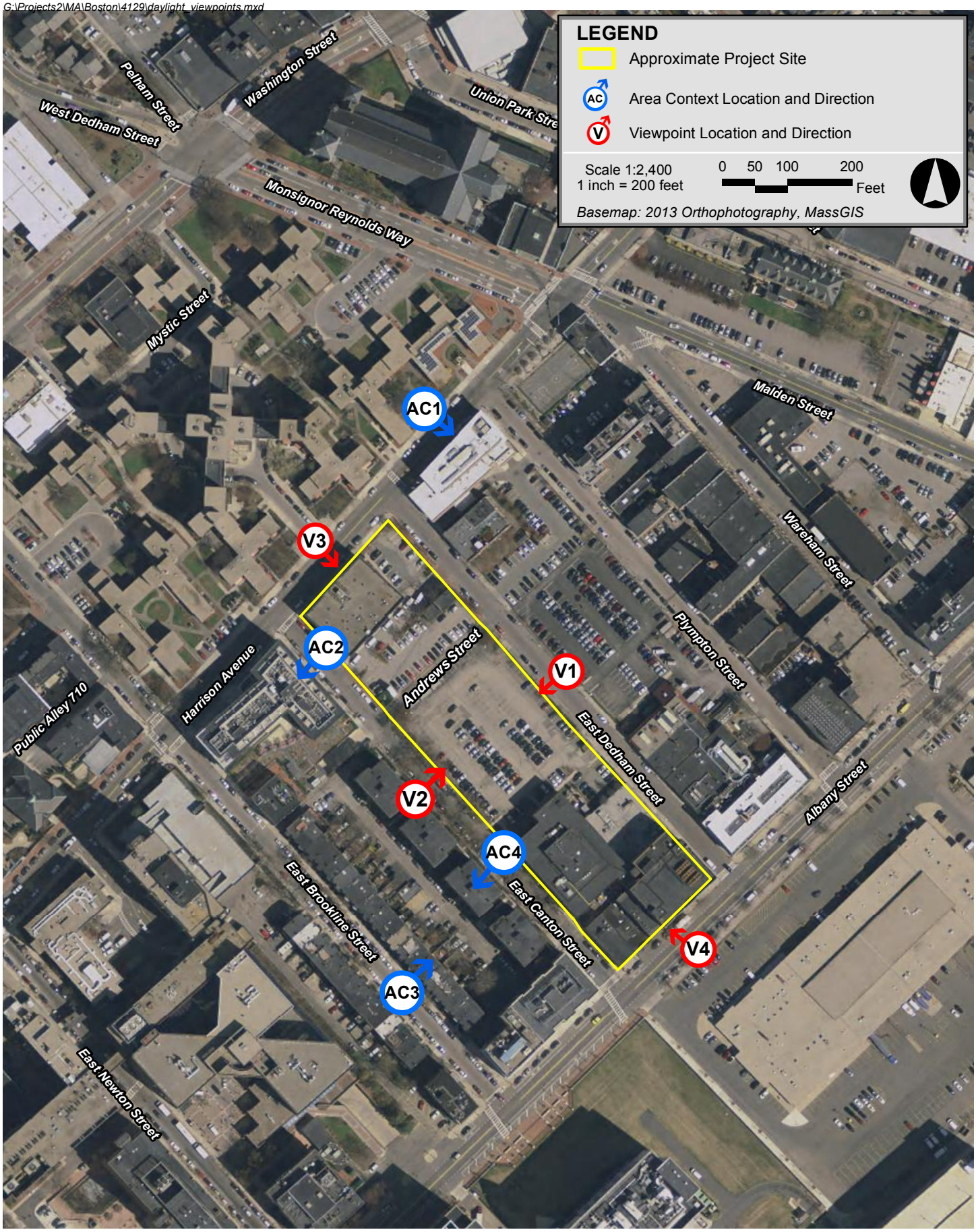
- **Viewpoint 1:** View from East Dedham Street facing southwest toward the Project Site
- **Viewpoint 2:** View from East Canton Street facing northeast toward the Project Site
- **Viewpoint 3:** View from Harrison Avenue facing southeast toward the Project Site
- **Viewpoint 4:** View from Albany Street facing northwest toward the Project Site
- **Area Context Viewpoint AC1:** View from the center of Harrison Avenue facing southeast toward 650 Harrison Avenue
- **Area Context Viewpoint AC2:** View from the center of East Canton Street facing southwest toward 700 Harrison Avenue
- **Area Context Viewpoint AC3:** View from the center of East Brookline Street facing northeast toward 92-108 East Brookline Street.
- **Area Context Viewpoint AC4:** View from the center of East Canton Street facing southwest toward residential buildings (79-109 East Canton Street).

4.3.3 Results

The results for each viewpoint are described in Table 4.3-1. Figures 4.3-2 through 4.3-4 illustrate the BRADA results for each analysis.

Table 4.3-1 Daylight Analysis Results

Viewpoint Locations		*Existing Conditions*	*Proposed Conditions*
Viewpoint 1	View from East Dedham Street facing southwest toward the Project Site	6.5%	38.9%
Viewpoint 2	View from East Canton Street facing northeast toward the Project Site	15.6%	41.8%
Viewpoint 3	View from Harrison Avenue facing southeast toward the Project Site	49.1%	75.6%
Viewpoint 4	View from Albany Street facing northwest toward the Project Site	54.6%	64.6%
Area Context Points			
AC1	View from the center of Harrison Avenue facing southeast toward the 650 Harrison Avenue	60.8%	N/A
AC2	View from the center of East Canton Street facing southwest toward 700 Harrison Avenue	75.5%	N/A
AC3	View from the center of East Brookline Street facing northeast toward 92-108 East Brookline Street	64.2%	N/A
AC4	View from the center of East Canton Street facing southwest toward 79-109 East Canton Street	26.0%	N/A



Harrison Albany Block Boston, Massachusetts

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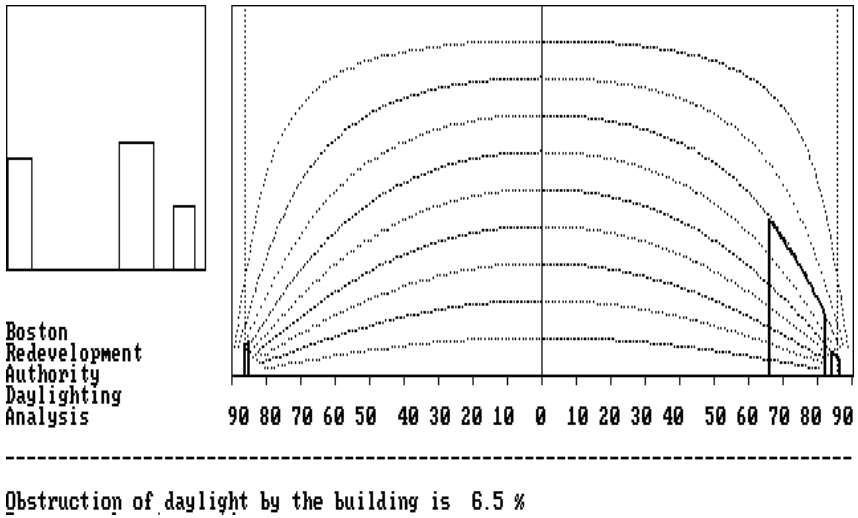
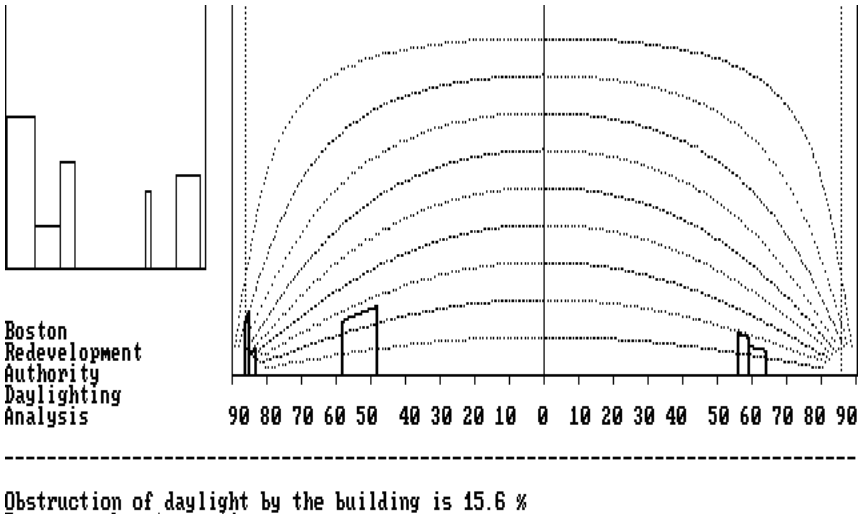
Figure 4.3-1
Daylight Analysis Viewpoints

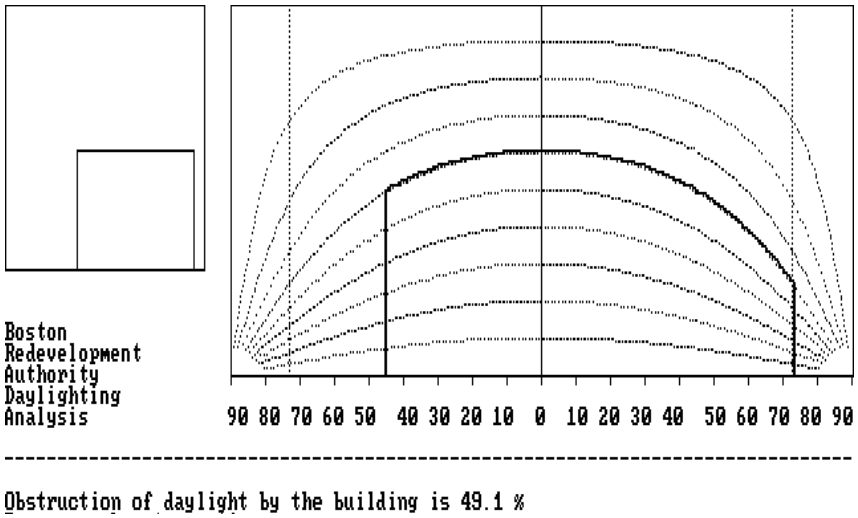
Viewpoint 1: View from East Dedham Street facing south toward the Project Site



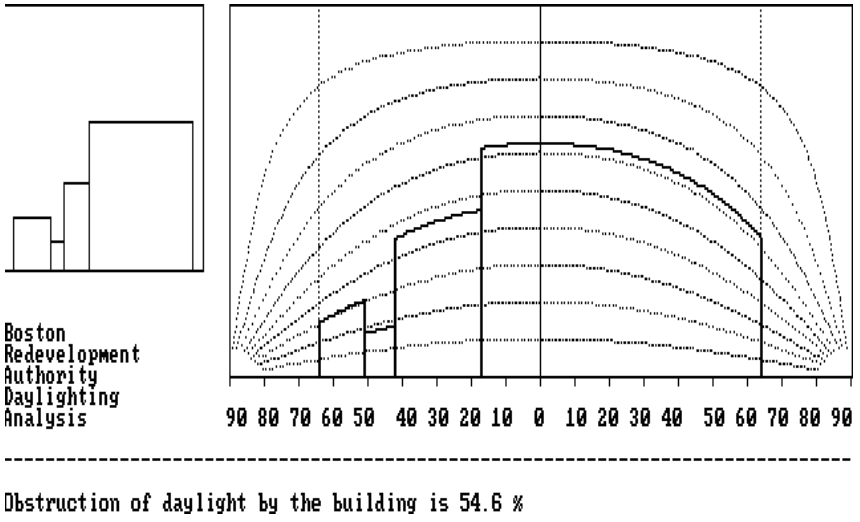
Viewpoint 2: View from East Canton Street facing north toward the Project Site



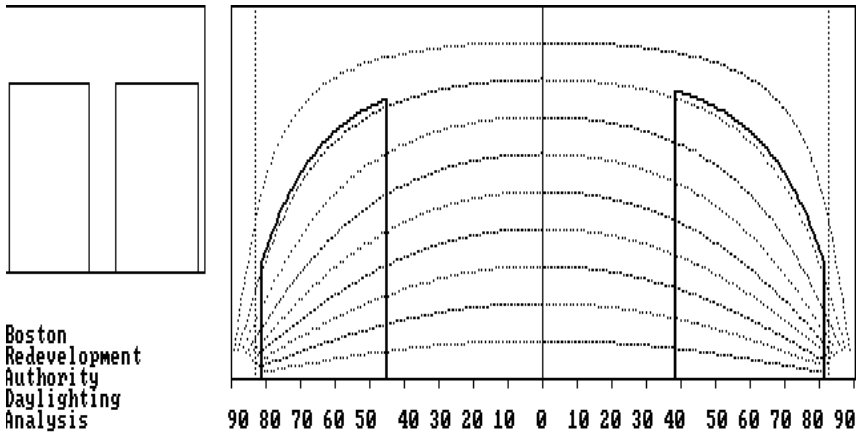
Viewpoint 3: View from Harrison Avenue facing east toward the Project Site



Viewpoint 4: View from Albany Street facing west toward the Project Site

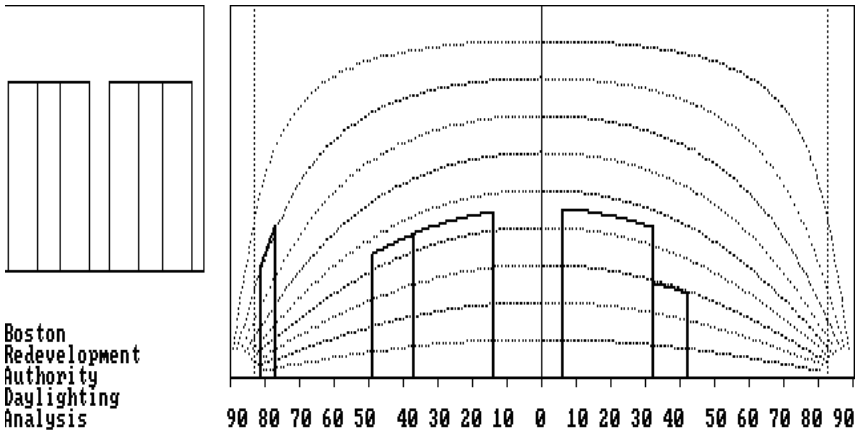


Viewpoint 1: View from East Dedham Street facing south toward the Project Site



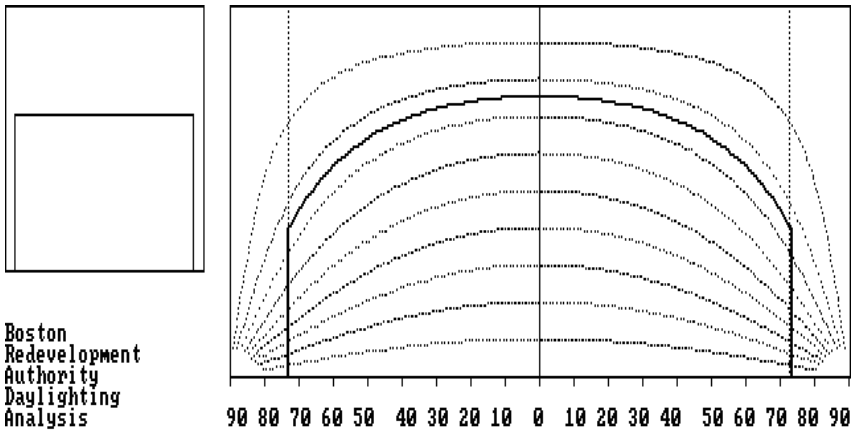
Obstruction of daylight by the building is 38.9 %

Viewpoint 2: View from East Canton Street facing north toward the Project Site



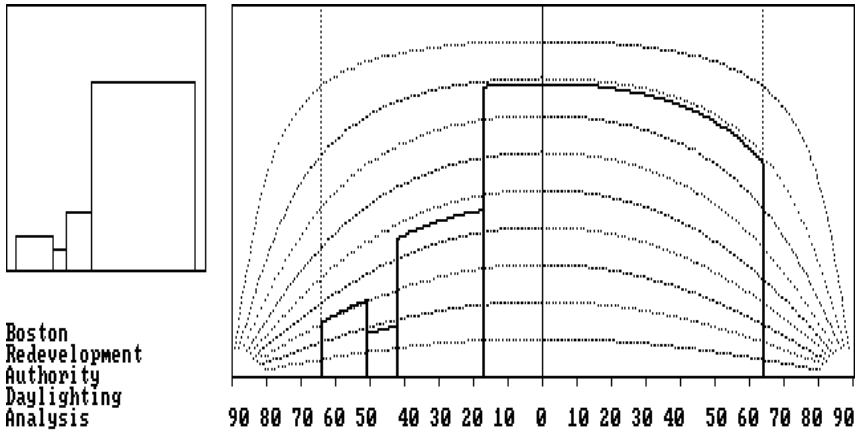
Obstruction of daylight by the building is 41.8 %

Viewpoint 3: View from Harrison Avenue facing east toward the Project Site



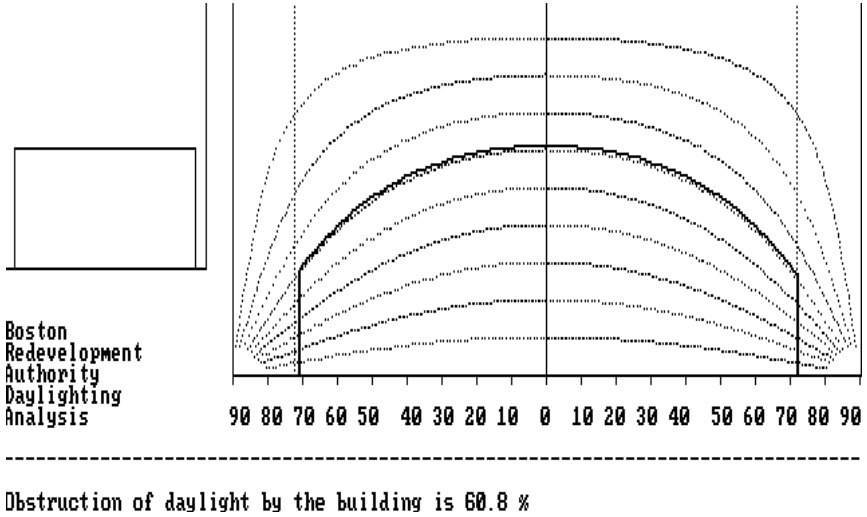
Obstruction of daylight by the building is 75.6 %

Viewpoint 4: View from Albany Street facing west toward the Project Site

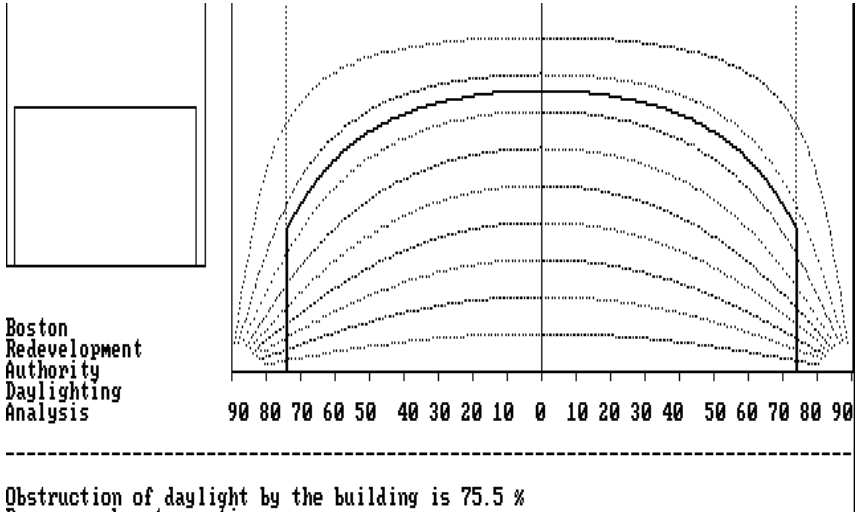


Obstruction of daylight by the building is 64.6 %

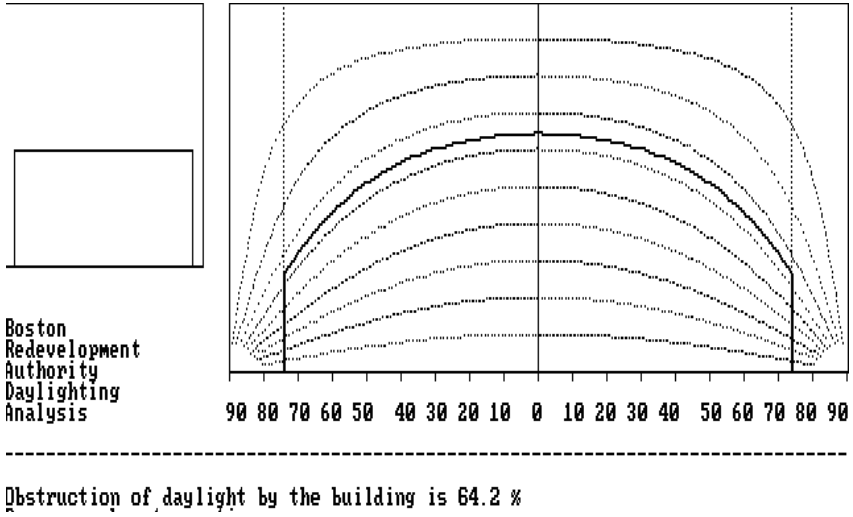
AC 1: View from Harrison Avenue facing southeast toward 650 Harrison Avenue



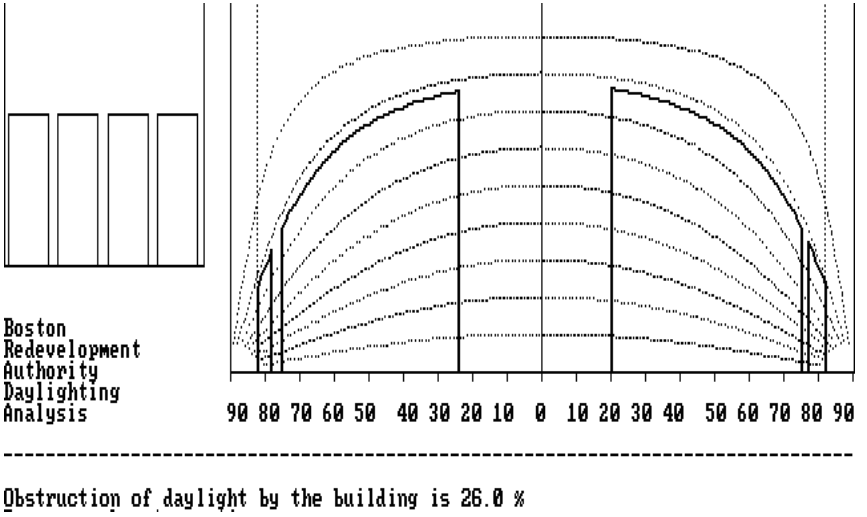
AC 2: View from East Canton Street facing southwest toward 700 Harrison Avenue



AC 3: View from East Brookline Street facing east toward 92-108 East Brookline Street



AC 4: View from East Canton Street facing west toward 79-109 East Canton Street



Harrison Albany Block **Boston, Massachusetts**

Epsilon ASSOCIATES INC.

Figure 4.3-4

Area Context Viewpoints

East Dedham Street – Viewpoint 1

East Dedham Street runs along the northeastern edge of the Project Site. Viewpoint 1 was taken from the center of East Dedham Street facing southwest toward the Project Site. The Project Site has an existing daylight obstruction of 6.5% due to the surface parking lot that encompasses the majority of the Project Site. The development of the Project will increase the daylight obstruction value to 38.9%, since the space between the buildings continues to allow for views of the sky. The daylight obstruction value is consistent with or less than the daylight obstruction value of other buildings in the area, including the Area Context buildings.

East Canton Street – Viewpoint 2

East Canton Street runs along the southwestern edge of the Project Site. Viewpoint 2 was taken from the center of East Canton Street facing northeast toward the Project Site. The Project Site has an existing daylight obstruction value of 15.6% due to the surface parking lot that encompasses the majority of the Project Site, and the low heights of the existing buildings. The development of the Project will increase the daylight obstruction value to 41.8%. The daylight obstruction value is consistent with or less than the daylight obstruction value of other buildings in the area, including the Area Context buildings, due to the Project design that includes courtyard spaces along East Canton Street and the spaces between the buildings allowing for views of the sky.

Harrison Avenue – Viewpoint 3

Harrison Avenue runs along the northwestern edge of the Project Site. Viewpoint 3 was taken from the center of Harrison Avenue facing southeast toward the Project Site. The Project Site has an existing daylight obstruction value of 49.1% due to the surface parking lot that occupies a portion of the site. The development of the Project will increase the daylight obstruction value to 75.6% due to the development of the surface parking lot and the increased height of the Gambro Building. The daylight obstruction value is consistent with or less than the daylight obstruction value of other buildings in the area, including the Area Context buildings.

Albany Street – Viewpoint 4

Albany Street runs along the southeastern edge of the Project Site. Viewpoint 4 was taken from the center of Albany Street facing northwest toward the Project Site. The Project Site has an existing daylight obstruction value of 54.6%. The development of the Project will increase the daylight obstruction value to 64.6% due to the increased height of the 575 Albany Street building. The daylight obstruction value is consistent with or less than the daylight obstruction value of other buildings in the area, including the Area Context buildings.

Area Context Viewpoints

The Project Site is located in the South End in an area with a mix of relatively low density residential and higher density institutional uses and surface parking lots. To provide a larger context for comparison of daylight conditions, obstruction values were calculated for the four Area Context Viewpoints described above and shown on Figure 4.3-1. The daylight obstruction values ranged from 26.0% for AC4 to 75.5% for AC2. Daylight obstruction values for the Project are consistent with or less than the Area Context values.

4.3.4 Conclusions

The daylight analysis conducted for the Project describes existing and proposed daylight obstruction conditions at the Project Site and in the surrounding area. The results of the BRADA analysis indicate that while the development of the Project will result in increased daylight obstruction over existing conditions, the resulting conditions will be similar to or less than the daylight obstruction values within the surrounding area. The design includes setbacks from the streets, and space between buildings that allow for views of the sky.

4.4 Solar Glare

The Project materials are still being studied and glazing of the windows will be determined as the design progresses. Due to the type of potential glass and glazing proposed, solar glare impacts are not currently anticipated.

4.5 Air Quality Analysis

A microscale air quality analysis was included in Section 3.5 of the Expanded PNF. The microscale analysis showed that all predicted CO concentrations are well below one-hour and eight-hour National Ambient Air Quality Standards. The changes to the Project are not anticipated to change the conclusions of the microscale analysis.

Any new stationary sources will be reviewed by the Massachusetts Department of Environmental Protection (MassDEP) during permitting under the Environmental Results Program, if required.

4.6 Stormwater/Water Quality

Chapter 8 includes a discussion of stormwater and water quality.

4.7 Flood Hazard Zones/ Wetlands

The most current version of the Federal Emergency Management Agency (FEMA) Floor Insurance Rate Map for this area (25025C0079G) shows that the Project Site is located outside of the 500-year flood zone area. The Project Site remains outside of the 500-year

flood zone area in the Preliminary FEMA Flood Hazard Map.

The Project Site does not contain wetlands.

4.8 Geotechnical Impacts

The Geotechnical section includes a description of subsurface soil and groundwater conditions at the Project Site, planned below-grade construction activities, and mitigation measures for protecting adjacent structures and maintaining groundwater levels in the Project's vicinity during foundation and below-grade construction.

4.8.1 Site Conditions

The Project Site, as previously described in Section 2.1.1, is currently occupied by five buildings and a large paved surface parking lot.

Existing grades generally range from El. 14 to El. 16.5, Boston City Base Datum (BCB) north of Andrews Street to Harrison Avenue; and El. 16.5 to El. 18 BCB south of Andrews Street to Albany Street. Information on the existing site buildings is listed in Table 4.8-1 below:

Table 4.8-1 Existing Site Buildings

Building	*Presumed Foundation*	*Other Information*
660 Harrison Avenue (Gambro)	Concrete piles; length not known.	Constructed 1994; 3-stories above grade; no below grade basement levels.
100 East Canton Street	Concrete-filled steel pipe piles supported on bedrock at 130 ft below ground surface.	Constructed 1977; 3-stories above grade; one below grade basement level.
123 East Dedham Street	Wood piles; 28 to 32-ft length; top of piles cut at El. 6 BCB.	Constructed 1924; 1-story above grade; no below grade basement levels.
575 Albany Street	Main Building - Wood piles; length and cut-off not known. Addition - Micropiles supported on bedrock at 120 ft below ground surface.	Constructed 1904 w/addition in 1991; 5-story above grade; no below grade basement levels.
75 East Dedham Street	Wood piles; length and cut-off not known.	Constructed 1913; 3-story above grade; no below grade basement levels.

4.8.2 Subsurface Soil and Bedrock Conditions

Based on available subsurface data, the general Project Site subsurface profile is listed below in Table 4.8-2, in order of increasing depth below ground surface.

Table 4.8-2 Subsurface Soil and Bedrock Conditions

Generalized Subsurface Strata	*Approximate Thickness (Feet)*
Miscellaneous Fill	6 to 25
Organic Soils	3 to 23
Marine Deposits (Clay)	69 to 95
Glacial Till Deposits (Sand)	2 to 7
Bedrock	Depth below ground surface is 105 to 129

4.8.3 Groundwater

Groundwater level measurements obtained in observation wells installed at the Project Site at different times during the past approximately 40 years have ranged from about El. 7 to El. 10 BCB (depth below ground surface of about 8 to 11 feet). Groundwater level measurements obtained between 2004 and 2016 from nearby off-property observation wells monitored by the Boston Groundwater Trust range from about El. 5 to El. 10 BCB, with the higher water levels measured along the Albany Street side and generally decreasing west to east toward Harrison Avenue.

Groundwater levels in the area could be influenced by leakage into and out of sewers, storm drains and other below grade structures, as well as environmental factors such as precipitation, season, and temperature.

4.8.4 Proposed Conditions

The Project, as previously described in Section 2.1.1, includes demolition of the 75 and 123 East Dedham Street and 100 East Canton Street buildings; construction of two residential buildings identified as Building A and Building B, each 11 stories with a three level below-grade parking structure beneath; structural renovations and improvements to the existing 575 Albany Street building, including a five-story vertical addition; and construction of two-story vertical addition and adjoining five-story expansion to the existing Gambro Building.

The two new buildings and below-grade parking structure are planned to be supported on reinforced concrete footing and mat foundations bearing on the natural, inorganic Marine Deposits. Construction of the foundations and below-grade parking structure will require excavation depths anticipated to be up to 40 feet below ground surface (approximately El. -22 BCB).

The excavation, to be conducted within an engineered excavation support system, such as a slurry wall or steel sheetpile wall, will be designed to provide lateral support of the excavation, limit ground movements outside the excavation to protect adjacent facilities,

and maintain groundwater levels outside the excavation by creating a groundwater "cutoff" between the excavation and the surrounding area. The excavation support system will be designed to be installed/ sealed into the clay stratum to isolate the excavation and future below-grade parking structure from groundwater infiltration. Due to the depth of excavation, lateral support of the system will require internal bracing. Some pre-excavation will be performed along the below grade parking structure to remove obstructions prior to installing the excavation support system.

Penetrations through the permanent below-grade foundation walls (such as for utilities) will be sealed to prevent leakage of groundwater into the below grade parking structure.

Temporary dewatering will be required from within the excavation support system during excavation and foundation construction to remove "free" water from the soils to be excavated, as well as precipitation. The essentially watertight excavation support wall will prevent withdrawal of groundwater from outside the excavation. In the unlikely event that leakage occurs through the below grade walls, grout will be injected to seal the leak.

A temporary construction dewatering permit will be obtained from governing agencies prior to discharge of dewatering effluent from the Project Site. Testing of the effluent will be conducted prior to and during discharge to confirm compliance with all permit requirements.

Foundation support for the new additions planned at 575 Albany Street and the Gambro Building are anticipated to involve shallow excavations beneath the existing floor slab (and adjacent to the exterior of the Gambro Building) for construction of new structural elements and drilling of micropiles to bedrock at depths in the range of 100 feet below ground surface. Drilling methods that introduce water into the ground rather than remove water for micropile installation will be used and are currently planned to be directed into existing or new slab openings/excavations within each building's footprint. Drill spoils will be allowed to dry and either left in place beneath the floor slab, or disposed off-site at applicable receiving facilities. Off-site discharge of construction dewatering effluent is not anticipated at either 575 Albany Street or the Gambro Building.

4.8.5 Groundwater Conservation Overlay District

The Project Site is located within the Groundwater Conservation Overlay District (GCOD) which is governed by Article 32 of the City of Boston Zoning Code. The Project will comply with the standards and requirements set forth in Article 32 of the Code. The Proponent will obtain a written determination from the Boston Water and Sewer Commission (BWSC) as to whether the Project meets the standards and requirements of Article 32. In addition, the Proponent will demonstrate that the Project meets the requirements of Section 32-6 of the Code by obtaining a stamped certification from a Massachusetts registered engineer that the requirements of Section 32-6 of the Code are met. The Proponent will provide both a copy of the written determination from BWSC and

a copy of the stamped certification from a Massachusetts registered engineer to the BRA and the Boston Groundwater Trust prior to the issuance of a Certificate of Consistency. As such, the Project will be deemed to be in compliance with Article 32 of the Code and will not need a conditional use permit from the Board of Appeal for Article 32 purposes.

The Proponent is committed to working with the Boston Groundwater Trust and neighborhood to ensure that the Project has no adverse impact on nearby groundwater levels.

4.9 Solid and Hazardous Waste

4.9.1 Hazardous Waste

The Project Site is the location of three former Massachusetts Consistency Plan (MCP) sites, each of which has been closed. Specifically, MassDEP Release Tracking Numbers (RTNs) 3-4734, 3-2197 and 3-29425 pertain to the Project Site. These RTNs previously achieved MCP closure with the filing of Response Action Outcome Statements (RAOs) with MassDEP, as follows:

- RTN 3-4734 is associated with Parcel A (Gambro Building). A Class A-3 RAO which relies on an activity and use limitation (AUL) was filed for the RTN 3-4734 site in March 1999. The AUL addressed metals in soils. The Proponent intends to terminate the AUL following soil removal for below-grade structure excavations and/or based on additional data to be developed as part of the Project.

- RTN 3-29425 concerns Parcel B (Andrews Street to 575 Albany Street). A Class B-1 RAO was filed for RTN 3-29425 on August 25, 2010 which indicates that a condition of no significant risk (the MCP closure standard) was achieved without the need for remediation, and that contamination was consistent with background. Regulated compounds that were detected at Parcel B included PAHs and metals attributed to urban fill and petroleum due to historic releases from former underground storage tanks (USTs).

- RTN 3-2197 applies to the former UST in the loading dock at the rear of 575 Albany Street. A Class A-2 RAO was filed in 1996 for RTN 3-2197 indicating that MCP closure had been achieved without the need for an AUL.

- Recent analytical data developed for preliminary site characterization and design indicated a new 120-day MCP reporting obligation for levels of lead detected in urban fill which were not considered by response actions for the above RTNs. A new Release Notification Form, BWSC 103, was submitted to MassDEP on August 30, 2016. MassDEP assigned RTN 3-33789 for these soil constituents. Soil management for the Project will be conducted under the MCP framework for a Release Abatement Measure (RAM) Plan to be submitted to MassDEP prior to the

start of earthwork operations. An MCP Phase I Initial Site Investigation Report and Tier Classification will also be submitted to MassDEP for RTN 3-33789 at the one-year anniversary of the RNF.

Perkin Elmer previously held Massachusetts Department of Public Health (MADPH) Radiological Control Program License No. 00-3200 for the buildings at 100 East Canton Street, 123 East Dedham Street and 575 Albany Street. Upon Perkin Elmer's ceasing work at the site, license termination activities were performed that resulted in the release of these buildings from the MADPH license in April 2007 (100 East canton Street and 123 East Dedham Street) and July 2009 (575 Albany Street).

An ASTM Phase I Environmental Site Assessment (ESA) for the Project Site was completed in 2014. Based on the evaluation of current site conditions and the review of available records for the Project Site, no recognized environmental conditions were identified, defined as evidence of past, current or future potential releases of oil and hazardous material. The Phase I ESA also included a 2010 due diligence survey prepared by Radiation Safety and Control Services (RSCS) to review the MADPH termination of radiological License No. 00-3200. Based on the RSCS evaluation, the Phase I ESA concluded no further action was required regarding radiological issues.

Characterization of the soil and groundwater at the Project Site will be conducted by the Proponent, and laboratory testing of soil and groundwater to be generated as a result of construction activity will be performed at the appropriate stage of the design process to further evaluate Project Site environmental conditions. Management of soil and groundwater will be performed in accordance with applicable local, state, and federal laws and regulations.

A hazardous building materials assessment was conducted in November and December of 2014 by Smith and Wessel Associates, Inc., which identified asbestos-containing building materials and lead-based paint in the 100 East Canton Street and 123 East Dedham Street buildings. MassDEP requires notification of planned demolition or renovation of buildings containing asbestos. Abatement of asbestos containing materials must occur prior to building demolition activities. Notification of abatement work will be made to MassDEP, as specified in 43 CMR 6.12.

4.9.2 Operation Solid and Hazardous Waste Generation

The Project will generate solid waste typical of residential, office, and retail uses. Solid waste is expected to include wastepaper, cardboard, glass bottles and food. Recyclable materials will be recycled through a program implemented by building management.

With the exception of household hazardous wastes typical of residential and retail uses (e.g., cleaning fluids and paint), the residential buildings will not involve the generation, use, transportation, storage, release, or disposal of potentially hazardous materials. The

medical office uses in the Gambro Building will generate solid waste typical of such a facility. The tenants will be required to follow relevant regulations in the handling and disposal of such waste. Waste generated by the uses will be handled in compliance with all local, state and federal regulations.

The buildings will include areas for trash collection on each floor, and a trash room on the ground floor of each building.

4.9.3 Recycling

The buildings will include areas for recycling collection on each floor, and a trash room in close proximity to the loading dock. Recycling facilities will be provided on-site for paper, glass, plastic and metal.

4.10 Noise Impacts

A sound level assessment was included in Section 3.10 of the Expanded PNF.

Baseline noise levels were measured in the vicinity of the Project Site and were compared to predicted noise levels based on information provided by the manufacturers of representative mechanical equipment or estimated from the equipment's capacity. With appropriate mitigation, the Project is not expected to introduce significant outdoor mechanical equipment noise into the surrounding community.

Results of the analysis indicated that typical nighttime noise levels from the Project, as well as noise levels from routine daytime testing of the emergency generator, are expected to remain below the City of Boston Noise Zoning requirements. The assessment noted that the existing ambient background levels at many locations immediately surrounding the Project Site already exceed the City of Boston limits without any contribution from the Project. The results indicated that the Project is not anticipated to significantly impact the existing acoustical environment.

The changes to the Project will result in additional equipment not identified in the Expanded PNF. However, during the final design phase of the Project, the mechanical equipment and noise controls for all of the buildings will be specified to meet the applicable City of Boston noise limits.

4.11 Construction Impacts

4.11.1 Introduction

A Construction Management Plan (CMP) in compliance with the City's Construction Management Program will be submitted to the Boston Transportation Department (BTD) once final plans are developed and the construction schedule is fixed. The construction contractor will be required to comply with the details and conditions of the approved CMP.

Proper pre-planning with the City and neighborhood will be essential to the successful construction of the Project. Construction methodologies, which ensure public safety and protect nearby residences and businesses, will be employed. Techniques such as barricades, walkways and signage will be used. The CMP will include routing plans for trucking and deliveries, plans for the protection of existing utilities, and control of noise and dust.

During the construction phase of the Project, the Proponent will provide the name, telephone number and address of a contact person to communicate with on issues related to the construction.

The Proponent intends to follow the guidelines of the City of Boston and the MassDEP, which direct the evaluation and mitigation of construction impacts.

4.11.2 Construction Methodology/Public Safety

Construction methodologies that ensure public safety and protect nearby tenants will be employed. Techniques such as barricades and signage will be used. Construction management and scheduling will minimize impacts on the surrounding environment and will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and the control of noise and dust.

As the design of the Project progresses, the Proponent will meet with BTD to discuss the specific location of barricades, the need for lane closures, pedestrian walkways, and truck queuing areas. Secure fencing, signage, and covered walkways may be employed to ensure the safety and efficiency of all pedestrian and vehicular traffic flows. In addition, sidewalk areas and walkways near construction activities will be well marked and lighted to protect pedestrians and ensure their safety. Public safety for pedestrians on abutting sidewalks will also include covered pedestrian walkways when appropriate. If required by BTD and the Boston Police Department, police details will be provided to facilitate traffic flow. These measures will be incorporated into the CMP which will be submitted to BTD for approval prior to the commencement of construction work.

4.11.3 Construction Schedule

The Proponent anticipates that the Project will commence construction in second quarter of 2017 with the construction of the parking garage, Building B, and renovation and expansion of 575 Albany Street. The construction of Building A and the renovation and expansion of the Gambro Building will proceed at a later date.

Typical construction hours will be from 7:00 am to 6:00 pm, Monday through Friday, with most shifts ordinarily ending at 3:30 pm. No substantial sound-generating activity will occur before 7:00 am. If longer hours, additional shifts, or Saturday work is required, the construction manager will place a work permit request to the Boston Air Pollution Control Commission and BTD in advance. Notification should occur during normal business hours,

Monday through Friday. It is noted that some activities such as finishing activities could run beyond 6:00 pm to ensure the structural integrity of the finished product; certain components must be completed in a single pour, and placement of concrete cannot be interrupted.

4.11.4 Construction Staging/Access

Access to the site and construction staging areas will be provided in the CMP.

Although specific construction and staging details have not been finalized, the Proponent and its construction management consultant will work to ensure that staging areas will be located to minimize impacts to pedestrian and vehicular flow. Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic adjacent to the site. Construction procedures will be designed to meet all Occupational Safety and Health Administration (OSHA) safety standards for specific site construction activities.

4.11.5 Construction Mitigation

The Proponent will follow City and MassDEP guidelines which will direct the evaluation and mitigation of construction impacts. As part of this process, the Proponent and construction team will evaluate the Commonwealth's Clean Air Construction Initiative.

A CMP will be submitted to BTD for review and approval prior to issuance of a Building Permit. The CMP will include detailed information on specific construction mitigation measures and construction methodologies to minimize impacts to abutters and the local community. The CMP will also define truck routes which will help in minimizing the impact of trucks on City and neighborhood streets.

"Don't Dump - Drains to Charles River" plaques will be installed at storm drains that are replaced or installed as part of the Project.

4.11.6 Construction Employment and Worker Transportation

The number of workers required during the construction period will vary. It is anticipated that approximately 1,350 construction jobs will be created over the length of construction. The Proponent will make reasonable good-faith efforts to have at least 50% of the total employee work hours be for Boston residents, at least 25% of total employee work hours be for minorities and at least 10% of the total employee work hours be for women. The Proponent will enter into jobs agreements with the City of Boston.

To reduce vehicle trips to and from the construction site, minimal construction worker parking will be available at the site and all workers will be strongly encouraged to use public transportation and ridesharing options. The general contractors will work aggressively to ensure that construction workers are well informed of the public

transportation options serving the area. Space on-site will be made available for workers' supplies and tools so they do not have to be brought to the site each day.

4.11.7 Construction Truck Routes and Deliveries

Truck traffic will vary throughout the construction period, depending on the activity. The construction team will manage deliveries to the site during morning and afternoon peak hours in a manner that minimizes disruption to traffic flow on adjacent streets. Construction truck routes to and from the site for contractor personnel, supplies, materials, and removal of excavations required for the development will be coordinated with BTD. Traffic logistics and routing will be planned to minimize community impacts. Truck access during construction will be determined by the BTD as part of the CMP. These routes will be mandated as a part of all subcontractors' contracts for the development. The construction team will provide subcontractors and vendors with Construction Vehicle & Delivery Truck Route Brochures in advance of construction activity.

"No Idling" signs will be included at the loading, delivery, pick-up and drop-off areas.

4.11.8 Construction Air Quality

Short-term air quality impacts from fugitive dust may be expected during demolition, excavation and the early phases of construction. Plans for controlling fugitive dust during demolition, excavation and construction include mechanical street sweeping, wetting portions of the site during periods of high wind, and careful removal of debris by covered trucks. The construction contract will provide for a number of strictly enforced measures to be used by contractors to reduce potential emissions and minimize impacts, pursuant to this Article 80 approval. These measures are expected to include:

- Using wetting agents on areas of exposed soil on a scheduled basis;
- Using covered trucks;
- Minimizing spoils on the construction site;
- Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- Minimizing storage of debris on the site; and
- Periodic street and sidewalk cleaning with water to minimize dust accumulations.

4.11.9 Construction Noise

The Proponent is committed to mitigating noise impacts from the construction of the Project. Increased community sound levels, however, are an inherent consequence of construction activities. Construction work will comply with the requirements of the City of

Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities.

Mitigation measures are expected to include:

- Instituting a proactive program to ensure compliance with the City of Boston noise limitation policy;
- Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
- Replacing specific construction operations and techniques by less noisy ones where feasible;
- Selecting the quietest of alternative items of equipment where feasible;
- Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment; and
- Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

4.11.10 Construction Vibration

All means and methods for performing work at the site will be evaluated for potential vibration impacts on adjoining property, utilities, and adjacent existing structures. Acceptable vibration criteria will be established prior to construction, and vibration will be monitored, if required, during construction to ensure compliance with the agreed-upon standard.

4.11.11 Construction Waste

The Proponent will take an active role with regard to the reprocessing and recycling of construction waste. The disposal contract will include specific requirements that will ensure that construction procedures allow for the necessary segregation, reprocessing, reuse and recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per MassDEP Regulations for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the disposal contract. Construction will be conducted so that materials that

may be recycled are segregated from those materials not recyclable to enable disposal at an approved solid waste facility.

4.11.12 Protection of Utilities

Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be in accordance with the MWRA, BWSC, Boston Public Works, Dig Safe, and the governing utility company requirements. All necessary permits will be obtained before the commencement of the specific utility installation. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer and drain facilities will be reviewed by BWSC as part of its site plan review process.

4.11.13 Rodent Control

A rodent extermination certificate will be filed with each building permit application for the Project. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for each phase of the Project, in compliance with the City's requirements.

4.11.14 Wildlife Habitat

The Project Site is in an established urban neighborhood. There are no wildlife habitats in or adjacent to the Project Site.

Chapter 5.0

Sustainable Design and Climate Change Preparedness

5.0 SUSTAINABLE DESIGN AND CLIMATE CHANGE PREPAREDNESS

5.1 Introduction

The Project will be designed to meet the requirements of Article 37 of the Code, and is targeting the LEED certification at the Silver level, and assessing the feasibility of achieving the Gold level. The design also considers the future impacts of climate change on the Project and the Project Site by increasing pervious surfaces, raising the first floor, and creating an energy efficient building, while also studying the potential for renewable energy production on-site.

5.2 Sustainable Design

To comply with Article 37 of the Code, the Proponent intends to measure the results of their sustainability initiatives using the framework of the LEED rating system. Building A, Building B, 575 Albany Street and the Gambro Building will be registered under the LEED NC v2009 (New Construction) pursuing a LEED Campus approach targeting LEED certification at the Silver level, and assessing the feasibility of achieving the Gold level.

A commitment to sustainability and environmental best practices is a main goal for the Proponent. The Project team will hold an early design charrette to align sustainability goals and roadmap credits with task responsibilities for the life-cycle of the LEED Campus project. This meeting will clearly define sustainability goals for the Project using a synergistic approach that will be applied to each facet of design development. Using LEED as a tool to bring together diverse team members who typically work in a more linear sequence, this design charrette will promote collaboration starting in the early stages of design development. Environmental goals, responsibilities, fees, and benchmarks will be coordinated and communicated clearly and consistently.

The preliminary LEED NC v2009 checklist is included at the end of this chapter, and illustrates an overview of the credits the Project anticipates achieving on a Campus / Master Site level, as well as on an individual building level within each LEED category: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation in Design. This is a preliminary evaluation of the LEED checklist, and applicable credits may change as the building design advances.

The Proponent's approach to each of the credit categories is described below.

Sustainable Sites

The Project Site is previously developed and located in the South End neighborhood of Boston, a dense urban area close to public transportation including multiple MBTA bus routes and the Silver Line. The Project will include bike racks consistent with BTD guidelines, and will have a transportation demand management program to help minimize

transportation impacts. Low-impact development strategies will be utilized to minimize and set monitoring in place to control construction pollution. A stormwater management plan will be implemented to ensure that the Project properly captures and infiltrates stormwater. Hardscape and roofing materials will be selected that minimize the heat island effect.

Water Efficiency

The Project will incorporate low-flow and high efficiency plumbing fixtures to reduce the amount of indoor potable water use by at least 30% compared to a baseline case. Strategies to reduce the amount of potable water used for irrigation will include using native or adapted plant species and an efficient irrigation system.

Energy and Atmosphere

The Proponent will do fundamental commissioning, fundamental refrigerant management, and due to the changes in the State Building Code will exceed the energy performance criteria. The building systems will be designed to optimize energy performance and reduce energy consumption consistent with energy requirements at the time the building permit is issued, which will be far more efficient than ASHRAE 90.1-2007. The Project team plans to optimize energy efficiency through an integrated approach to the building's envelope design and building systems. In all four buildings, the targeted lighting power density is expected to be below code minimums. The Project will be designed without the use of CFC or HCFC refrigerants. The Proponent will evaluate purchasing renewable energy certificates to offset building's energy use.

Materials and Resources

The Construction Manager (CM) team will develop and implement a Construction Waste Management plan for waste generation on site. The CM will endeavor to divert as much demolition debris and construction waste from area landfills as possible. Materials are anticipated to be selected that contain recycled and regional content to minimize embodied energy and other impacts associated with the extraction, processing, transport, maintenance, and disposal of building materials.

Indoor Environmental Quality

The Project team is committed to designing an indoor environment that provides a healthy quality of life for tenants and guests. Materials selected for the Project will be low-emitting. A construction Indoor Air Quality Management plan during construction and prior to occupancy will be developed. The building occupants will be provided a comfortable environment through controlled access to thermal comfort and lighting controls. The residential units are anticipated to optimize exposure to daylight and outdoor environment views.

Innovation in Design

The Project team has identified several potential Exemplary Performance credits that the Project may achieve. The Project team also anticipates achieving Innovation in Design criteria utilizing strategies that include but are not limited to green housekeeping procedures and reduced mercury levels in lighting.

Regional Priority Credits

Regional Priority Credits (RPC) are established LEED credits designated by the USGBC to have priority for a particular area of the country. When a project team achieves one of the designated RPCs, an additional credit is awarded to the project. The Project team anticipates achieving three RPCs for the following: SSc3, SSc7.1 and SS7.2.

5.3 Climate Change Resilience

The BRA requires that projects subject to Article 80, Large Project Review complete the Climate Change Preparedness Checklist. Climate change conditions considered include sea level rise, higher maximum and mean temperatures, more frequent and longer extreme heat events, more frequent and longer droughts, more severe rainfall events, and increased wind events.

The expected life of the Project is anticipated to be approximately 50 years. Therefore, the Proponent planned for climate change conditions projected at a 50 year time span. A copy of the completed checklist is included in Appendix E. Given the preliminary level of design, the responses are also preliminary and may be updated as the Project design progresses.

The Intergovernmental Panel on Climate Change (IPCC) has predicted that in Massachusetts the number of days with temperatures greater than 90°F will increase from the current five-to-twenty days annually, to thirty-to-sixty days annually[1]. The Project design will incorporate a number of measures to minimize the impact of high temperature events, including:

- New street trees;
- Significant new landscaped areas;
- Installing operable windows where possible; and
- High-albedo roofing materials to minimize the heat island effect.

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[1] IPCC (Intergovernmental Panel on Climate Change), 2007. Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K. B. Avery, M. Tignor, and H. L. Miller (eds.)]. Cambridge University Press, Cambridge, UK, and New York, 996 pp.

Energy modeling for the Project has not yet been completed; however, as indicated on the LEED Checklist, the Proponent will strive to reduce the Project's overall energy demand and GHG emissions that contribute to global warming. The Project's proposed TDM program will also help to lessen fossil fuel consumption.

Sea Level Rise

According to the IPCC, if the sea level continues to rise at historic rates, the sea level in Massachusetts as a whole will rise by one foot by the year 2100. However, using a high emissions scenario of climate change, sea level rise (SLR) could reach approximately six feet by 2100. As described in "Climate Change and Extreme Weather Vulnerability Assessments and Adaptation Options for the Central Artery" recently released by MassDOT (the "MassDOT Report"), "one of the challenges presented by the wide range of SLR projections is the inability to assign likelihood to any particular [SLR] scenario."[2] To be conservative, in the year 2070, SLR could be as high as approximately four feet, resulting in a mean higher high water (MHHW) level of approximately 15.2 feet Boston City Base (BCB).

Alone, MHHW of approximately 15.2 feet BCB would have no impact on the Project Site; however, as shown in the MassDOT Report, combined with storm surge at the right tide, flooding would be anticipated to occur at the Project Site.[3] The storms in the Boston area that could create these flood conditions would be Nor'easters and tropical storms. Currently, hurricanes occur less frequently than Nor'easters; however, in the future according to the MassDOT Report, it is anticipated that there will be roughly the same number of tropical storms impacting the Boston area as Nor'easters. In addition, the intensity of storms is anticipated to increase. The risks of each type of storm differ: hurricanes are typically shorter in duration, but are more intense and create a larger storm surge; Nor'easters are longer in duration, but create a smaller storm surge. For this reason, a hurricane would need to impact Boston within a short window to create flooding as shown in the MassDOT Report, while Nor'easters are more likely to create flooding given that they have a higher probability of impacting the area during the rising tide and high tide.

The MassDOT Report shows that by 2070, the Project Site is anticipated to have between a 1% and 10% annual chance of flooding by at least 2 inches. By 2070, the 100-year flood is anticipated to have a flood level between 1.0 to 1.5 feet across the Project Site.

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[2] Massachusetts Department of Transportation, et al. "MassDOT-FHWA Pilot Project Report: Climate Change and Extreme Weather Vulnerability Assessments and Adaptation Options for the Central Artery." November 2015.

[3] The MassDOT Report, funded by the Federal Highway Administration, studied the impact of sea level rise and future storm impacts related to climate change on the Central Artery in Boston. As part of this project, a hydrodynamic model was developed for Boston Harbor, including inland areas that cover portions of Boston, including the Project Site. This model is able to provide site-specific information about the risk of potential future flooding in the years 2030, 2070 and 2100 related to storm events, in particular Nor'easters and tropical cyclones (i.e., hurricanes).

To address the potential flooding impact, the Project is anticipated to be flood resistant up to approximately 1 to 1.5 feet above the ground level, systems located above the first floor, water-tight utility conduits, wastewater and stormwater backflow prevention, and resilient ground floor construction.

Rain Events

As a result of climate change, the Northeast is expected to experience more frequent and intense storms. To mitigate, the Proponent will take measures to minimize stormwater runoff and protect the Project's mechanical equipment. These measures include:

- New landscaped areas to increase stormwater infiltration compared to the existing site;
- Water tight utility conduits;
- Locating critical mechanical and electrical equipment at the highest elevation possible to prevent exposure to flood waters; and
- Wastewater and stormwater back flow prevention.

Drought Conditions

Under the high emissions scenario, the occurrence of droughts lasting one to three months could go up by as much as 75% over existing conditions by the end of the century. To minimize the Project's susceptibility to drought conditions, the landscape design is anticipated to incorporate native and adaptive plant materials and a reduction in potable water use for irrigation when compared to a mid-summer baseline. Aeration fixtures and appliances will be chosen for water conservation qualities, conserving potable water supplies.

LEED v2009 for New Construction

Harrison / Albany Block - Master Site: Building A, Building B, 575 Albany, Gambro
Boston, MA 02118
Certification Goal: Silver

VANDERWEIL

SUSTAINABLE SITES					Possible Points: 26	
MS	A	B	575	G		
	Y	Y	Y	Y	Prereq 1	Construction Activity Pollution Prevention
1					Credit 1	Site Selection
5					Credit 2	Development Density and Community Connectivity
1					Credit 3	Brownfield Redevelopment **(RP)**
6					Credit 4.1	Alternative Transportation - Public Transportation Access
	1	1	1	1	Credit 4.2	Alternative Transportation - Bicycle Storage and Changing Rooms
	3	3	3	3	Credit 4.3	Alternative Transportation - Low-Emitting and Fuel Efficient Vehicles
2					Credit 4.4	Alternative Transportation - Parking Capacity
	1	1	1	1	Credit 5.1	Site Development - Protect or Restore Habitat
	1	1	1	1	Credit 5.2	Site Development - Maximize Open Space
1					Credit 6.1	Stormwater Quantity Control **(RP)**
1					Credit 6.2	Stormwater Quality Control
1					Credit 7.1	Heat Island Reduction—Non-Roof **(RP)**
	1	1	1	1	Credit 7.2	Heat Island Reduction—Roof **(RP)**
1					Credit 8	Light Pollution Reduction

WATER EFFICIENCY					Possible Points: 10	
MS	A	B	575	G		
	Y	Y	Y	Y	Prereq 1	Water Use Reduction
2					Credit 1	Water Efficient Landscaping
	1	1	1	1	Credit 2	Innovative Wastewater Technologies
	2	2	2	2	Credit 3	Water Use Reduction

ENERGY & ATMOSPHERE					Possible Points: 35	
MS	A	B	575	G		
	Y	Y	Y	Y	Prereq 1	Fundamental Commissioning of Building Energy Systems
	Y	Y	Y	Y	Prereq 2	Minimum Energy Performance
	Y	Y	Y	Y	Prereq 3	Fundamental Refrigerant Management
	2	2	2	4	Credit 1	Optimize Energy Performance
	1	1	1	1	Credit 2	On-Site Renewable Energy **(RP)**
	2	2	2	2	Credit 3	Enhanced Commissioning
	2	2	2	2	Credit 4	Enhanced Refrigerant Management
	1	1	1	1	Credit 5	Measurement and Verification
	2	2	2	2	Credit 6	Green Power

MATERIALS & RESOURCES					Possible Points: 10	
MS	A	B	575	G		
	Y	Y	Y	Y	Prereq 1	Storage and Collection of Recyclables
	3	3	3	3	Credit 1.1	Building Reuse - Maintain Existing Walls, Floors and Roof **(RP)**
	1	1	1	1	Credit 1.2	Building Reuse - Maintain 50% of Interior Non-Structural Elements
2					Credit 2	Construction Waste Management
	2	2	2	2	Credit 3	Materials Reuse

MS = Master Site	Prereq/Credit achievement	Certification Levels	KEY
A = Building A	YES	Certified 40 to 49 points	
B = Building B	LIKELY	Silver 50 to 59 points	
575 = 575 Albany	UNLIKELY	Gold 60 to 79 points	
G = Gambro	NO	Platinum 80 to 110 points	

MATERIALS & RESOURCES - *continued*						
MS	A	B	575	G		
	1	1	1	1	Credit 4	Recycled Content
	1	1	1	1	Credit 5	Regional Materials
	1	1	1	1	Credit 6	Rapidly Renewable Materials
	1	1	1	1	Credit 7	Certified Wood

INDOOR ENVIRONMENTAL QUALITY					Possible Points: 15	
MS	A	B	575	G		
	Y	Y	Y	Y	Prereq 1	Minimum Indoor Air Quality Performance
	Y	Y	Y	Y	Prereq 2	Environmental Tobacco Smoke (ETS) Control
	1	1	1	1	Credit 1	Outdoor Air Delivery Monitoring
	1	1	1	1	Credit 2	Increased Ventilation
	1	1	1	1	Credit 3.1	Construction IAQ Management Plan - During Construction
	1	1	1	1	Credit 3.2	Construction IAQ Management Plan - Before Occupancy
1					Credit 4.1	Low-Emitting Materials - Adhesives and Sealants
1					Credit 4.2	Low-Emitting Materials - Paints and Coatings
1					Credit 4.3	Low-Emitting Materials - Flooring Systems
1					Credit 4.4	Low-Emitting Materials - Composite Wood and Agrifiber Products
	1	1	1	1	Credit 5	Indoor Chemical and Pollutant Source Control
	1	1	1	1	Credit 6.1	Controllability of Systems - Lighting
	1	1	1	1	Credit 6.2	Controllability of Systems - Thermal Comfort
	1	1	1	1	Credit 7.1	Thermal Comfort - Design
	1	1	1	1	Credit 7.2	Thermal Comfort - Verification
	1	1	1	1	Credit 8.1	Daylight and Views - Daylight
	1	1	1	1	Credit 8.2	Daylight and Views - Views

INNOVATION IN DESIGN					Possible Points: 6	
MS	A	B	575	G		
1					Credit 1.1	EP: SSc2 Development Density and Community Connectivity
1					Credit 1.2	EP: SSc4.1 Alternative Transportation - Public Transportation Access
	1	1	1	1	Credit 1.3	ID: Green Education
	1	1	1	1	Credit 1.4	ID: Green Housekeeping
	1	1	1	1	Credit 1.5	ID: Reduced Mercury in Lighting
	1	1	1	1	Credit 2	LEED® Accredited Professional

REGIONAL PRIORITY					Possible Points: 4	
MS	A	B	575	G		
1					Credit 1.1	SSc3 Brownfield Redevelopment
1					Credit 1.2	SSc6.1 Stormwater Design - Quantity Control
1					Credit 1.3	SSc7.1 Heat Island Reduction—Non-Roof
	1	1	1	1	Credit 1.4	SSc7.2 Heat Island Reduction—Roof
	1	1	1	1		EAc2 Onsite Renewable Energy, 1% Offset
	1	1	1	1		MRc1.1 Building Reuse - Maintain Existing, 75%

24	8	4	**Master Site points**
29	7	5	**Building A and Building B points**
26	8	4	**575 Albany Building points**
28	8	4	**Gambro Building points**
53	15	9	**TOTALS for Building A and Building B w/ Master Site points**
50	16	8	**TOTALS for 575 Albany Building w/ Master Site points**
52	16	8	**TOTALS for Gambro Building w/ Master Site points**

**pre-certification estimates, totals are subject to change*

LEED v2009 for New Construction

Harrison / Albany Block - Master Site: Building A, Building B, 575 Albany, Gambro
Boston, MA 02118
Certification Goal: Silver

MASTER SITE

13	3	3	3	SUSTAINABLE SITES	Possible Points: 26
Y	L	UL	N		
				Prereq 1	Construction Activity Pollution Prevention
1				Credit 1	Site Selection
5				Credit 2	Development Density and Community Connectivity **(EP)**
	1			Credit 3	Brownfield Redevelopment **(RP)**
6				Credit 4.1	Alternative Transportation - Public Transportation Access **(EP)**
				Credit 4.2	Alternative Transportation - Bicycle Storage and Changing Rooms
				Credit 4.3	Alternative Transportation - Low-Emitting and Fuel Efficient Vehicles
	2			Credit 4.4	Alternative Transportation - Parking Capacity
			1	Credit 5.1	Site Development - Protect or Restore Habitat
			1	Credit 5.2	Site Development - Maximize Open Space
		1		Credit 6.1	Stormwater Quantity Control **(RP)**
		1		Credit 6.2	Stormwater Quality Control
1				Credit 7.1	Heat Island Reduction—Non-Roof **(RP)**
			1	Credit 7.2	Heat Island Reduction—Roof **(RP)**
		1		Credit 8	Light Pollution Reduction

2	0	0	8	WATER EFFICIENCY	Possible Points: 10
Y	L	UL	N		
				Prereq 1	Water Use Reduction
2			2	Credit 1	Water Efficient Landscaping
			2	Credit 2	Innovative Wastewater Technologies
			4	Credit 3	Water Use Reduction

0	0	0	35	ENERGY & ATMOSPHERE	Possible Points: 35
Y	L	NL	N		
				Prereq 1	Fundamental Commissioning of Building Energy Systems
				Prereq 2	Minimum Energy Performance
				Prereq 3	Fundamental Refrigerant Management
			19	Credit 1	Optimize Energy Performance
			7	Credit 2	On-Site Renewable Energy **(RP)**
			2	Credit 3	Enhanced Commissioning
			2	Credit 4	Enhanced Refrigerant Management
			3	Credit 5	Measurement and Verification
			2	Credit 6	Green Power

2	0	0	12	MATERIALS & RESOURCES	Possible Points: 10
Y	L	UL	N		
				Prereq 1	Storage and Collection of Recyclables
			3	Credit 1.1	Building Reuse - Maintain Existing Walls, Floors and Roof **(RP)**
			1	Credit 1.2	Building Reuse - Maintain 50% of Interior Non-Structural Elements
2				Credit 2	Construction Waste Management
			2	Credit 3	Materials Reuse

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Y	L	UL	N	MATERIALS & RESOURCES - *continued*	
			2	Credit 4	Recycled Content
			2	Credit 5	Regional Materials
			1	Credit 6	Rapidly Renewable Materials
			1	Credit 7	Certified Wood

4	0	0	11	INDOOR ENVIRONMENTAL QUALITY	Possible Points: 15
Y	L	UL	N		
				Prereq 1	Minimum Indoor Air Quality Performance
				Prereq 2	Environmental Tobacco Smoke (ETS) Control
			1	Credit 1	Outdoor Air Delivery Monitoring
			1	Credit 2	Increased Ventilation
			1	Credit 3.1	Construction IAQ Management Plan - During Construction
			1	Credit 3.2	Construction IAQ Management Plan - Before Occupancy
1				Credit 4.1	Low-Emitting Materials - Adhesives and Sealants
1				Credit 4.2	Low-Emitting Materials - Paints and Coatings
1				Credit 4.3	Low-Emitting Materials - Flooring Systems
1				Credit 4.4	Low-Emitting Materials - Composite Wood and Agrifiber Products
			1	Credit 5	Indoor Chemical and Pollutant Source Control
			1	Credit 6.1	Controllability of Systems - Lighting
			1	Credit 6.2	Controllability of Systems - Thermal Comfort
			1	Credit 7.1	Thermal Comfort - Design
			1	Credit 7.2	Thermal Comfort - Verification
			1	Credit 8.1	Daylight and Views - Daylight
			1	Credit 8.2	Daylight and Views - Views

2	0	0	4	INNOVATION IN DESIGN	Possible Points: 6
Y	L	UL	N		
1				Credit 1.1	EP: SSc2 Development Density and Community Connectivity **(MS)**
1				Credit 1.2	EP: SSc4.1 Alternative Transportation - Public Transportation Access **(MS)**
			1	Credit 1.3	ID: Green Education
			1	Credit 1.4	ID: Green Housekeeping
			1	Credit 1.5	ID: Reduced Mercury in Lighting
			1	Credit 2	LEED® Accredited Professional

1	1	1	1	REGIONAL PRIORITY	Possible Points: 4
Y	L	UL	N		
	1			Credit 1.1	SSc3 Brownfield Redevelopment
		1		Credit 1.2	SSc6.1 Stormwater Design - Quantity Control
1				Credit 1.3	SSc7.1 Heat Island Reduction—Non-Roof
			1	Credit 1.4	SSc7.2 Heat Island Reduction—Roof
			X		EAc2 Onsite Renewable Energy, 1% Offset
			X		MRc1.1 Building Reuse - Maintain Existing, 75%

Y	L	UL	N	
28	4	4	74	**Master Site points**

**pre-certification estimates, totals are subject to change*

LEED v2009 for New Construction
Harrison / Albany Block
Boston, MA 02118
Certification Goal: Silver

KEY	Prereq/Credit achievement	Certification Levels
	YES	Certified 40 to 49 points
	LIKELY	Silver 50 to 59 points
	UNLIKELY	Gold 60 to 79 points
	NO	Platinum 80 to 110 points

BUILDING A - RESIDENTIAL / RETAIL

Y	L	UL	N	SUSTAINABLE SITES — Possible Points: 26	
7	0	0	0		
Y	L	UL	N		
Y				Prereq 1	Construction Activity Pollution Prevention
				Credit 1	Site Selection
				Credit 2	Development Density and Community Connectivity
				Credit 3	Brownfield Redevelopment **(RP)**
				Credit 4.1	Alternative Transportation - Public Transportation Access
1				Credit 4.2	Alternative Transportation - Bicycle Storage and Changing Rooms
3				Credit 4.3	Alternative Transportation - Low-Emitting and Fuel Efficient Vehicles
				Credit 4.4	Alternative Transportation - Parking Capacity
1				Credit 5.1	Site Development - Protect or Restore Habitat
1				Credit 5.2	Site Development - Maximize Open Space
				Credit 6.1	Stormwater Quantity Control **(RP)**
				Credit 6.2	Stormwater Quality Control
				Credit 7.1	Heat Island Reduction—Non-Roof **(RP)**
1				Credit 7.2	Heat Island Reduction—Roof **(RP)**
				Credit 8	Light Pollution Reduction

Y	L	UL	N	WATER EFFICIENCY — Possible Points: 10	
2	0	0	2		
Y	L	UL	N		
Y				Prereq 1	Water Use Reduction
				Credit 1	Water Efficient Landscaping
			2	Credit 2	Innovative Wastewater Technologies
2				Credit 3	Water Use Reduction

Y	L	UL	N	ENERGY & ATMOSPHERE — Possible Points: 35	
5	5	3	13		
Y	L	UL	N		
Y				Prereq 1	Fundamental Commissioning of Building Energy Systems
Y				Prereq 2	Minimum Energy Performance
Y				Prereq 3	Fundamental Refrigerant Management
2	1	2	11	Credit 1	Optimize Energy Performance
		1		Credit 2	On-Site Renewable Energy **(RP)**
2				Credit 3	Enhanced Commissioning
	2			Credit 4	Enhanced Refrigerant Management
1			2	Credit 5	Measurement and Verification
	2			Credit 6	Green Power

Y	L	UL	N	MATERIALS & RESOURCES — Possible Points: 10	
4	2	1	7		
Y	L	UL	N		
Y				Prereq 1	Storage and Collection of Recyclables
			3	Credit 1.1	Building Reuse - Maintain Existing Walls, Floors and Roof **(RP)**
			1	Credit 1.2	Building Reuse - Maintain 50% of Interior Non-Structural Elements
2				Credit 2	Construction Waste Management
			2	Credit 3	Materials Reuse

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Y	L	UL	N	MATERIALS & RESOURCES - *continued*	
1	1			Credit 4	Recycled Content
1	1			Credit 5	Regional Materials
			1	Credit 6	Rapidly Renewable Materials
		1		Credit 7	Certified Wood

Y	L	UL	N	INDOOR ENVIRONMENTAL QUALITY — Possible Points: 15	
6	1	2	2		
Y	L	UL	N		
Y				Prereq 1	Minimum Indoor Air Quality Performance
Y				Prereq 2	Environmental Tobacco Smoke (ETS) Control
1				Credit 1	Outdoor Air Delivery Monitoring
			1	Credit 2	Increased Ventilation
1				Credit 3.1	Construction IAQ Management Plan - During Construction
		1		Credit 3.2	Construction IAQ Management Plan - Before Occupancy
				Credit 4.1	Low-Emitting Materials - Adhesives and Sealants
				Credit 4.2	Low-Emitting Materials - Paints and Coatings
				Credit 4.3	Low-Emitting Materials - Flooring Systems
				Credit 4.4	Low-Emitting Materials - Composite Wood and Agrifiber Products
1				Credit 5	Indoor Chemical and Pollutant Source Control
1				Credit 6.1	Controllability of Systems - Lighting
1				Credit 6.2	Controllability of Systems - Thermal Comfort
1				Credit 7.1	Thermal Comfort - Design
			1	Credit 7.2	Thermal Comfort - Verification
		1		Credit 8.1	Daylight and Views - Daylight
	1			Credit 8.2	Daylight and Views - Views

Y	L	UL	N	INNOVATION IN DESIGN — Possible Points: 6	
4	0	0	0		
Y	L	UL	N		
				Credit 1.1	EP: SSc2 Development Density and Community Connectivity **(MS)**
				Credit 1.2	EP: SSc4.1 Alternative Transportation - Public Transportation Access **(MS)**
1				Credit 1.3	ID: Green Education
1				Credit 1.4	ID: Green Housekeeping
1				Credit 1.5	ID: Reduced Mercury in Lighting
1				Credit 2	LEED® Accredited Professional

Y	L	UL	N	REGIONAL PRIORITY — Possible Points: 4	
1	0	1	0		
Y	L	UL	N		
				Credit 1.1	SSc3 Brownfield Redevelopment
				Credit 1.2	SSc6.1 Stormwater Design - Quantity Control
				Credit 1.3	SSc7.1 Heat Island Reduction—Non-Roof
1				Credit 1.4	SSc7.2 Heat Island Reduction—Roof
		1			EAc2 Onsite Renewable Energy, 1% Offset
					MRc1.1 Building Reuse - Maintain Existing, 75%

Y	L	UL	N	
29	8	7	24	**Building A points**
24	8	4		**Master Site points**
53	16	11	24	**TOTALS combined**

**pre-certification estimates, totals are subject to change*

LEED v2009 for New Construction
Harrison / Albany Block
Boston, MA 02118
Certification Goal: Silver

KEY	Prereq/Credit achievement	Certification Levels
	YES	Certified 40 to 49 points
	LIKELY	Silver 50 to 59 points
	UNLIKELY	Gold 60 to 79 points
	NO	Platinum 80 to 110 points

BUILDING B - RESIDENTIAL / RETAIL

Y	L	UL	N	SUSTAINABLE SITES — Possible Points: 26	
7	0	0	0		
Y	L	UL	N		
Y				Prereq 1	Construction Activity Pollution Prevention
				Credit 1	Site Selection
				Credit 2	Development Density and Community Connectivity
				Credit 3	Brownfield Redevelopment **(RP)**
				Credit 4.1	Alternative Transportation - Public Transportation Access
1				Credit 4.2	Alternative Transportation - Bicycle Storage and Changing Rooms
3				Credit 4.3	Alternative Transportation - Low-Emitting and Fuel Efficient Vehicles
				Credit 4.4	Alternative Transportation - Parking Capacity
1				Credit 5.1	Site Development - Protect or Restore Habitat
1				Credit 5.2	Site Development - Maximize Open Space
				Credit 6.1	Stormwater Quantity Control **(RP)**
				Credit 6.2	Stormwater Quality Control
				Credit 7.1	Heat Island Reduction—Non-Roof **(RP)**
1				Credit 7.2	Heat Island Reduction—Roof **(RP)**
				Credit 8	Light Pollution Reduction

Y	L	UL	N	WATER EFFICIENCY — Possible Points: 10	
2	0	0	2		
Y	L	UL	N		
Y				Prereq 1	Water Use Reduction
				Credit 1	Water Efficient Landscaping
			2	Credit 2	Innovative Wastewater Technologies
2				Credit 3	Water Use Reduction

Y	L	UL	N	ENERGY & ATMOSPHERE — Possible Points: 35	
5	5	3	13		
Y	L	UL	N		
Y				Prereq 1	Fundamental Commissioning of Building Energy Systems
Y				Prereq 2	Minimum Energy Performance
Y				Prereq 3	Fundamental Refrigerant Management
2	1	2	11	Credit 1	Optimize Energy Performance
		1		Credit 2	On-Site Renewable Energy **(RP)**
2				Credit 3	Enhanced Commissioning
	2			Credit 4	Enhanced Refrigerant Management
1			2	Credit 5	Measurement and Verification
	2			Credit 6	Green Power

Y	L	UL	N	MATERIALS & RESOURCES — Possible Points: 10	
4	2	1	7		
Y	L	UL	N		
Y				Prereq 1	Storage and Collection of Recyclables
			3	Credit 1.1	Building Reuse - Maintain Existing Walls, Floors and Roof **(RP)**
			1	Credit 1.2	Building Reuse - Maintain 50% of Interior Non-Structural Elements
2				Credit 2	Construction Waste Management
			2	Credit 3	Materials Reuse

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Y	L	UL	N	MATERIALS & RESOURCES - *continued*	
1	1			Credit 4	Recycled Content
1	1			Credit 5	Regional Materials
			1	Credit 6	Rapidly Renewable Materials
		1		Credit 7	Certified Wood

Y	L	UL	N	INDOOR ENVIRONMENTAL QUALITY — Possible Points: 15	
6	1	2	2		
Y	L	UL	N		
Y				Prereq 1	Minimum Indoor Air Quality Performance
Y				Prereq 2	Environmental Tobacco Smoke (ETS) Control
1				Credit 1	Outdoor Air Delivery Monitoring
			1	Credit 2	Increased Ventilation
1				Credit 3.1	Construction IAQ Management Plan - During Construction
		1		Credit 3.2	Construction IAQ Management Plan - Before Occupancy
				Credit 4.1	Low-Emitting Materials - Adhesives and Sealants
				Credit 4.2	Low-Emitting Materials - Paints and Coatings
				Credit 4.3	Low-Emitting Materials - Flooring Systems
				Credit 4.4	Low-Emitting Materials - Composite Wood and Agrifiber Products
1				Credit 5	Indoor Chemical and Pollutant Source Control
1				Credit 6.1	Controllability of Systems - Lighting
1				Credit 6.2	Controllability of Systems - Thermal Comfort
1				Credit 7.1	Thermal Comfort - Design
			1	Credit 7.2	Thermal Comfort - Verification
		1		Credit 8.1	Daylight and Views - Daylight
	1			Credit 8.2	Daylight and Views - Views

Y	L	UL	N	INNOVATION IN DESIGN — Possible Points: 6	
4	0	0	0		
Y	L	UL	N		
				Credit 1.1	EP: SSc2 Development Density and Community Connectivity **(MS)**
				Credit 1.2	EP: SSc4.1 Alternative Transportation - Public Transportation Access **(MS)**
1				Credit 1.3	ID: Green Education
1				Credit 1.4	ID: Green Housekeeping
1				Credit 1.5	ID: Reduced Mercury in Lighting
1				Credit 2	LEED® Accredited Professional

Y	L	UL	N	REGIONAL PRIORITY — Possible Points: 4	
1	0	1	0		
Y	L	UL	N		
				Credit 1.1	SSc3 Brownfield Redevelopment
				Credit 1.2	SSc6.1 Stormwater Design - Quantity Control
				Credit 1.3	SSc7.1 Heat Island Reduction—Non-Roof
1				Credit 1.4	SSc7.2 Heat Island Reduction—Roof
		1			EAc2 Onsite Renewable Energy, 1% Offset
					MRc1.1 Building Reuse - Maintain Existing, 75%

Y	L	UL	N	
29	8	7	24	**Building B points**
24	8	4		**Master Site points**
53	16	11	24	**TOTALS combined**

**pre-certification estimates, totals are subject to change*

LEED v2009 for New Construction
Harrison / Albany Block
Boston, MA 02118
Certification Goal: Silver

KEY	Prereq/Credit achievement	Certification Levels
	YES	Certified 40 to 49 points
	LIKELY	Silver 50 to 59 points
	UNLIKELY	Gold 60 to 79 points
	NO	Platinum 80 to 110 points

575 ALBANY - OFFICE / RETAIL

Y	L	UL	N	SUSTAINABLE SITES — Possible Points: 26	
Y				Prereq 1	Construction Activity Pollution Prevention
				Credit 1	Site Selection
				Credit 2	Development Density and Community Connectivity
				Credit 3	Brownfield Redevelopment **(RP)**
				Credit 4.1	Alternative Transportation - Public Transportation Access
	1			Credit 4.2	Alternative Transportation - Bicycle Storage and Changing Rooms
	3			Credit 4.3	Alternative Transportation - Low-Emitting and Fuel Efficient Vehicles
				Credit 4.4	Alternative Transportation - Parking Capacity
1				Credit 5.1	Site Development - Protect or Restore Habitat
1				Credit 5.2	Site Development - Maximize Open Space
				Credit 6.1	Stormwater Quantity Control **(RP)**
				Credit 6.2	Stormwater Quality Control
				Credit 7.1	Heat Island Reduction—Non-Roof **(RP)**
1				Credit 7.2	Heat Island Reduction—Roof **(RP)**
				Credit 8	Light Pollution Reduction

Y	L	UL	N	WATER EFFICIENCY — Possible Points: 10	
Y				Prereq 1	Water Use Reduction
				Credit 1	Water Efficient Landscaping
			2	Credit 2	Innovative Wastewater Technologies
2				Credit 3	Water Use Reduction

Y	L	UL	N	ENERGY & ATMOSPHERE — Possible Points: 35	
Y				Prereq 1	Fundamental Commissioning of Building Energy Systems
Y				Prereq 2	Minimum Energy Performance
Y				Prereq 3	Fundamental Refrigerant Management
2	1	2	11	Credit 1	Optimize Energy Performance
		1		Credit 2	On-Site Renewable Energy **(RP)**
2				Credit 3	Enhanced Commissioning
	2			Credit 4	Enhanced Refrigerant Management
1			2	Credit 5	Measurement and Verification
	2			Credit 6	Green Power

Y	L	UL	N	MATERIALS & RESOURCES — Possible Points: 10	
Y				Prereq 1	Storage and Collection of Recyclables
			3	Credit 1.1	Building Reuse - Maintain Existing Walls, Floors and Roof **(RP)**
			1	Credit 1.2	Building Reuse - Maintain 50% of Interior Non-Structural Elements
2				Credit 2	Construction Waste Management
			2	Credit 3	Materials Reuse

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Y	L	UL	N	MATERIALS & RESOURCES - *continued*	
1	1			Credit 4	Recycled Content
1	1			Credit 5	Regional Materials
			1	Credit 6	Rapidly Renewable Materials
		1		Credit 7	Certified Wood

Y	L	UL	N	INDOOR ENVIRONMENTAL QUALITY — Possible Points: 15	
Y				Prereq 1	Minimum Indoor Air Quality Performance
Y				Prereq 2	Environmental Tobacco Smoke (ETS) Control
1				Credit 1	Outdoor Air Delivery Monitoring
			1	Credit 2	Increased Ventilation
1				Credit 3.1	Construction IAQ Management Plan - During Construction
		1		Credit 3.2	Construction IAQ Management Plan - Before Occupancy
				Credit 4.1	Low-Emitting Materials - Adhesives and Sealants
				Credit 4.2	Low-Emitting Materials - Paints and Coatings
				Credit 4.3	Low-Emitting Materials - Flooring Systems
				Credit 4.4	Low-Emitting Materials - Composite Wood and Agrifiber Products
1				Credit 5	Indoor Chemical and Pollutant Source Control
1				Credit 6.1	Controllability of Systems - Lighting
1				Credit 6.2	Controllability of Systems - Thermal Comfort
1				Credit 7.1	Thermal Comfort - Design
1				Credit 7.2	Thermal Comfort - Verification
		1		Credit 8.1	Daylight and Views - Daylight
	1			Credit 8.2	Daylight and Views - Views

Y	L	UL	N	INNOVATION IN DESIGN — Possible Points: 6	
				Credit 1.1	EP: SSc2 Development Density and Community Connectivity **(MS)**
				Credit 1.2	EP: SSc4.1 Alternative Transportation - Public Transportation Access **(MS)**
1				Credit 1.3	ID: Green Education
1				Credit 1.4	ID: Green Housekeeping
1				Credit 1.5	ID: Reduced Mercury in Lighting
1				Credit 2	LEED® Accredited Professional

Y	L	UL	N	REGIONAL PRIORITY — Possible Points: 4	
				Credit 1.1	SSc3 Brownfield Redevelopment
				Credit 1.2	SSc6.1 Stormwater Design - Quantity Control
				Credit 1.3	SSc7.1 Heat Island Reduction—Non-Roof
1				Credit 1.4	SSc7.2 Heat Island Reduction—Roof
		1			EAc2 Onsite Renewable Energy, 1% Offset
					MRc1.1 Building Reuse - Maintain Existing, 75%

Y	L	UL	N	
26	12	7	23	575 Albany points
24	8	4		Master Site points
50	20	11	23	TOTALS combined

**pre-certification estimates, totals are subject to change*

LEED v2009 for New Construction
Harrison / Albany Block
Boston, MA 02118
Certification Goal: Silver

KEY	Prereq/Credit achievement	Certification Levels
	YES	Certified 40 to 49 points
	LIKELY	Silver 50 to 59 points
	UNLIKELY	Gold 60 to 79 points
	NO	Platinum 80 to 110 points

GAMBRO BUILDING - OFFICE / RETAIL

Y	L	UL	N	SUSTAINABLE SITES — Possible Points: 26	
Y				Prereq 1	Construction Activity Pollution Prevention
				Credit 1	Site Selection
				Credit 2	Development Density and Community Connectivity
				Credit 3	Brownfield Redevelopment **(RP)**
				Credit 4.1	Alternative Transportation - Public Transportation Access
	1			Credit 4.2	Alternative Transportation - Bicycle Storage and Changing Rooms
	3			Credit 4.3	Alternative Transportation - Low-Emitting and Fuel Efficient Vehicles
				Credit 4.4	Alternative Transportation - Parking Capacity
1				Credit 5.1	Site Development - Protect or Restore Habitat
1				Credit 5.2	Site Development - Maximize Open Space
				Credit 6.1	Stormwater Quantity Control **(RP)**
				Credit 6.2	Stormwater Quality Control
				Credit 7.1	Heat Island Reduction—Non-Roof **(RP)**
1				Credit 7.2	Heat Island Reduction—Roof **(RP)**
				Credit 8	Light Pollution Reduction

Y	L	UL	N	WATER EFFICIENCY — Possible Points: 10	
Y				Prereq 1	Water Use Reduction
				Credit 1	Water Efficient Landscaping
			2	Credit 2	Innovative Wastewater Technologies
2				Credit 3	Water Use Reduction

Y	L	UL	N	ENERGY & ATMOSPHERE — Possible Points: 35	
Y				Prereq 1	Fundamental Commissioning of Building Energy Systems
Y				Prereq 2	Minimum Energy Performance
Y				Prereq 3	Fundamental Refrigerant Management
4		1	12	Credit 1	Optimize Energy Performance
		1		Credit 2	On-Site Renewable Energy **(RP)**
2				Credit 3	Enhanced Commissioning
	2			Credit 4	Enhanced Refrigerant Management
1			2	Credit 5	Measurement and Verification
	2			Credit 6	Green Power

Y	L	UL	N	MATERIALS & RESOURCES — Possible Points: 10	
Y				Prereq 1	Storage and Collection of Recyclables
			3	Credit 1.1	Building Reuse - Maintain Existing Walls, Floors and Roof **(RP)**
			1	Credit 1.2	Building Reuse - Maintain 50% of Interior Non-Structural Elements
2				Credit 2	Construction Waste Management
			2	Credit 3	Materials Reuse

VANDERWEIL

Y	L	UL	N	MATERIALS & RESOURCES - *continued*	
1	1			Credit 4	Recycled Content
1	1			Credit 5	Regional Materials
			1	Credit 6	Rapidly Renewable Materials
		1		Credit 7	Certified Wood

Y	L	UL	N	INDOOR ENVIRONMENTAL QUALITY — Possible Points: 15	
Y				Prereq 1	Minimum Indoor Air Quality Performance
Y				Prereq 2	Environmental Tobacco Smoke (ETS) Control
1				Credit 1	Outdoor Air Delivery Monitoring
			1	Credit 2	Increased Ventilation
1				Credit 3.1	Construction IAQ Management Plan - During Construction
		1		Credit 3.2	Construction IAQ Management Plan - Before Occupancy
				Credit 4.1	Low-Emitting Materials - Adhesives and Sealants
				Credit 4.2	Low-Emitting Materials - Paints and Coatings
				Credit 4.3	Low-Emitting Materials - Flooring Systems
				Credit 4.4	Low-Emitting Materials - Composite Wood and Agrifiber Products
1				Credit 5	Indoor Chemical and Pollutant Source Control
1				Credit 6.1	Controllability of Systems - Lighting
1				Credit 6.2	Controllability of Systems - Thermal Comfort
1				Credit 7.1	Thermal Comfort - Design
1				Credit 7.2	Thermal Comfort - Verification
		1		Credit 8.1	Daylight and Views - Daylight
	1			Credit 8.2	Daylight and Views - Views

Y	L	UL	N	INNOVATION IN DESIGN — Possible Points: 6	
				Credit 1.1	EP: SSc2 Development Density and Community Connectivity **(MS)**
				Credit 1.2	EP: SSc4.1 Alternative Transportation - Public Transportation Access **(MS)**
1				Credit 1.3	ID: Green Education
1				Credit 1.4	ID: Green Housekeeping
1				Credit 1.5	ID: Reduced Mercury in Lighting
1				Credit 2	LEED® Accredited Professional

Y	L	UL	N	REGIONAL PRIORITY — Possible Points: 4	
				Credit 1.1	SSc3 Brownfield Redevelopment
				Credit 1.2	SSc6.1 Stormwater Design - Quantity Control
				Credit 1.3	SSc7.1 Heat Island Reduction—Non-Roof
1				Credit 1.4	SSc7.2 Heat Island Reduction—Roof
		1			EAc2 Onsite Renewable Energy, 1% Offset
					MRc1.1 Building Reuse - Maintain Existing, 75%

Y	L	UL	N	
28	11	6	24	Gambro points
24	8	4		Master Site points
52	19	10	24	TOTALS combined

**pre-certification estimates, totals are subject to change*

Chapter 6.0

Urban Design

6.0 URBAN DESIGN

6.1 Design Goals and Context

6.1.1 Harrison Albany Corridor Strategic Plan

In 2008, the City recommended that a strategic vision be developed for the industrial section of the South End in order to manage its inevitable growth. The Harrison Albany Corridor Strategic Plan (the Plan), released in June of 2012, was the culmination of that vision providing a guideline for zoning and redevelopment of the area. The Plan has divided the overall area into four sub-areas, which include the New York Streets, SOWA, the Back Streets, and the Medical area (see Figure 6-1).

6.1.1.1 New York Streets

The New York Streets sub-area is the northernmost portion of the Plan. There has been significant active and proposed development activity in recent years, including the Ink Block, Troy, 345 Harrison Avenue, and 80 East Berkeley Street.

The Ink Block includes a five- to eight-story mixed-use development with a Whole Foods Market, ground floor retail and apartments above. The project represents the first phase of development of the New York Streets and has successfully utilized the untapped potential of the area. Troy includes a 19-story apartment building that is sharing in the success of the transitioning area. 345 Harrison Avenue is an apartment building with retail on the ground floor that is currently under construction. 80 East Berkeley Street is an 11-story office building with ground floor retail.

6.1.1.2 SOWA

The South of Washington "SOWA" sub-area is perhaps the most vibrant portion of the area, with a longer history and deeper roots than some of the other areas. Many of the industrial buildings have been converted into lofts, which has helped define the Harrison Avenue Creative Use Corridor. Events such as First Friday and the SOWA Art Walk have sprung up in recent years, further defining this sub-area as a creative district. SOWA has a strong urban fabric and sense of place. Some recent projects in the SOWA neighborhood include 600 Harrison Avenue and 477-481 Harrison Avenue.

6.1.1.3 Back Streets

The Project is located in the Back Streets sub-area of the Plan, which is located between the SOWA and Medical sub-areas. The Back Streets is the most distressed area, in that it has some significant gaps in its urban fabric with several surface parking lots in lieu of buildings.

6.1.1.4 Medical Area

The final sub-area is the Medical area, home to the Boston Medical Center and Boston University Medical Campus. This area is successful as a medical and academic hub, and has been a catalyst for new development in the surrounding area.

6.2 Evolution of Design

During the conceptual design and master planning of the Project, the Project team outlined several goals as follows:

- Create a signature transformative development in the center of the Harrison Albany Corridor;
- Create a vibrant mixed-use, residential community;
- Create leafy residential scale streets;
- Provide open space;
- Blend with the character of the neighborhood; and
- Expand SOWA's thriving Creative Use Corridor into the Back Streets neighborhood with a live/work community that focuses on creative uses and possibly art galleries.

6.2.1 A Signature Transformative Development

Located between a thriving creative community and a busy medical campus, the underutilized site has the potential to be the centerpiece that connects the two areas, providing continuity from the New York Streets area to the Medical area. The Project will be a catalyst for the Back Streets area, spearheading the transition from parking lots and disjointed urban fabric to a thriving neighborhood.

6.2.2 A Vibrant, Mixed-Use, Residential Community

With the Mayor's housing production goals, proximity to Boston University Medical Campus and Boston Medical Center, and recent success in the area, a primarily residential development was determined to be the most appropriate to revitalize the underutilized site.

Initially, the team proposed a 200 foot building, which exceeded the zoning height restriction of 120 feet, in order to meet the allowable density for the site. With feedback from the community, the development team has brought the height down to be fully compliant with the site's zoning.

Harrison Albany Block **Boston, Massachusetts**

cbt

Figure 6-1

Harrison Albany Corridor Strategic Plan Sub-areas

6.2.3 Blend with the Character of the Neighborhood

Along East Canton Street, the buildings step down well below 120 feet to acknowledge the rhythm and scale of the existing housing. The Project includes a contemporary design to unite the architectural expression of the overall Project, while also being sensitive to the existing surrounding buildings (see Figure 6-2). Stepping back the overall mass of the building and using materials and scale that are relevant to the East Canton Street environment complements and enriches the streetscape.

Along East Dedham Street, the lower levels of the new buildings are at a pedestrian scale that is maintained by setting back the tower portion and using materials that blend with the historic context at both ends of the site. Building A responds to the existing fabric of 575 Albany Street, and Building B drops down to pick up cues from the existing Gambro building. These moves provide an interesting variety of scale along East Dedham Street. Along Harrison Avenue, the addition to the Gambro building is the most prominent feature from key urban vantage points in the South End, while the 575 Albany Street building, with addition, marks the Project Site from distant views along I-93 and neighborhoods to the south, adding to the identity of the Harrison Albany Corridor.

6.2.4 Expand SOWA's Thriving Creative Use Corridor into the Back Streets Neighborhood

The Project acknowledges the importance of the corner of East Dedham Street and Harrison Avenue as a visual connection to the Project, as well as an opportunity to fill in the urban fabric of the historic South End while providing a connection to the SOWA district through ground floor retail and gallery space. This connection creates an attractive and welcoming retail space that adds to the character and context of the surrounding area. From East Dedham Street to Albany Street, the building uses landscaping, materials, and building form to scale the Project to the pedestrian experience. The natural progression helps blend the Project with its context while improving the quality of the overall urban experience.

6.2.5 Provide Open Space

The design of the Project maintains significant open space and pedestrian connections through the Project Site, totaling more than 20% of the Project Site. Mid-block between East Dedham Street and Canton Street is a new pedestrian plaza space with retail and cultural space along both sides. This plaza connects to a pedestrian green space with residential units on both sides creating a vibrant space for residents and neighbors.

In addition to this prominent open space, the Project includes two smaller courtyards for residents that are more intimate in nature, and although visually connected to the surroundings, will provide quieter spaces.

Harrison Albany Block Boston, Massachusetts

cbt

Figure 6-2
Aerial View from South

6.3 Materials

The design and materials of the new construction have been chosen with respect to the existing patterns, scale, and materials within the adjacent and surrounding South End neighborhood. Though new and distinct, the Project will maintain continuity with its surroundings, celebrate the area's industrial history and respect the nature of the South End (see Figure 6-3). The Project adds a modern sensibility through a juxtaposition of precast and glass with masonry. The use of some warmer materials creates a softer transition into the neighborhood. The large windows provide a modern interpretation of the area's character and will instill a sense of lightness to the building. The lower portions of Buildings A and B will use materials similar in color to the Gambro Building and 575 Albany Street, while the materials within the taller portions of Buildings A and B will be lighter. The tonality change along with the introduction of metal and glass in some corners will help soften and blend the Project into the surrounding neighborhood. The design and tonality will honor the neighborhood's transformation with an understated elegance that heightens, but does not compete with the existing and industrial urban fabric of the South End.

6.4 Corridors

The Plan identifies three major corridors: The Washington Street Retail Corridor, Harrison Avenue Creative Use Corridor, and the Albany Street Wholesale/Medical Corridor. The Project Site is bordered by the Harrison Avenue (Creative Use) and Albany Street (Wholesale/Medical) corridors.

6.4.1 Harrison Albany Creative Use Corridor

The goal of the Creative Use Corridor is to maintain and encourage the creative economy uses that are occupying many of the area buildings: art galleries, artist work space, architecture studios, and other small businesses. As previously mentioned, the SOWA neighborhood is the epicenter of this activity with the Art Walk in the summer, and open air markets and food carts popping up throughout the area. The Project intends to continue this Corridor with retail uses and open space that complement the existing Creative Use Corridor in the South End.

6.4.2 Albany Street Wholesale/Medical Use Corridor

The Albany Street Wholesale/Medical Use Corridor is a mixture of medical, labs and wholesale uses like the Flower Exchange. The renovation of 575 Albany Street will include complementary uses to continue this Corridor through the Project Site.

6.4.3 Washington Street Retail Corridor

The active ground floors and lively, mixed-use character of the Washington Street Retail Corridor reinforce the overall vision of the SOWA neighborhood. The Project will further

the pedestrian experience in the Corridor with additional ground floor retail space, building design that is congruous with the surrounding area, and accessible open space and pedestrian pathways throughout the Project Site.

6.5 Pedestrian Connectivity

There is a series of open spaces, plazas, service roads, and pedestrian walkways that serve to provide a secondary pedestrian path, nearly uninterrupted, all the way from Massachusetts Avenue to the Ink Block. These spaces provide the area with a campus feel; comfortable for pedestrians to walk, sit, and avoid vehicle traffic.

The Project includes a mid-block pedestrian connection that defines a central pedestrian open space, and creates a node that ties East Dedham and East Canton Streets together. The relocation of Andrews Street also provides another path for pedestrian connectivity across the Project Site.

Harrison Albany Block **Boston, Massachusetts**

cbt

Figure 6-3
Aerial View from North

Chapter 7.0

Historic and Archaeological Resources

7.0 HISTORIC AND ARCHAEOLOGICAL RESOURCES

This section describes the historic and archaeological resources within and in the vicinity of the Project Site.

7.1 Introduction

The following section identifies historic and archaeological resources in the vicinity of the Project. The Proponent has undertaken a review of the State and National Registers of Historic Places as well as the Inventory of Historic and Archaeological Assets of the Commonwealth (the Inventory) to identify historic resources within the Project's vicinity. The Proponent will undergo review by the Massachusetts Historic Commission and the South End Landmark District Commission. A review of the Inventory determined that the Project would not affect previously identified archaeological resources.

7.2 Historic Resources on the Project Site

The Project Site is an approximately three-acre block bounded by Harrison Avenue to the north, East Dedham Street to the east, East Canton Street to the west, and Albany Street to the south. The Project Site includes five existing buildings, including one vacant residential building (75 East Dedham Street), one commercial vacant building (575 Albany Street), and three buildings that include an office, lab and medical office space (Gambro Building, 100 East Canton Street and 123 East Dedham Street), as well as a large surface parking lot.

Located within the South End Landmark District Protection Area, the Project Site abuts the South End Landmark District along Harrison Avenue to the north and East Canton Street to the west. No historic resources listed in the State and National Registers of Historic Places are located on the Project Site. One building within the Project boundaries is included in the Inventory: the Samuel Green Building at 575 Albany Street (BOS.1455). Constructed in 1904, the five-story red brick industrial structure is situated at the southern end of the Project Site bound by Albany Street to the south, East Canton Street to the west, East Dedham Street to the east, and to the north by a surface parking lot and Bush Street.

7.2.1 Historic Resources in the Project Vicinity

Numerous properties included in the State and National Registers of Historic Places are located in the vicinity of the Project Site. The State and National Register-listed properties located within a quarter-mile of the Project Site are listed in Table 7-1. Figure 7-1 depicts the locations of these properties.

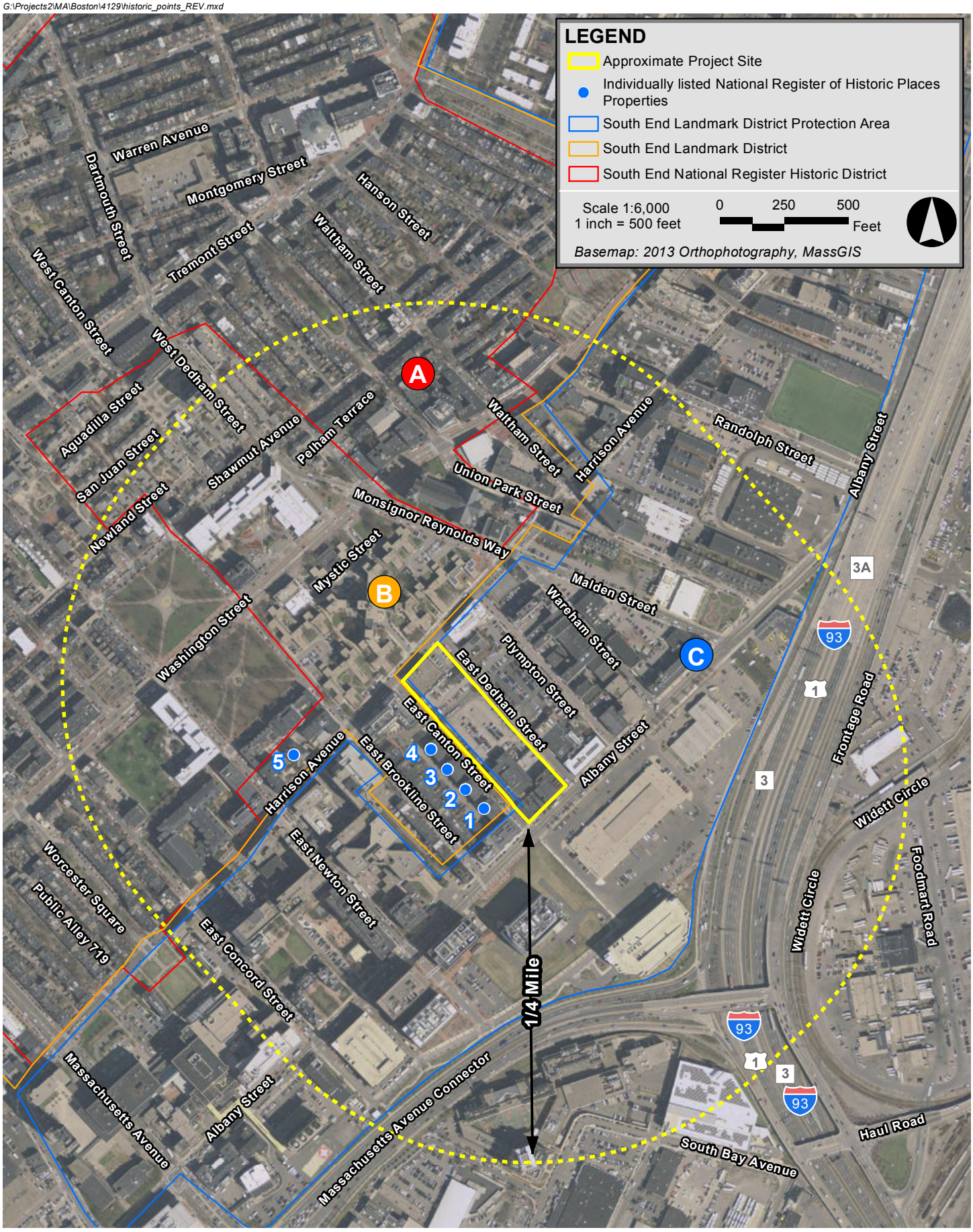
Table 7-1 Historic Resources in the Project Vicinity

Map No	*Name*	*Address*	*Designation*
A	South End National Register Historic District	Roughly bound by Yarmouth Street, Columbus Avenue, Mass. Turnpike, Berkeley Street, Tremont Street, Dwight Street	National Register District
B	South End Landmark District	Roughly bound by Claremont Street, Camden Street, Harrison Avenue, East Berkeley Street, Mass Turnpike	Local Historic District, State Register
C	South End Landmark District Protection Area	Mass Turnpike, Rt. 93, Washington Street, Malden Street, Harrison Avenue, Albany Street, Camden Street	Protection Area
1	The Lawrence Model Lodging Houses- Groton	109 East Canton Street	National Register Individual Listed Property, Local Historic District
2	The Lawrence Model Lodging Houses- Bigelow	99 East Canton Street	National Register Individual Listed Property, Local Historic District
3	The Lawrence Model Lodging Houses- The Abbott	89 East Canton Street	National Register Individual Listed Property, Local Historic District
4	The Lawrence Model Lodging Houses- The Lawrence	79 East Canton Street	National Register Individual Listed Property, Local Historic District
5	Joshua Bates School	731 Harrison Avenue	National Register Individual Listed Property, Local Historic District, Preservation Restriction

7.3 Archaeological Resources

A review of the Inventory determined no previously identified archaeological resources located within the Project Site. The Project Site is a developed urban parcel with early-to-mid 20th century buildings; therefore, no previously undisturbed areas will be affected by the proposed Project.

G:\Projects2\MA\Boston\4129\historic_points_REV.mxd



Harrison Albany Block Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 7-1
Historic Resources

7.4 Impacts to Historic Resources

7.4.1 Urban Design

The Project includes the redevelopment of the majority of the underutilized site. The Project Site is dominated by a surface parking lot and medical office buildings. The Project includes mixed-use development with the construction of two new residential buildings and the renovation and expansion of two existing buildings, 575 Albany Street (the 1904 Samuel Green Building) and the Gambro Building (660 Harrison Avenue). The Proponent will seek SELDC approval for demolition of three buildings on the Project Site as part of the Project: 75 East Dedham Street, 125 East Dedham Street and 100 East Canton Street.

The Gambro Building is a three-story building located on the northwest corner of the property. The building will be renovated for office space. A future phase includes the construction of an addition extending the building to the northwest corner of Harrison Avenue and East Dedham Street. A two-story addition is also proposed for the building, increasing the building to a total of five stories with approximately 76,800 sf of office and approximately 5,200 sf of retail space.

The Samuel Green building at 575 Albany Street is a five-story building located in the southeast corner of the Project Site. The building will be renovated and a five-story addition will be constructed. The building will include approximately 5,900 sf of retail space on the ground floor and approximately 71,100 sf of residential within the upper levels. The residential building will have a max height of 120 feet (as measured by the Boston Zoning Code). An existing addition on the north side of the building will be demolished for the proposed Service Drive. This demolition will expose a fenestrated historic façade of the building.

The Project includes the construction of two additional buildings (Buildings A and B) within the center of the site. The two buildings will be bookended by the existing Samuel Green building to the south and the Gambro Building to the north, therefore minimizing the impact of the new buildings from Harrison Avenue and Albany Street. Building A as proposed is an 11-story, approximately 120 foot tall apartment building with approximately 303 residential units and ground floor retail. The first five floors will engage the street edge, while the upper levels at the seventh floor will step back from East Dedham and East Canton Streets. Building B will be an 11-story, approximately 120 foot tall apartment building. Two ground floor retail spaces will be located on East Dedham Street. The building will be set back from the street at the fifth floor along East Canton Street and above the third floor along Dedham Street. The building will include approximately 303 residential units. Both buildings will include outdoor amenity areas at the rooftop. A below-grade parking garage will be constructed beneath Buildings A and B, providing approximately 703 parking spaces.

The Project will reengage the street level with retail storefronts, tree-lined streets, public green spaces, and design of street edges. Along with the residential and commercial space, the Project will include more than 41,000 sf of pedestrian friendly open space, representing more than 25% of the Project Site.

The lower portions of the two new buildings will use materials similar in color to the Gambro Building and 575 Albany Street. The materials of the upper portions of the building will be lighter, introducing metal and glass to soften and blend the Project with the neighborhood. The contemporary design of the Project will respect the scale, massing and materiality of the neighboring South End Landmark District while identifying as a contemporary Project. Along East Canton Street, the proposed buildings within the Project will step down below the 120 foot height limit to acknowledge the scale of the existing buildings within the South End Landmark District. The Project will connect a thriving residential community with nearby areas, transforming parking lots and disjoined urban fabric to a thriving neighborhood.

7.4.2 Shadow Impacts

A shadow impact analysis was conducted to investigate shadow impacts from the Project during three time periods (9:00 a.m., 12:00 noon, and 3:00 p.m.) during the vernal equinox, summer solstice, autumnal equinox and winter solstice. Shadow studies were also conducted for the 6:00 p.m. time period during the summer solstice and autumnal equinox. The analysis shows that the Project's impacts will generally be limited to the immediately surrounding streets and sidewalks and the Project Site itself. The four National Register individually listed properties southwest of the Project Site will not be impacted by new shadows created by the Project.

New shadows will largely be limited to the northeast toward East Dedham Street. These shadows will be within the South End Landmark District Protection Area, but not within the South End Landmark District. Among the periods studied, the only impacts to the Landmark District are on December 21st at 9:00 a.m. At this time, the shadow will extend north into the Landmark District; however, impacts will be mainly limited to the rooftops of the 20th century buildings within the Boston Housing Authority's Cathedral Housing complex.

7.5 Status of Project Review with Historical Agencies

7.5.1 Massachusetts Historical Commission

Portions of the Project Site are subject to Land Disposition Agreements with the BRA while the South End Urban Renewal Plan remains in effect and will trigger review by the Massachusetts Historical Commission (MHC) in accordance with Massachusetts General Laws Chapter 9, §(ss) 26-27C as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00). The Proponent will be filing an Environmental Notification Form (ENF) for the

Project with the Massachusetts Environmental Policy Act (MEPA) office. The ENF will serve as MHC's notification of the Project, and will initiate MHC's review of the Project.

7.5.2 South End Landmarks Commission

The Project Site is located within the South End Landmark District (SELD) Protection Area. Building demolitions, the height and setback of new construction, and changes to topography and landscaping within the Protection Area are subject to review by the SELD Commission. The Proponent has filed an application for advisory design review with the Boston Landmarks Commission staff, which review is scheduled for September 20, 2016. Following this advisory review, the Proponent will file a Design Review application for the Project with the SELD Commission and will provide follow-up with the Boston Landmarks Commission staff. As noted above, the Proponent will seek SELDC approval for demolition of three buildings on the Project Site as part of the Project: 75 East Dedham Street, 125 East Dedham Street and 100 East Canton Street. Under previous ownership, a demolition application was filed for the building located within the Project Site addressed at 75 East Dedham Street. The application was reviewed and approved by the SELD Commission in November 2013. At the appropriate time, the Proponent will submit a new application for the current Project.

Chapter 8.0

Infrastructure

8.0 INFRASTRUCTURE

8.1 Introduction

This chapter outlines the existing utilities surrounding the Project Site, the proposed connections required to provide service to the new structures, and any impacts on the existing utility systems that may result from the construction of the Project.

8.2 Wastewater

8.2.1 Existing Wastewater

There are existing Boston Water and Sewer Commission (BWSC) sewer mains located in East Dedham Street and East Canton Street. There is a 12-inch sewer main flowing southeast in East Dedham Street. The 12-inch sewer main connects to a 68-inch x 66-inch combined sewer main (New Albany Street Interceptor), which runs southwest in Albany Street. There is a 12-inch sewer main flowing southeast in East Canton Street. The 12-inch sewer main also connects to the 68-inch x 66-inch combined sewer main (New Albany Street Interceptor) in Albany Street. There is a 72-inch combined sewer main flowing northeast in Harrison Avenue.

8.2.2 Wastewater Generation

The Project's sewage generation rates were estimated using the System Sewage Flow Design flows set forth at 310 CMR 15.203 and the proposed building program. 310 CMR 15.203 lists typical design flows for the proposed sources, as shown in Table 8-1. Design flows are equivalent to estimated generated flow for the proposed use plus a factor representing flow variations. 310 CMR 15.203 design flows are used to evaluate new sewage flows or an increase in flows to existing connections. Table 8-1 describes the increased sewage generation in gallons per day (gpd) due to the Project.

Table 8-1 Existing and Proposed Wastewater Generation

Existing Conditions						
Building	**SF**	**Type**	**Notes**	**Unit**	**GPD**	**Total GPD**
Gambro	34,500	Medical Office	-	per 1000 sq.ft.	75	2,588
575 Albany Street	45,500	Office/Lab	Vacant	per 1000 sq.ft.	75	0
100 East Canton/ 123 East Dedham	58,913	Office/Lab	-	per 1000 sq.ft.	75	4,418
75 East Dedham Street	2,480	Residential	5 beds	per bedroom	110	550
					TOTAL =	**7,556**

Table 8-1 Existing and Proposed Wastewater Generation (Continued)

Proposed Conditions						
Building	**SF**	**Type**	**Notes**	**Unit**	**GPD**	**Total GPD**
Gambro	76,800	Medical Office	-	Per 1000 sq.ft.	75	5,760
	5,200	Retail	-	Per 1000 sq.ft.	75	260
575 Albany Street	71,100	Residential	107 beds	per bedroom	110	11,770
	5,900	Retail	-	per 1000 sq.ft.	50	295
Building A	280,400	Residential	398 beds	per bedroom	110	43,780
	2,600	Retail	-	per 1000 sq.ft.	50	130
Building B	274,000	Residential	398 beds	per bedroom	110	43,780
	6,000	Retail	-	per 1000 sq.ft.	50	300
					TOTAL	**106,075**
					NET CHANGE	**98,519 GPD**

8.2.3 Proposed Connection

The Proponent will coordinate with the BWSC on the design and capacity of the proposed connections to the sewer system. The Project is expected to generate an increase in wastewater flows of approximately 98,519 gallons per day.

The sewer services for the Project will connect to the sewer main in East Dedham Street or East Canton Street.

All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process for the Project. This process includes a comprehensive design review of the proposed service connections, an assessment of Project demands and system capacity, and the establishment of service accounts.

8.2.4 Sewage Capacity and Impacts

The capacities of the 12-inch sanitary sewer line in East Dedham Street, the 12-inch sanitary sewer line in East Canton Street, the 68-inch x 66-inch combined sewer main in Albany Street, and the 72-inch combined sewer main in Harrison Avenue are summarized below in Tables 8-2 to 7-5. Pipe diameter and inverts used to calculate the capacities are a combination of information obtained from the BWSC wastewater infrastructure system map (Figures 8-1 and 8-2) and survey information provided by Feldman Land Surveyors. Flow capacities of the existing sanitary sewers were calculated in cubic feet per second (cfs) and million gallons per day (MGD) using Manning's equation.

Table 8-2 Sewer Hydraulic Capacity Analysis – East Dedham Street to Albany Street

Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*	*Flow Capacity (MGD)*
510 to 546	307	5.28	3.16	0.7%	12	0.01	3.85	2.49
546 to 210	164	3.16	2.7	0.3%	12	0.01	2.45	1.59
210 to 206	175	2.6	1.7	0.5%	12	0.01	3.32	2.15
206 to 205	83	1.6	0.9	0.8%	12	0.01	4.25	2.75
205 to 203	12	0.8	0.7	0.8%	12	0.01	4.23	2.73
						Minimum Flow Analyzed:	2.45	1.59

Table 8-3 Sewer Hydraulic Capacity Analysis – East Canton Street to Albany Street

Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*	*Flow Capacity (MGD)*
216 to 213	251	8.4	6.9	0.6%	12	0.01	3.58	2.31
213 to 357	317	6.1	1.9	1.3%	12	0.01	5.33	3.45
357 to 207	10	1.8	1.7	1.0%	12	0.01	4.63	2.99
						Minimum Flow Analyzed:	3.58	2.31

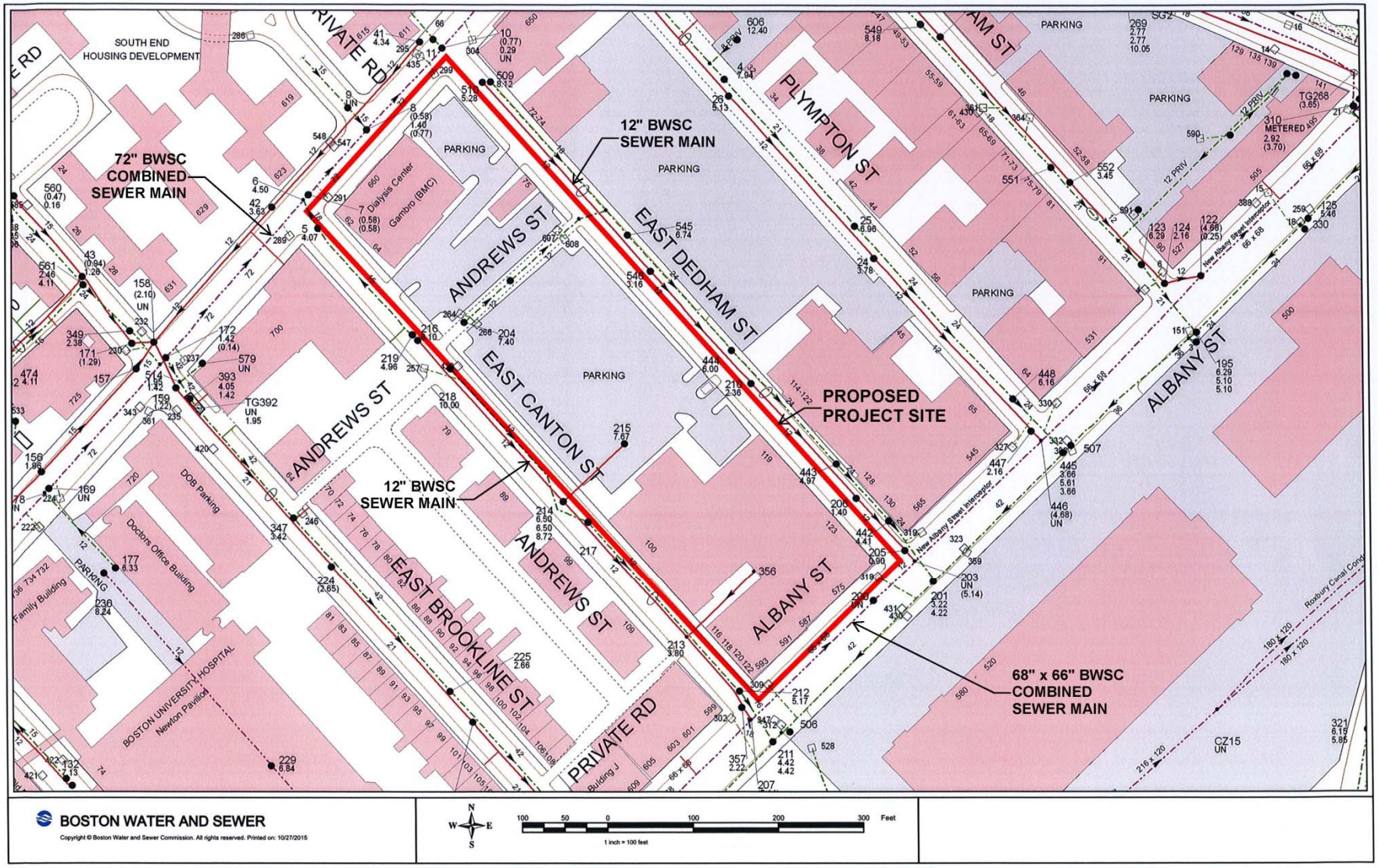
Table 8-4 Combined Sewer Hydraulic Capacity Analysis – Albany Street

Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*	*Flow Capacity (MGD)*
199 to 207	250	0.97	0.6	*0.1%	66" x 68"	0.01	222.52	143.82
207 to 200	200	UN	UN	*0.1%	66" x 68"	0.01	222.52	143.82
200 to 203	110	UN	UN	*0.1%	66" x 68"	0.01	222.52	143.82
						Minimum Flow Analyzed:	222.52	143.82

Table 8-5 Combined Sewer Hydraulic Capacity Analysis – Harrison Avenue

Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*	*Flow Capacity (MGD)*
169 to 172	200	UN	UN	*0.3%	72	0.01	296.49	191.62
172 to 6	240	UN	UN	*0.3%	72	0.01	296.49	191.62
						Minimum Flow Analyzed:	296.49	191.62

The Project is not expected to exceed existing sewer capacities.



Harrison Albany Block **Boston, Massachusetts**

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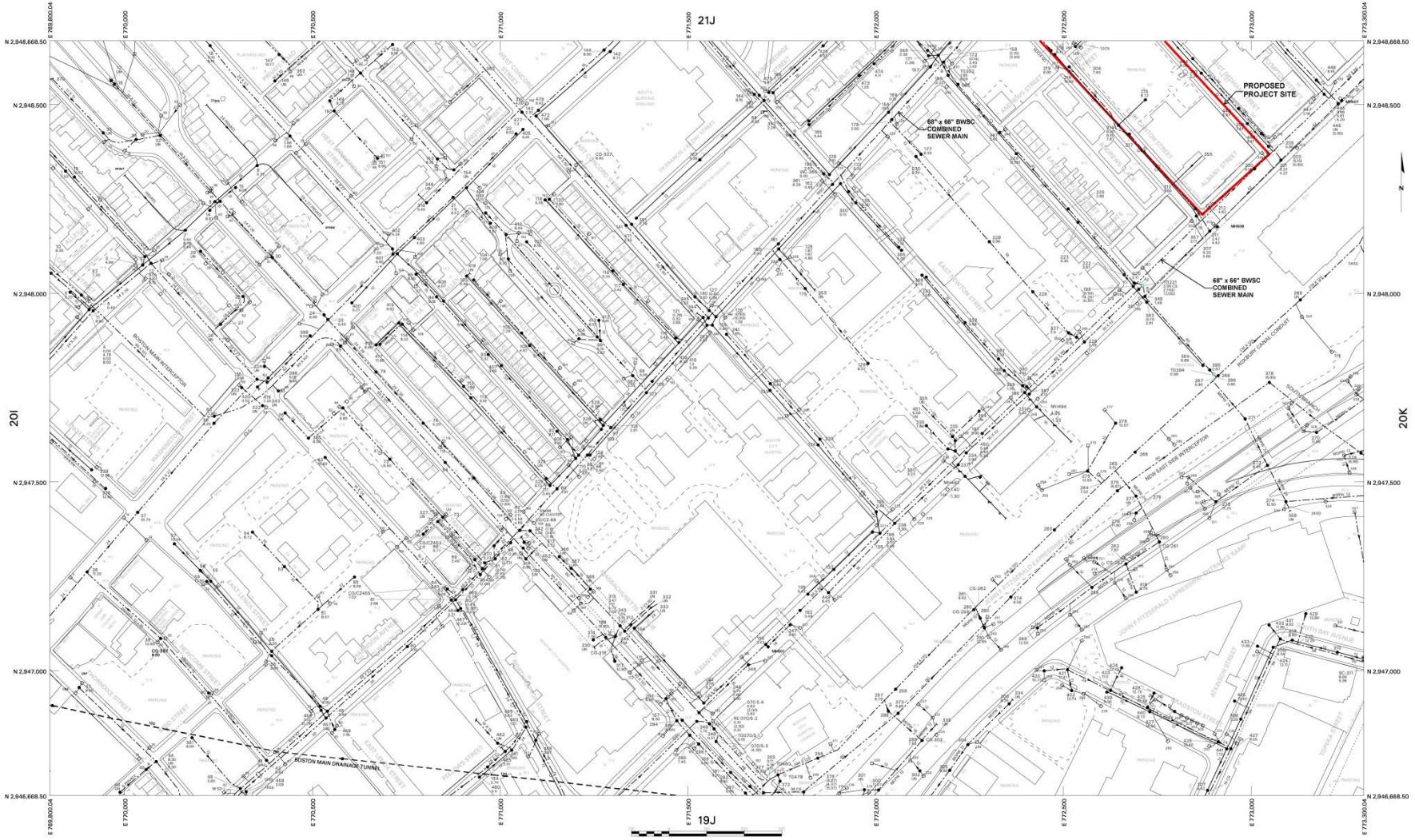
Figure 8-1

Existing Sewer System



Harrison Albany Block **Boston, Massachusetts**

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Figure 8-2

Sewer System Map

8.3 Water Supply

8.3.1 Existing Water Infrastructure

Water for the Project Site will be provided by the BWSC. There are five water systems within the City, and these provide service to portions of the City based on ground surface elevation. The five systems are southern low (SL, commonly known as low service), southern high (SH, commonly known as high service), southern extra high, northern low, and northern high.

BWSC owns and operates a 16-inch SL cast iron water main within Albany Street (constructed 1912, cleaned 1974), a 12-inch SL ductile iron cement lined water main within Albany Street (constructed 1990), a 12-inch SL ductile iron cement lined water main in East Dedham Street (constructed 2013), a 12-inch SL cast iron water main in Harrison Avenue (constructed 1906, cleaned 1972), a 16-inch SH cast iron water main in Harrison Avenue (constructed 1903, cleaned 1972), a 20-inch SL cast iron water main in East Canton Street (constructed 1897, cleaned 1972), and a 12-inch SL cast iron water main in East Canton Street (constructed 1901, cleaned 1972). The existing water system information was obtained from the BWSC water infrastructure system map (see Figure 8-3).

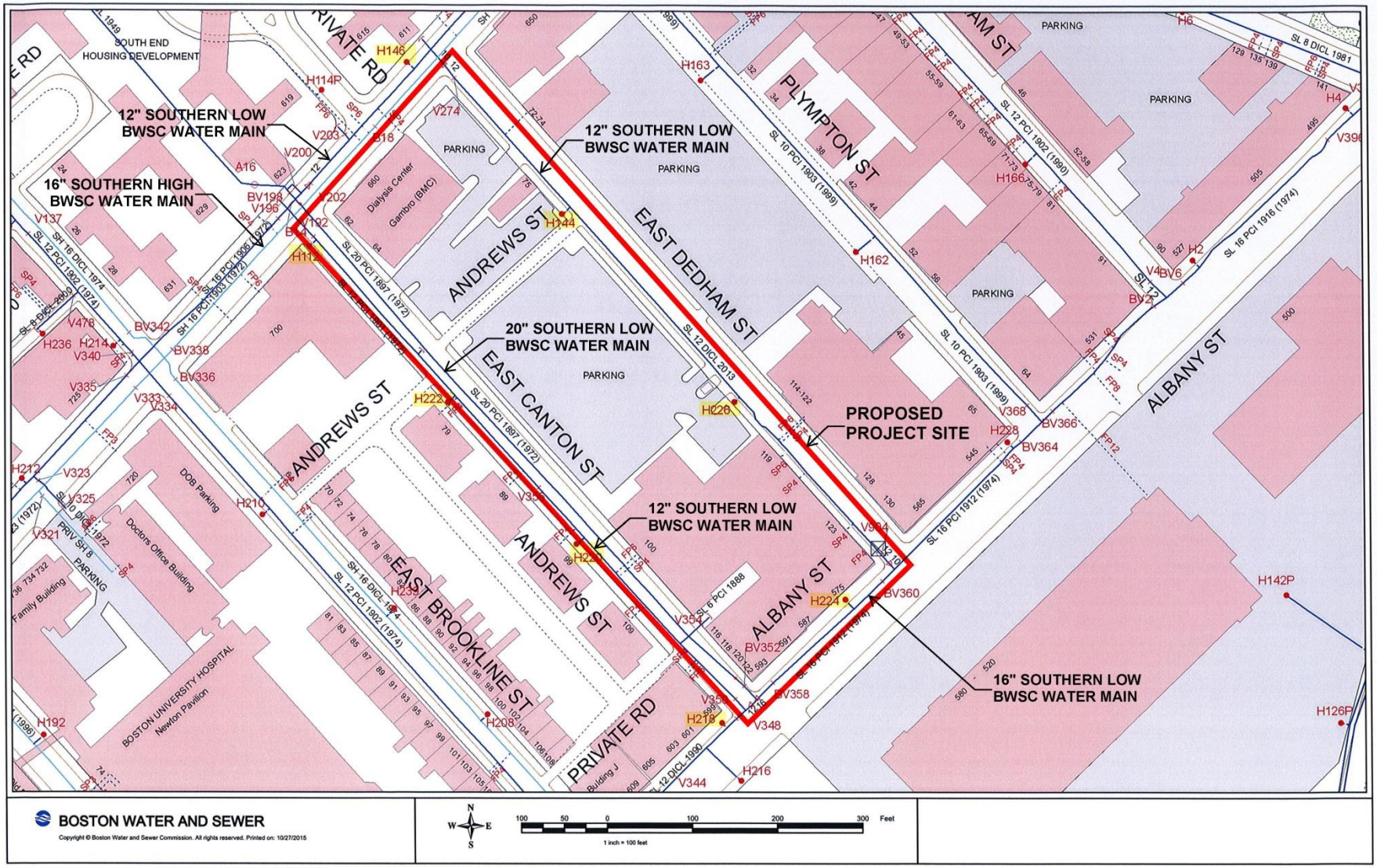
The existing site is serviced by eight fire hydrants: H112, H222, and H220 serviced by the 12-inch main in East Canton Street, H218 serviced by the 12-inch main in Albany Street, H224 serviced by the 16-inch main in Albany Street, H144 and H226 serviced by the 12-inch main in East Dedham Street, and H146 serviced by the 12-inch main in Harrison Avenue.

BWSC flow test data of actual flows and pressures at hydrants within the vicinity of the Project Site will be requested by the Proponent for the design of the building domestic water and fire protection services.

8.3.2 Water Consumption

The Project's water demand estimate for domestic services is based on the Project's estimated sewage generation, described above. A conservative factor of 1.1 (10%) is applied to the estimated average daily wastewater flows calculated with 310 CMR 15.203 values to account for consumption, system losses and other usages to estimate an average daily water demand. The Project's estimated increase in domestic water demand is 108,371 gpd (98,519*1.1). The water for the Project will be supplied by the BWSC systems within East Dedham Street, East Canton Street, Albany Street, and Harrison Avenue.

All reasonable efforts to reduce water consumption will be made. Aeration fixtures and appliances will be chosen for water conservation qualities. In public areas, metering faucets and high-efficiency low flow urinals and toilets are anticipated to be installed.



Harrison Albany Block **Boston, Massachusetts**

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Figure 8-3

Existing Water System

All new water services will be installed in accordance with the latest local, state, and federal codes and standards. Backflow preventers will be installed at both domestic and fire protection service connections. New meters will be installed with Meter Transmitter Units (MTU's) as part of the BWSC's Automatic Meter Reading (AMR) system.

8.3.3 Proposed Water Connections

The proposed domestic water and fire services are proposed to connect to the 12-inch SL ductile iron cement lined water main in East Dedham Street and/or the 12-inch SL cast iron water main in East Canton Street. The domestic and fire protection water service connections required by the Project will meet the applicable local and state codes and standards, including cross-connection backflow prevention. Compliance with the standards for the domestic water system and fire service connections will be reviewed as part of BWSC's Site Plan Review process.

This review includes, but is not limited to, sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and siamese connections that conform to BWSC and Boston Fire Department requirements.

8.4 Stormwater Management

8.4.1 Existing Conditions

There are existing BWSC storm drains located in East Dedham Street, Andrews Street, East Canton Street, and Albany Street. There is an existing 18-inch storm drain main in East Dedham Street which increases to a 24-inch storm drain main and flows southeast. The 24-inch storm drain main connects to a 42-inch storm drain main which runs southwest in Albany Street. There is a 12-inch storm drain main in East Canton Street that flows southeast. The 12-inch storm drain main also connects to the 42-inch storm drain main in Albany Street. There is a 15-inch storm drain main in East Canton Street that flows northwest. The 15-inch storm drain main connects to a 72-inch combined sewer main which runs northeast in Harrison Avenue. There is a 12-inch storm drain main in Andrews Street that flows northeast. The 12-inch storm drain main connects to an 18-inch storm drain main which runs southeast in East Dedham Street.

The capacities of the storm drain line in East Dedham Street, storm drain lines in East Canton Street, and the 42-inch storm drain line are summarized below in Tables 8-6 to 8-9. Pipe diameter and inverts used to calculate the capacities are a combination of information obtained from the BWSC wastewater infrastructure system map (Figure 8-4) and survey information provided by Feldman Land Surveyors.

Flow capacity of existing storm drains were calculated in cubic feet per second (cfs) using Manning's Equation.

Table 8-6 Drain Hydraulic Capacity Analysis – East Dedham to Albany Street

Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*	*Flow Capacity (MGD)*
509 to 545	246	8.12	6.74	0.6%	10	0.012	1.78	1.15
545 to 444	177	6.74	5.9	0.5%	24	0.012	16.88	10.91
444 to 443	177	5.9	5.1	0.5%	24	0.012	16.48	10.65
443 to 442	89	5.1	4.1	1.1%	24	0.012	25.98	16.79
442 to 201	84	4	3.5	0.6%	24	0.012	18.91	12.22
						Minimum Flow Analyzed:	1.78	1.15

Table 8-7 Drain Hydraulic Capacity Analysis – East Canton to Albany Street

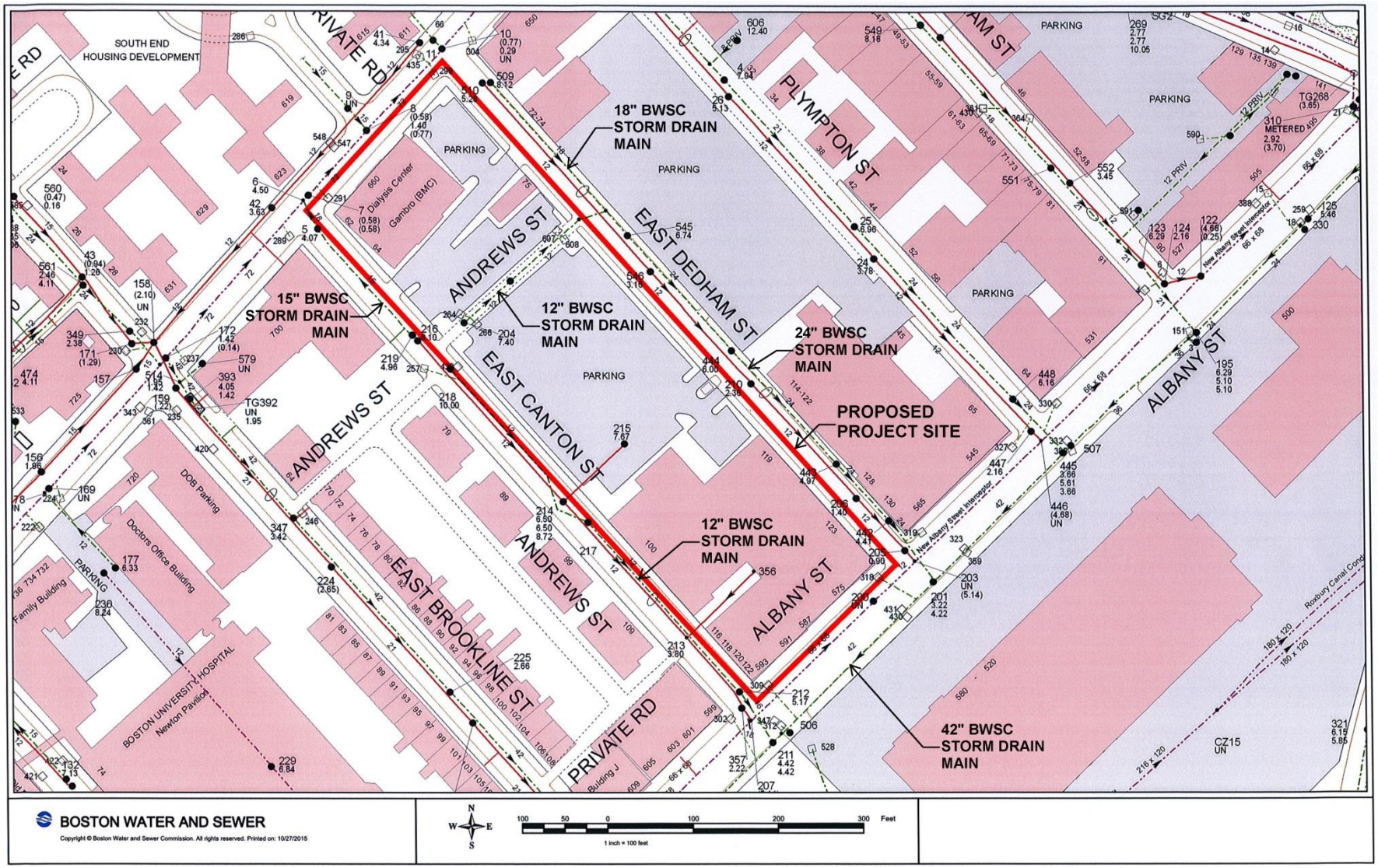
Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*	*Flow Capacity (MGD)*
218 to 217	224	10.50	8.80	0.8%	12	0.012	3.36	2.17
217 to 212	284	8.80	4.70	1.4%	12	0.012	4.64	3.00
212 to 211	70	4.60	3.00	2.3%	16	0.012	12.57	8.12
						Minimum Flow Analyzed:	3.36	2.17

Table 8-8 Drain Hydraulic Capacity – East Canton Street to Harrison Avenue

Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*
219 to 5	166	6.70	4.70	1.2%	15	0.012	7.68
5 to 6	26	4.10	3.90	0.8%	18	0.012	9.98
						Minimum Flow Analyzed:	7.68

Table 8-9 Drain Hydraulic Capacity Analysis – Albany Street

Manhole (BWSC Number)	*Distance (feet)*	*Invert Elevation (up)*	*Invert Elevation (down)*	*Slope (%)*	*Diameter (inches)*	*Manning's Number*	*Flow Capacity (cfs)*	*Flow Capacity (MGD)*
195 to 445	200	5.10	3.66	0.7%	36	0.012	61.31	39.63
445 to 201	210	3.66	3.40	0.1%	42	0.012	38.35	24.79
201 to 211	268	3.40	2.50	0.3%	42	0.012	63.16	40.82
						Minimum Flow Analyzed:	38.35	24.79



Harrison Albany Block **Boston, Massachusetts**

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Figure 8-4

Existing Storm Drain System

8.4.2 Proposed Conditions

Stormwater runoff from the Project will be directed to storage tanks within the Project limits and overflow to an adjacent BWSC storm drain. Water stored in the tanks will be directed to injection wells and recharged into the ground. The existing BWSC storm drain system is illustrated in Figure 8-4.

The Project will increase the amount of open space within the limits of the Project Site compared to the existing condition, increasing the pervious area at the surface. The Project will maintain the existing peak rates and volumes of stormwater runoff from the Project Site.

The Project Site is located within the City of Boston's Groundwater Conservation Overlay District, and therefore the Project is required to infiltrate at least one-inch of stormwater runoff from impervious areas into the ground to meet Article 32 of the Zoning Code. The proposed stormwater management system for the Project will include injection wells. It is anticipated that the injection wells will work to passively infiltrate runoff into the ground with a combination of storage tanks in the buildings and pumps. The injection wells, and any required site closed drainage systems, will be designed so there will be no increase in the peak rate of stormwater discharge from the Project Site in the developed condition compared to the existing condition.

All improvements and connections to BWSC infrastructure will be reviewed as part of BWSC's Site Plan Review process. The process includes a comprehensive design review of the proposed service connections, assessment of project demands and system capacity, and compliance with the City of Boston Zoning Code and Article 32.

8.4.3 Water Quality Impact

The Project will not adversely affect the water quality of nearby water bodies. Erosion and sediment control measures will be implemented during construction to minimize the transport of Project Site soils to off-site areas and BWSC storm drain systems. During construction, existing catch basins will be protected with filter fabric, straw bales and/or crushed stone, to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until all areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

All necessary dewatering will be conducted in accordance with applicable MWRA and BWSC discharge permits. Once construction is complete, the Project will be in compliance with all local and state stormwater management policies. See below for additional information.

8.4.4 MassDEP Stormwater Management Policy Standards

Standard 1

No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

Compliance

The proposed design will comply with this Standard. The Project Site is not located near any wetlands or water bodies. Therefore, no new untreated stormwater will be directly discharged to, nor will erosion be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Project.

Standard 2

Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.

Compliance

The proposed design will comply with this Standard. The post-development peak discharge rates will be less than or equal to the existing discharge rates as a result of the improvements associated with the Project.

Standard 3

For New Construction, loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. The standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.

Compliance

The Project is a Redevelopment and will comply with this standard to the maximum extent practicable.

Standard 4

Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). This standard is met when: (a) Suitable practices for source control and pollution prevention are identified in a long-term

pollution prevention plan, and thereafter are implemented and maintained; (b) Structural stormwater best management practices are sized to capture the required water quality volume determined in accordance with the Massachusetts Stormwater Handbook; and (c) Pretreatment is provided in accordance with the Massachusetts Stormwater Handbook.

Compliance

The proposed design will comply with this standard. Within the Project's limit of work, there will be mostly roof, landscape, parking and pedestrian areas. Any paved areas that would contribute unwanted sediments or pollutants to the existing storm drain systems will be collected by deep sump, hooded catch basins and treated before discharging into the BWSC system.

Standard 5

For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot me completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the Proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c.21 §§ 26-53 and the regulations promulgated thereunder at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.

Compliance

The proposed design will comply with this standard. The Project is not associated with Higher Potential Pollutant Loads (per the Policy, Volume I, page 1-6).

Standard 6

Stormwater discharges within Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A "storm water discharge" as defined in 314 CMR 3.04(2)(a)1 or (b) to an Outstanding

Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.

Compliance

The Proposed design will comply with this Standard. The Project will not discharge untreated stormwater to a sensitive area or any other area.

Standard 7

A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent possible. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.

Compliance

The Project will comply with this standard. The Project complies with the Stormwater Management Standards as applicable to the redevelopment.

Standard 8

Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.

Compliance

The Project will comply with this standard. Sedimentation and erosion controls will be incorporated as part of the design of this Project and employed during construction.

Standard 9

A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.

Compliance

The Project will comply with this standard. An O&M Plan including long-term BMP operation requirements will be prepared for the Project and will assume proper maintenance and functioning of the stormwater management system.

Standard 10

All illicit discharges to the stormwater management system are prohibited.

Compliance

The Project will comply with this standard. There will be no illicit connections associated with the Project.

8.5 Anticipated Energy Needs

8.5.1 Natural Gas

The existing site is serviced by the following existing gas lines:

- 18″ gas line in Harrison Avenue
- 6″ gas line in East Dedham Street
- 12″ gas line in Albany Street
- 6″ gas line in East Canton Street

The Proponent will work with the local gas company as the Project moves forward.

7.5.2 Electricity

The existing site is serviced by underground electric lines in East Dedham Street, Albany Street, East Canton Street, Andrews Street, and Harrison Avenue.

The Proponent will work with the appropriate utility as the Project moves forward.

8.5.3 Telecommunications

The Proponent will select private telecommunications companies to provide telephone, cable, and data services. There are several potential candidates with substantial Boston networks capable of providing service. Upon selection of a provider or providers, the Proponent will coordinate service connection locations and obtain appropriate approvals.

Chapter 9.0

Response to Comments

9.0 RESPONSE TO COMMENTS

9.1 Introduction

This Chapter provides responses to the BRA Scoping Determination and the associated comment letters that were received on the Expanded PNF filed with the BRA on March 21, 2016. The letters have been reproduced and individual comments coded in the margins. Responses to the comments follow each individual letter and can be matched using the comment code numbers. Table 9-1 provides a list of letters received and the section of this chapter where responses are provided for each letter.

Table 9-1 BRA Scoping Determination and Comment Letters Received

Section 9.3 BRA Scoping Determination and City Comments

Boston Redevelopment Authority Scoping Determination	BRA
Boston Groundwater Trust	BGWT
Boston Water and Sewer Commission	BWSC
Katie Pedersen, Boston Redevelopment Authority	KP
Michael Cannizzo, Boston Redevelopment Authority	MC
Kara Elliot-Ortega, Mayor's Office of Arts and Culture	KEO

Section 9.4 Impact Advisory Group Comments on the Expanded PNF

Mark Haley	MH
Ken O'Donoghue and Kit Pyne	KO
Helaine Simmonds	HS
George Stergios	GS
Joseph Wolvek	JW
Washington Gateway Main Street	WGMS

Section 9.5 Public Comments on Expanded PNF

Harrison Albany Alliance	HAA
Old Dover Neighborhood Association	ODNA
Tricia Azzarello	TA
Mary Bertin	MB
Bradley Busino, Michael Rush, Allen Carney, Maura FitzGerald, Mike Elder, Jennifer Watson and David Stone	BB
Patrick Canney	PC
Joseph Castellana	JC
Karen Chan	KC
CJ Chang	CC

Section 9.5 Public Comments on Expanded PNF (continued)

Tachin Chang	TC
Brian Chi	BC
Takhill Chopra	AC
Steven Cohen	SC
Khanh Dang	KD
Thap Dang	TD
Anne d'Avenas	AD
Chris Grimley	CG
Sheila E. Grove, Esq.	SG
Bryan Guarnier	BG
Amy and John Hanzl	JH
Eugene Ho	EH
Muoi Hoang	MHO
Henry Hornblower	HH
Deborah Hull	DH
Adrian Jorge	AJ
Cher Knight	CK
Joshua Lakin	JL
Timothy Lambe	TL
Li Hong Lei	LHL
Ed Lundgren	EL
Salena Malik	SM
John Moynihan	JM
Thanh Nguyen	TN
Paula Ogier (2)	PO
Mark Pasnik	MP
Bryan Pinero	BP
Kit Pyne	KP
Daniel Rabinovich	DR
Juan Ramirez	JR
Jen Roy	JRO
James Seligman	JS
Reena Singh	RS
Adam Stern	AS
Cinda Stoner	CS

Table 9-1 BRA Scoping Determination and Comment Letters Received (Continued)

Section 9.5 Public Comments on Expanded PNF (continued)

Peiyeh Tsai	PT
Greg Winter	GW
Jun Xie	JX
Lawrence Zhao	LZ

Section 9.6 IAG Comments Received on the Redesigned Project

Helaine Simmonds	HSR
George Stergios	GSR
Sue Sullivan	SS
Joseph Wolvek	JWR
Derek Valentine	DV
Washington Gateway Main Street	WGR

Section 9.7 Public Comments Received on the Redesigned Project

Blackstone/Franklin Square Neighborhood Association	BSNA
Boston City Lights Foundation	BCLF
Harrison Albany Alliance	HAAR
Washington Gateway Main Street	WGR2
Alison Barnet	AB
Heather Buechler	HB
Andrew Burnes	AN
Bradley Busino, Michael Rush, Allen Carney, Maura FitzGerald, Mike Elder, Jennifer Watson and David Stone	BR
Joe Byrne	JB
Karen Chan	KCR
Sarah Chang	SCH
Toni Elka, Future Chefs	TE
Brian Halley	BH
Amy Hanzl	AH
John Hanzl	JHR
Deborah and Jeff Hull	DH
Alvin Lee	AL
Kyle Szary	KS

9.2 Responses to the Main Concerns Raised in the Public's Comment Letters

The majority of the public's letters focused on several main themes, such as the Project's height and, the size and variety of residential units, and traffic. Therefore, in the interest of conciseness, the Proponent has prepared summary responses addressing six topics, which it believes will address the great majority of issues and concerns raised in the public comment letters. Additional comments are responded to in the next section of this chapter. These main topics, which are discussed fully in the following section, include the following:

9.2.1 Project Size/Density

As discussed in Section 2.2.1, the Proponent proposes to pursue a Planned Development Area (PDA) Development Plan for the site, as the site is greater than one acre and the rezoning of the Harrison-Albany corridor in 2012 made the site eligible for a PDA. Article 64 of the Zoning Code (the applicable zoning for the site as described in Section 2.2.1) requires projects within a PDA to meet specific criteria. The Project's compliance with the criteria is as follows:

1. **Affordable Housing** - Pursuant to Section 64-29(c)(1) of the Zoning Code, the proposal includes 10% of the units on site as affordable based on the City of Boston's guidelines. In addition, the Project will make a payment to the Inclusionary Development Program Fund based on a set amount per unit for 10% of the total number of units.

2. **Affordable Cultural Space** - Pursuant to Section 64-29(c)(2) of the Zoning Code, the Proponent will provide five percent (5%) of the total Gross Floor Area allocated to non-residential uses above that allowed as-of-right in the underlying zoning sub district, for on-site use by an existing or start-up business, or not-for-profit Affordable Cultural Space.

3. **Set Backs** – The Project will maintain a maximum 10-foot set back on East Canton Street below a height of 55 feet, and a 10 to 20-foot setback above 55 feet, as required.

4. **Density** – The Project proposes an FAR of approximately 5.34, approximately 17% below the allowed FAR of 6.5 for the site with a PDA.

5. **Height** – The Project will comply with the maximum building height (as defined by the Zoning Code) for PDAs of 70 feet in Area 1 of Economic Development Area South ("EDA South") (within 100 feet of Harrison Avenue), and 120 feet within Area 2 of EDA South (the balance of the site). The Gambro Building with the proposed vertical addition will have a height of 70 feet, while the new buildings and 575 Albany Street with its vertical addition will have a height of 120 feet.

6. **Open Space** – The Project buildings are proposed to occupy approximately 64% of the Project Site. The remaining site area will be occupied by publicly accessible open space, residential courtyards, and service drives (not including Andrews Street) totaling approximately 36% of the site, in excess of the requirement to include open space on at least 20% of the site. The site areas are included below:

	Approximate Area	*Approximate % of Site*
Total Site Area*	135,161 sf	100%
Publicly Accessible Open Space	29,190 sf	22%
Residential Courtyards	13,840 sf	10%
Service Drives	6,434 sf	5%
Total Open Space	49,464 sf	37%

*Site Area does not include Andrews Street

9.2.2 Size and Variety of Residential Units

The Project's proposed unit mix is based on analysis of comparable properties in the surrounding area. This has shown a particularly strong demand for smaller studio and one bedroom units, and that one-bedroom plus den, two-bedroom and two-bedroom plus den units are preferred over the more costly large three bedroom units. With this information, the Project has responded to community feedback with the decrease in the number of studios and the increase in the number of larger units (one-bedroom plus den and larger), including the addition of ten three-bedroom units, from 25% to 35% of the total unit count.

9.2.3 Proposed Uses

In addition to the above mentioned residential use, the Proponent proposes the creation of four retail spaces totaling approximately 18,000 sf ranging from approximately 2,000 sf to approximately 5,900 sf. The Project's goal is to have viable retail uses that will serve the neighborhood.

The Project's proposed uses are allowed by zoning and have been determined based on current market conditions.

9.2.4 Building Architecture

The revised Project creates a diversity of scale and form that both respect the existing context and respond to the changing environment of the region by setting a precedent toward thoughtful urban design and place making. The revised design blends the "old and new" and creates compelling contemporary architecture that connects to the pedestrian experience. The Harrison Albany Corridor was historically an industrial zone, and most of the remaining historic buildings in the area reflect this period. The revised design provides a strong contextual response to the historic fabric of the Harrison Albany Corridor, while

maintaining the eclectic nature of the area through fenestration and mullion patterns, stepping back the taller buildings, using lighter materials that fade away as the buildings rise up above the historic fabric, and maintaining high quality materials at the street edge. The design responds to the nature of the historic industrial South End, while bringing in fresh, contemporary, and innovative materiality and form. The Project also provides innovative solutions of place making, retail, and open space on an under-utilized site that will help revitalize and re-connect the urban fabric of the sub-districts of the Harrison Albany Corridor.

The revised plan differentiates the massing at the street edge to provide a pedestrian experience that feels diverse and appropriate in scale. With the significant setbacks of the upper floors of Buildings A and B, including a setback at the amenity level and setbacks at the lower levels, along with the focused attention to detail and materiality of Buildings A and B's facades at the lower floors, the design of the new buildings focuses attention to the pedestrian experience while the impact of the building mass at the upper floors is lighter and subtler, diminishing its presence on the street.

Along East Dedham Street, Building A's lower five floors reflect the scale of the existing 575 Albany Street, while Building B's base responds to the scale of the brick portion of the existing Gambro Building. The addition to the Gambro Building along East Dedham Street at Harrison Avenue creates new reference heights, further breaking down the scale of the massing and eliminating any "wall effect". The Gambro Building has a two story addition above the existing three story building that maintains the height of the existing fabric. The addition mends the gaps in the urban fabric of the area, while creating a gateway into the Project. 575 Albany Street's addition is a glass box above the existing building that identifies the Project from distant views to the south.

The composition along East Dedham Street, with brick street edges and set back glass and precast above, comes together as a blend of old and new experiences for the pedestrian and passersby to enjoy. Along the Pedestrian Green, both Building A and Building B's corners come to the ground at the East Dedham Street side of the Pedestrian Green, further defining the Project's sense of place. These combined features define the sense of place in a contemporary way, while seamlessly blending with the historic context. Along East Canton Street, the new buildings reflect the rhythm and scale of the lodging houses across the street.

The quality of materials is inherent in the updated design. The focus is to maintain quality of materials at the lower, pedestrian scale that respect the context of the surrounding buildings. Brick will be used at the base and glass window walls will be used at the predominant corners. The revised design reflects significantly more red brick in the bases of all of the buildings.

Open Space

The revised Project includes approximately 19,700 sf of ground floor retail and cultural space, compared to 14,100 in the previous plan. More attention has been paid to activating the Pedestrian Green with retail and different zones of activity. The East Dedham Street side has a public plaza feel that includes retail and cultural space at both edges, as well as a pergola between the two buildings that can be used as a back drop for a multitude of public uses (i.e., music, art fairs, public markets, etc.). The East Canton Street side of the Pedestrian Green acts as an extension from the quiet residential nature of the adjoining street with residential units on both edges.

The proposed open space provides a visual benefit to the street, breaking up the street edge and responding to the scale, material, and rhythm of the neighboring buildings. The revised plan rotates both courtyards to face East Canton Street, providing depth and visual interest, as well as changes to the scenery for pedestrians. They will also provide more light and air along the street and a pleasant view for the neighbors. The building wings that encompass the courtyards include a step back above 55 feet, allowing the building wings to reflect the rhythm, materials, and scale of the quiet residential street even more than the previous scheme.

Both Building A and Building B's primary lobbies are along East Dedham Street; however they both have stoops along East Canton Street with lush landscaping proposed between the sidewalk and the stoop.

9.2.5 Traffic study

9.2.5.1 Impact on MBTA service routes

Please sections 3.2.8 and 3.4.11 of this DPIR. As shown in Table 3-3, the existing MBTA service providing access to the Orange and Red lines are below capacity during the commuter peak periods. Additional capacity is not needed on the local bus routes in order to accommodate the expected increased demand associated with the proposed Project.

9.2.5.2 Relocation of Andrew Street/Redesign of the Gambro Alley

The existing Gambro Access Alley is an approximately 20-foot-wide two-lane roadway with travel in two directions. The alley provides access to the Gambro Building and two parking lots. Currently, ambulances are often parked along the western side of the roadway, effectively reducing the roadway width to one travel lane for two-way travel. As part of the proposed Project, the alley will be widened to 24 feet to accommodate the two travel lanes plus an additional eight-foot-wide parking aisle. The improved 32-foot wide cross section will provide ample space for travel in both directions, while accommodating ambulance parking. Curb bump outs at each end of the alley will shorten the pedestrian crossing along East Canton Street and East Dedham Street.

The existing Andrews Street is approximately 12 feet wide, which is not adequate for two-way travel. The relocated Andrews Street will include a 24-foot-wide travel way to properly accommodate two-way traffic. The relocation will not have an impact on police and emergency vehicles, or the alley between East Brookline Street and East Canton Street (which already does not align with Andrews Street), or egress from 700 Harrison Avenue. However, due to the relocation, access to 700 Harrison Avenue will only be possible along East Canton Street from Albany Street.

9.2.5.3 Vehicular Traffic Impact

A complete traffic analysis has been conducted as part of the Article 80 review process. This traffic study includes existing traffic volumes (including vehicles, bicycles, and pedestrians), projected traffic volumes (including all known development projects in the permitting process, approved by the BRA or under construction), and projected traffic volumes associated with the proposed Project. The proposed Project includes 687 residential units with approximately 350 parking spaces for residents. The trip generation associated with the residential portion of the Project is expected to be 191 vehicles during the peak hour (split between Harrison Avenue and Albany Street corridors), or approximately three vehicles per minute.

9.2.5.4 Site Access

The alley providing access to the garage is designed to limit cut through traffic by including a slope down from edges of the site to the center of the property and the garage entrance. Two way access to East Canton Street and East Dedham Street will limit residents from having to travel additional lengths on local streets.

9.2.5.5 On-site Parking

The residential parking that is being provided for the Project is within the BTD maximums for this area of the South End.

9.2.5.6 Off-site Parking

Chapter 3 includes updated on-street parking figure (Figure 3-2) that includes the most recent on-street parking restrictions in the area. The parking inventory was collected in August 2016.

9.2.5.7 Resident Permit Parking

The Proponent is continuing to work with BTD to determine an appropriate solution to the potential issue of increased Resident Permit Parking (RPP) demand. The Proponent has proposed the following potential solutions for discussion:

- Installing signage at all side street meters in the area restricting parking during evenings/Sunday to RPP only. This would increase the RPP parking supply by approximately 100 spaces.

- As is the case in some other recent developments, the Project is willing to allow South End RPP sticker holders to utilize the garage (for a fee) during evenings and weekends. This will give existing residents with RPPs without a garage the option to not park on the street if they would prefer a convenient off-street, covered parking space.

9.2.5.8 Project Parking

The Project proposes a parking garage with approximately 703 spaces to be used by residents, on-site commercial space and replacement parking for the existing 194 parking spaces on the site. The number of spaces has been determined through analysis of the site, market conditions and BTD guidelines for the area. The Project team believes that proposed parking is appropriate for the Project. The Proponent will continue to work with BTD regarding parking for the Project with the understanding that there is a concern regarding resident parking stickers.

In addition, the Proponent, subject to regulatory approval, will make some percentage of the non-residential parking spaces available to nearby South End residents on a nights and weekend basis. The monthly rate will be set at a percentage of the monthly rate charged to the Projects residents. In addition, subject to regulatory approvals, the Project will provide parking, subject to availability, available during snow emergencies to nearby South End residents.

9.2.6 Construction Impacts

The Proponent is committed to working with the residents and the City to mitigate impacts to the extent feasible. A Construction Management Plan (CMP) in compliance with the City's Construction Management Program and with input from nearby residents will be submitted to the BTD once final plans are developed and the construction schedule is fixed. The CMP will cover numerous items including hours of operations, staging, material delivery routes, rodent control, control of noise, dust and air emissions from construction equipment, protection of existing utilities, and construction worker parking. The Proponent intends to follow the guidelines of the City of Boston and the MassDEP, which direct the evaluation and mitigation of construction impacts. The construction contractor will be required to comply with the details and conditions of the approved CMP.

In regard to construction worker parking, they will not be allowed to park in the area unless it is on the Project Site.

During the construction phase of the Project, the Proponent will provide the name, telephone number and address of a contact person to communicate with on issues related to the construction.

BOSTON REDEVELOPMENT AUTHORITY

SCOPING DETERMINATION
HARRISON ALBANY BLOCK

SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)

PROPOSED PROJECT:	HARRISON ALBANY BLOCK
PROJECT SITE:	575 ALBANY STREET, 75 EAST DEDHAM STREET, 100 EAST CANTON STREET, 123 EAST DEDHAM STREET, GAMBRO BUILDING, AND A SURFACE PARKING LOT BOUNDED EAST DEDHAM STREET, HARRISON AVENUE, EAST CANTON STREET, AND ALBANY STREET
PROPONENT:	LEGGAT MCCALL PROPERTIES LLC MEPT/LMP HARRISON/ALBANY BLOCK LLC
DATE:	AUGUST 9, 2016

The Boston Redevelopment Authority ("BRA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code"), in response to a Project Notification Form ("PNF") which Leggat McCall Properties LLC and MEPT/LMP Harrison/Albany Block LLC (the "Proponent"), filed for the proposed Harrison Albany Block project (the "Proposed Project") on March 21, 2016. Notice of the receipt by the BRA of the PNF was published in the Boston Herald on March 21, 2016, which initiated a public comment period with a closing date of April 19, 2016. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City's public agencies/departments and elected officials on March 21, 2016. The initial public comment period was subsequently extended until April 28, 2016, through mutual consent between the BRA and the Proponent. Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on April 12, 2016 with the City's public agencies/departments, where the proposal was reviewed and discussed.

In response to feedback received during the initial public comment period, the Proponent revised the design of the Proposed Project. The public comment period associated with the revised design scheme concluded on July 8, 2016.

On November 5, 2015, the Proponent filed a Letter of Intent ("LOI") in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston for the redevelopment of the property purchased from Boston Medical Center, comprising the majority of the block bounded by Harrison Avenue, East Dedham Street, Albany Street, and East Canton

Street. As envisioned in the LOI, the Proposed Project would include the demolition of the structures occupying 123 Dedham Street, 100 East Canton Street, and 75 East Dedham Street and the construction of approximately seven hundred (700) residential units, retail space, artist live/work space, open space, and off-street parking.

Written comments in response to the PNF and the revised design scheme from BRA staff, public agencies/departments, and elected officials, are included in **Appendix A** and must be answered in their entirety. Written comments in response to the PNF and the revised design scheme received by the BRA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF and the revised design scheme received by the BRA from the Impact Advisory Group ("IAG") are included in **Appendix C** and must be answered in their entirety.

Comments received from BRA staff, public agencies/departments, and elected officials are included in **Appendix A:**

Specifically, they are:

- Christian Simonelli, Boston Groundwater Trust
- John P. Sullivan, Boston Water and Sewer Commission
- Katie Pederson, Boston Redevelopment Authority
- Michael Cannizzo, Boston Redevelopment Authority
- Kara Elliot- Ortega, Mayor's Office of Arts and Culture

Public comments received by the BRA during the comment period are included in **Appendix B.**

Impact Advisory Group ("IAG") member comments received by the BRA during the comment period are included in **Appendix C.**

Specifically, they are:

- Derek Valentine, Harrison Albany Block IAG Member
- Joe Wolvek, Harrison Albany Block IAG Member
- Helaine Simmonds, Harrison Albany Block IAG Member
- Jennifer Effron, Harrison Albany Block IAG Member
- George Stergios, Harrison Albany Block IAG Member
- Ken O'Donoghue, Harrison Albany Block IAG Member
- Mark Haley, Harrison Albany Block IAG Member
- Susan Sullivan, Harrison Albany Block IAG Member

The Scoping Determination requests information that the BRA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

I. PROJECT SITE

The site of the proposed development consists of an approximately 135,160 square foot parcel bounded by East Dedham Street, Harrison Avenue, East Canton Street, and Albany Street (the "Project Site"). Andrews Street, a public way bisects the Project Site and connects East Canton Street to East Dedham Street. The Project Site is currently occupied by five (5) existing buildings, including one (1) vacant former residential building (75 East Dedham Street), one (1) vacant former commercial building (575 Albany Street), and three (3) buildings that include office, lab, and medical office space (Gambro Building, 100 East Canton Street, and 123 East Dedham Street), as well as a large surface parking lot.

II. PROJECT DESCRIPTION

The Proposed Project, as described in the PNF, includes approximately 710,500 square feet of new and renovated building area, including the construction of two (2) mixed-use buildings containing approximately seven hundred ten (710) residential units and 8,700 square feet of ground floor commercial/retail space between both structures. The existing vacant building located 575 Albany Street would be renovated and include approximately 40,100 square feet of office space and 5,400 square feet of ground floor commercial/retail space. The existing Gambro building which is approximately 34,500 square feet, would not change as part of the Proposed Project, and is not included in overall square footage noted above. A seven hundred forty five (745) space below grade parking garage would be constructed below the two (2) new mixed-use buildings to support the Proposed Project.

III. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BRA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BRA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BRA no later than fifteen (15) days prior to the date by which the BRA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BRA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BRA to issue a Certification of Compliance indicating the successful completion of the Article 80 development

review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, ten (10) copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of this scoping determination should be included in the booklet for reference. The electronic copy should be submitted to the BRA via the following website:
https://attachments.bostonredevelopmentauthority.org/

A. General Information

1. Applicant/Proponent Information
   a. Development Team **BRA 01**
      (1) Names
         (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
         (b) Attorney
         (c) Project consultants and architects
      (2) Business address, telephone number, FAX number and e-mail, where available for each
      (3) Designated contact person for each
   b. Legal Information **BRA 02**
      (1) Legal judgements or actions pending concerning the Proposed Project
      (2) History of tax arrears on property owned in Boston by Applicant
      (3) Evidence of site control over project area, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.

(4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Area

a. An area map identifying the location of the Proposed Project **BRA 03**
b. Description of metes and bounds of project area or certified survey of the project area. **BRA 04**
c. Current zoning **BRA 05**

3. Project Description and Alternatives

a. The DPIR shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate the Proposed Project shall be required. **BRA 06**
b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed. **BRA 07**

4. Public Benefits **BRA 08**

a. Anticipated employment levels including the following:
   (1) Estimated number of construction jobs
   (2) Estimated number of permanent jobs
b. Current and/or future activities and programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, infrastructure improvements, public realm improvements, grant programs, etc.
c. Other public benefits, if any, to be provided.

5. Community Process **BRA 09**

a. A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses and community groups.
b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR. BRA 10

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BRA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BRA procedure. BRA 11

C. TRANSPORTATION COMPONENT BRA 12

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the Boston Transportation Department ("BTD"), "Transportation Access Plan Guidelines" in preparing its studies. Proposed transportation network/infrastructure improvements in the impacted area should also be listed and explained in this component.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address the comments of Katie Pedersen, Senior Land Use Planner/Sustainability Specialist, dated August 1, 2016 included in **Appendix A**. The DPIR must also include the most up to date Article 37/Interagency Green Building Committee ("IGBC") required documentation.

Shadow BRA 13

A shadow analysis shall be required for existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn. It should be noted that due to time differences (daylight savings vs. standard), the autumnal equinox shadows would not be the same as the vernal equinox shadows and therefore separate shadow studies are required for the vernal and autumnal equinoxes.

The shadow impact analysis must include net new shadow as well as existing shadow and must clearly show the incremental impact of the proposed new building. For purposes of clarity, new shadow should be shown in a dark, contrasting tone distinguishable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project (i.e., at the winter solstice). The build condition(s) shall include all buildings under construction and any proposed buildings anticipated to be completed prior to completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area shall be shown. A North arrow shall be provided on all figures and street names shall be clearly identified.

Particular attention shall be given to existing or proposed public open spaces, plazas, park areas, sidewalks, pedestrian areas and walkways, adjacent to, and in the vicinity of the Proposed Project. Design or other mitigation measures to minimize or avoid any adverse shadow impact must be identified.

The above shadow analysis shall be required for any alternative required to be studied in accordance with Scoping Determination as well as the preferred development option.

Wind

BRA 14

A qualitative analysis of the potential pedestrian level wind impacts shall be required for the DPIR. This analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the Authority's guideline of an effective gust velocity of 31 mph not to be exceeded more than 1% of the time.

The qualitative analysis shall evaluate the effects of the major winds for the Boston area, including northwest, southwest, and easterly storm (northeast, east, southeast) winds, as well as annual winds. The evaluation shall include, in addition to the BRA's effective gust criterion, an analysis of the Melbourne comfort criteria for the locations tested. Tables presenting the wind analysis data and maps clearly indicating analysis locations, anticipated wind flow patterns, existing and future anticipated Melbourne comfort categories and actual wind speeds shall be included in the assessment.

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.

Daylight

BRA 15

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of sky dome that is obstructed by the Proposed Project building and evaluating the net change in obstruction. If alternative massing studies are requested as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat the following elements as controls for data comparison: existing conditions, the context of the area, and the as-of-right background zoning envelope.

Solar Glare

BRA 16

An evaluation of potential solar glare impact is required, if the project incorporates the substantial use of glass-facades.

As applicable, this analysis must measure potential reflective glare from the building onto potentially affected streets and public open spaces in order to determine the potential for visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare must be identified. Technical data used for the analysis must be included.

Air Quality

Existing and projected future air quality in the project vicinity is expected to conform to the National Ambient Air Quality Standards (NAAQS) and U.S. Department of Housing and Urban Development (HUD) requirements for residential and other sensitive receptors.

However, a microscale air quality (carbon monoxide) analysis is required for any intersection (including the proposed garage entrances/exits) where level of service (LOS) is expected to deteriorate to D and the Proposed Project causes a 10 percent increase in traffic, or where the level of service is E or F and the Proposed Project contributes to a reduction of LOS. The methodology and parameters of the traffic-related air quality analysis, if required, must be approved in advance by the BRA and the Massachusetts Department of Environmental Protection, and shall be consistent with U.S. EPA guidance (e.g., *Guideline For Modeling Carbon Monoxide From Roadway Intersections*, US Environmental Protection Agency, Office of Air Quality Planning and Standards, Technical Support Division; Research Triangle Park, NC; EPA-454/R-92-005; November 1992). The results of the air quality analysis shall be compared to the Massachusetts State Implementation Plan to determine project compliance with the Plan. Mitigation measures to eliminate or avoid any violation of air quality standards must be described. **BRA 17**

An indirect source air quality analysis of the operation of the proposed modular system parking garage should be prepared to determine potential air quality impacts on nearby sensitive receptors and compliance with air quality standards, as applicable. Emissions should be estimated using appropriate U.S. EPA guidance. The EPA SCREEN3 model should be used to calculate maximum CO impacts from the garage at the various sensitive receptors. CO monitors shall be required for any enclosed parking garage. A description of the monitors and operation of the monitors is required.

A description of the project's heating and mechanical systems and of the parking garage ventilation system, including location of intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of the heating, mechanical, and exhaust systems, including the building's emergency generator, shall be required. Measures to avoid any violation of air quality standards shall be described, and sidewalk vents for the garages are prohibited. **BRA 18**

Solid and Hazardous Wastes

The presence of any contaminated soil or groundwater and any underground storage tanks at the project site shall be evaluated and remediation measures to ensure their safe removal and disposal shall be described. **BRA 19**

If asbestos, asbestos-containing materials, lead paint or other hazardous compounds (e.g., PCBs) are identified during the demolition, renovation or removal activities, the handling and disposal must be in compliance with Massachusetts Department of Environmental Protection, the Boston Public Health Commission and the Inspectional Services Department guidelines and requirements

In addition, the DPIR shall quantify and describe the generation, storage, and disposal of all solid wastes from the construction and operation of the Proposed Project. In addition, measures **BRA 20**

to promote the reduction of waste generation and encourage recycling, particularly for paper, plastics, glass, metals, and other recyclable products, and compliance with the City's recycling program, shall be described.

Noise

BRA 21

The DPIR shall establish the existing noise levels at the project site and vicinity based upon a noise-monitoring program. Calculations of future noise levels after project completion (based on appropriate modeling), and demonstrated compliance with the Design Noise Levels established by the U.S. Department of Housing and Urban Development for residential and other sensitive receptors, and with all other applicable Federal, State, and City of Boston noise criteria and regulations shall be required.

An analysis of the potential noise impacts from project-generated traffic, from the project's mechanical and exhaust systems, as well as the effects of aircraft flyover noise (from Logan Airport), and compliance with applicable regulations of the City of Boston and Commonwealth of Massachusetts shall be required. A description of the project's mechanical and exhaust systems and their proposed location shall be included. Measures to minimize and eliminate adverse noise impacts on nearby sensitive receptors, including the project itself, from traffic noise and mechanical systems shall be described.

Storm Water Management

BRA 22

The DPIR shall contain an evaluation of the Project Site's existing and future storm water drainage and storm water management practices. The DPIR shall illustrate existing and future drainage patterns from the project site and shall describe and quantify existing and future storm water runoff from the site and the Proposed Project's impacts on site drainage. The analysis should be performed based on 2-, 10-, 25- and 100- year rainfall events based on a 24-hour duration. The Proposed Project's storm water management system, including best management practices to be implemented, measures proposed to control and treat storm water runoff and to maximize on-site retention of storm water, measures to prevent groundwater contamination, measures to prevent harbor pollution, and compliance with the Commonwealth's Storm Water Management Policies, also shall be described. The DPIR shall describe the project area's storm water drainage, to which the project will connect, including the location of storm water drainage facilities and ultimate points of discharge.

BRA 23

If the project involves the disturbance of one acre or more of land, a National Pollution Discharge Elimination System (NPDES) General Permit for Construction consistent with the requirements of U.S. Environmental Protection Agency, the Massachusetts Department of Environmental Protection and the Boston Water and Sewer Commission will be required. If such permit is required, a storm water pollution prevention plan must be prepared and submitted prior to commencing construction. A copy of the plan should be provided to the BRA.

Geotechnical Impact/Groundwater

To the extent not provided in the PNF, an analysis of existing sub-soil conditions at the project site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology (e.g., underground garage if applicable, pier pilings), the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, roadways and the harbor. **BRA 24**

Maintaining groundwater levels in the City of Boston is required. Consultation with the Boston Groundwater Trust regarding potential groundwater impacts in areas influenced by tidal fluctuations is recommended. Measures to ensure that groundwater levels will be maintained and will not be lowered during or after construction shall be described. If on-going pumping is required, the metering of discharge must be conducted with oversight by the Boston Water and Sewer Commission. Levels reported shall be based on Boston City Base (BCB). **BRA 25**

Construction Impacts **BRA 26**

As applicable, construction impact analysis shall include a description and evaluation of the following:

(a) Potential dust and pollutant emissions and mitigation measures to control these emissions, including participation in the Commonwealth's Clean Construction Initiative.

(b) Potential noise generation and mitigation measures to minimize increase in noise levels.

(c) Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.

(d) Construction schedule, including hours of construction activity.

(e) Access routes for construction trucks and anticipated volume of construction truck traffic.

(f) Construction methodology (including foundation and piling construction), amount and method of excavation required, disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.

(g) Method of demolition of existing buildings on the site and disposal of the demolition waste, as applicable.

(h) Potential for the recycling of construction and demolition debris, including asphalt from existing parking lots.

(I) Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or storm water runoff into the City's drainage system during the construction period.

(j) Coordination of project construction activities with other major construction projects being undertaken in the project vicinity at the same time, including scheduling and phasing of individual construction activities.

(k) Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.

(l) Measures to protect the public safety.

Rodent Control

BRA 27

Compliance with city and state rodent control program requirements must be ensured. Rodent inspection monitoring and treatment, if necessary, should be carried out before, during and at the completion of the construction period. Extermination for rodents shall be required for issuance of permits for demolition, excavation, foundation and basement rehabilitation. Licensed exterminators shall indicate before and during construction activity whether or not rodent activity is identified. Compliance with this policy will be monitored by the Rodent Control Unit of the Inspectional Services Department

Sustainable Design

BRA 28

The Proponent must analyze project impacts on the surrounding environment that are attributable to forecasted climate conditions over the full duration of the expected life of the project. Utilizing the best available science, identify changes in the climate and environment and how such changes will affect the project's environmental impacts including the survivability, integrity and safety of the project and its inhabitants. Climate change conditions may include, but not be limited to, sea-level rise, higher maximum and mean temperatures, more frequent and longer extreme heat events, more frequent and longer droughts, more sever freezing rain and heavy rainfall events, and increased wind gusts. Include analysis of secondary and cascading impacts including more frequent and longer interruptions of utility services including electrical, gas, and telecommunication systems, and disruptions of transportation systems and networks.

The Proponent must incorporate Climate Change Preparedness and Resiliency strategies into all relevant components of the project such as Transportation, Infrastructure Systems, Environmental Protection, Urban Design, Landscape, Sustainable Development, Historic Resources, and Tidelands.

The Proponent must submit an updated and final Climate Change Preparedness and Resiliency Checklist along with a written response to the IGBC. The Final Climate Change Preparedness and Resiliency Checklist and Response must be submitted in conjunction with the submittal of the Final Design and Approval package for review by the IGBC. No Final Design Approval/Article 80 documents shall be authorized by the BRA until the final Climate Change Preparedness and Resiliency Checklist and Response have been reviewed by the IGBC.

E. URBAN DESIGN COMPONENT

BRA 29

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the BRA's Urban Design Department, included in **Appendix A.**

F. INFRASTRUCTURE SYSTEMS COMPONENT

BRA 30

The DPIR must address the comments of the Boston Water and Sewer Commission ("BWSC"), dated April 19, 2016 and the Boston Groundwater Trust dated April 21, 2016 included in **Appendix A.** An infrastructure impact analysis must be performed. The standard scope for infrastructure analysis is outlined in the letter submitted by the BWSC.

G. PUBLIC NOTICE

BRA 31

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BRA as required by Section 80A-2. This notice shall be published within five (5) days after the receipt of the DPIR by the BRA. Therefore, public comments shall be transmitted to the BRA within seventy five (75) days of the publication of the notice. A draft of the public notice must be submitted to the BRA for review prior to publication. A sample of the public notice is attached as **Appendix D.**

Following publication of the public notice, the Proponent shall submit to the BRA a copy of the published notice together with the date of publication.

H. INCLUSIONARY DEVELOPMENT POLICY/ AFFORDABLE HOUSING COMPONENT

BRA 32

As indicated in the PNF, the Proposed Project will comply with the BRA's Inclusionary Development Policy ("IDP") and the affordable housing requirements for Planned Development Areas under Article 64 of the Code. The Proponent must explain as to how it intends on complying with both requirements. Details should include the number of units to be created, the incomes of the households to be reached, the sizes of the units, and the anticipated unit mix for the on-site IDP/ affordable housing component. If the Proponent intends on meeting any portion of its IDP/affordable housing creation obligation through an off-site housing creation contribution to the Inclusionary Development Program Fund, a breakdown of the approximate amount being contributed should be included.

I. ACCESSIBILITY CHECKLIST

BRA 33

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. A blank Accessibility Checklist is attached as **Appendix E.**

9.3 Responses to BRA Scoping Determination and City Comments

BOSTON REDEVELOPMENT AUTHORITY SCOPING DETERMINATION

BRA 01 Development Team

The development team is identified in Section 1.2.

BRA 02 Legal Information

The legal information is provided in Section 1.4.

BRA 03 Area Map

An area map is included as Figure 2-1.

BRA 04 Site Survey

A site survey is included in Appendix A.

BRA 05 Zoning

The zoning information is included in Section 2.3.

BRA 06 Project Description

An updated Project description is included in Section 2.1.

BRA 07 Alternatives

Alternatives are discussed in Section 2.2.

BRA 08 Public Benefits

Public benefits are discussed in Section 1.3.

BRA 09 Community Process

The community process to date is described in Section 1.5.

BRA 10 Anticipated Permits

A list of anticipated permits and approvals is provided in Table 2-3.

BRA 11 Applicability of MEPA

The applicability of MEPA is discussed in Section 2.4.

BRA 12 Transportation Component

An updated transportation study is included in Chapter 3.

BRA 13 Shadow

An updated shadow study is included in Section 4.2.

BRA 14 Wind

An updated wind study is included in Section 4.1.

BRA 15 Daylight

An updated daylight analysis is included in Section 4.3.

BRA 16 Solar Glare

The Project is not anticipated to use highly reflective glass that would create solar glare issues.

BRA 17 Air Quality Microscale

An air quality analysis was included in the Expanded PNF in Section 3.5. A summary is provided in Section 4.5 of this DPIR.

BRA 18 Stationary Sources

Any new stationary sources will be reviewed by the Massachusetts Department of Environmental Protection during permitting under the Environmental Results Program, if required.

BRA 19 Hazardous Waste

A discussion of hazardous wastes on the site in included in Section 4.9.

BRA 20 Solid Waste

A discussion of solid waste is included in Section 4.9.2.

BRA 21 Noise

A noise analysis was included in Section 3.10 of the Expanded PNF. A summary of the sound level assessment is included in Section 4.10 of this DPIR.

BRA 22 Stormwater Management

A discussion of Stormwater Management is included in Section 8.4.

BRA 23 NPDES General Permit

A NPDES permit will be required, and a stormwater pollution prevent plan will be prepared and submitted to the BRA prior to commencing construction.

BRA 24 Geotechnical Impact

A discussion of geotechnical conditions is included in Section 4.8.

BRA 25 Groundwater

A discussion of groundwater is included in Section 4.8.3.

BRA 26 Construction Impacts

Construction impacts are discussed in Section 4.11.

BRA 27 Rodent Control

Rodent control measures are discussed in Section 4.11.13.

BRA 28 Sustainable Design

A discussion of climate change resilience is included in Chapter 5. The Climate Change Preparedness and Resiliency Checklist is included in Appendix E.

BRA 29 Urban Design Component

Urban design is discussed in Chapter 6.

BRA 30 Infrastructure Systems Component

Infrastructure systems are discussed in Chapter 8.

BRA 31 Public Notice

A public notice will be published in the Boston Herald notifying the submittal of the DPIR to the BRA.

BRA 32 Inclusionary Development

The proposal includes 10% of the units on site as affordable based on the City of Boston's Inclusionary Development Program guidelines. In addition, the Project

will make a payment to the Inclusionary Development Program Fund based on a set amount per unit for 10% of the total number of units.

BRA 33 Accessibility Checklist

The Accessibility Checklist is included as Appendix F.

Boston
Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116
617.859.8439 voice
www.bostongroundwater.org

April 21st, 2016

Casey Hines, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Subject: Harrison Albany Block Expanded Project Notification Form

Dear Ms. Hines:

Thank you for the opportunity to comment on the expanded project notification form (EPNF) for Harrison Albany Block. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the EPNF and confirmed at the scoping session the project is proposed to be designed and constructed to comply with the requirements of Article 32. The site is in an area with many wood piling supported buildings on East Dedham, East Canton, and East Brookline Streets.

As stated in the EPNF and confirmed at the scoping session compliance with the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. Also stated in the EPNF, a three level below-grade parking structure beneath the new buildings identified in the document as Building A and Building B is planned. The EPNF states that construction of the foundations and the below-grade parking structure will require excavation depths anticipated to be up to 40 feet below ground surface terminating to an approximate EL. of -22 BCB.

As stated in the EPNF and confirmed at the scoping session, the excavation will be conducted in an as yet to be determined engineered lateral earth support system, such as a slurry wall or steel sheetpile wall system. The system will be designed to provide excavation support and maintain groundwater levels outside the excavation by creating a groundwater "cutoff" between the excavation and the surrounding area. In addition the EPNF states that the lateral earth support system will be designed to be installed/sealed into the clay stratum to isolate the excavation and future below-grade garage from the groundwater table.

Before the GCOD zoning approval can be put in place, the proponent must provide the BRA and the Trust a letter stamped by a professional engineer registered in Massachusetts that details how it will accomplish what is stated in the EPNF and meets the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots. **BGWT 01**

The EPNF states that temporary dewatering will be required inside the excavation during excavation and foundation construction to remove "free" water from the soils to be excavated as well as precipitation. The proponent confirmed at the scoping session that the dewatering effluent is scheduled to be deposited onsite into a recharge pit.

The proponent confirmed at the scoping session monitoring data for existing and new groundwater observation wells will be collected pre, during, and post construction and the data will be furnished to the Trust and the Authority on a weekly basis. In the event that groundwater levels drop below the observed pre-construction baseline levels during construction, provisions must be in place to halt construction and dewatering until the cause is found and remedied. I look forward to working with the proponents Engineer on reviewing the monitoring wells in the area to be read and reported. Reporting of the groundwater level data and provisions to halt construction and dewatering if groundwater levels outside the project site drop below baseline levels should mirror the plan developed by the projects Engineer for the 888 Boylston Street project. **BGWT 02**

At the scoping session the proponent stated that they would investigate installing one additional monitoring well on East Dedham Street where there are currently no observation wells. This observation well should be installed prior to construction activities and be included in the group of wells to be monitored pre, during, and post construction. **BGWT 03**

I look forward to continuing to work with the proponent and the Authority to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

Christian S. Simonelli

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BRA
Maura Zlody, BED

BOSTON GROUNDWATER TRUST

BGWT 01 GCOD Zoning Approval

The Proponent will provide the BRA and Boston Groundwater Trust a letter stamped by a professional engineer registered in Massachusetts that details how it will accomplish compliance with the Groundwater Conservation Overlay District requirements.

BGWT 02 Groundwater Levels

The Proponent will collect groundwater level measurements pre-, during and post-construction at nearby observation wells and share the data with the Boston Groundwater Trust. The frequency of measurement collection will be determined based upon the construction activity and evaluation of data. The contract documents will include provisions for establishing threshold and limiting values for groundwater levels, which will include actions to be taken should these levels be approached or exceeded.

BGWT 03 Observation Well

The Proponent anticipates installing at least one monitoring well which would be located in the East Dedham Street sidewalk.

Boston Water and
Sewer Commission

980 Harrison Avenue
Boston, MA 02119
617-989-7000
Fax: 617-989-7718

April 19, 2016

Ms. Casey Ann Hines, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Harrison Albany Block Expanded PNF

Dear Ms. Hines:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (ExPNF) for the Harrison Albany Block. The project site, approximately 3 acres, is bounded by East Dedham Street, Harrison Avenue, East Canton Street and Albany Street. The proponent is proposing a mixed use development that includes residential units, retail space, office space and a parking garage. The project site contains five buildings; a vacant residential building, a vacant commercial building, three actively-used buildings and a large surface parking lot.

The project proposes to construct two new apartment buildings and renovate the vacant building at 575 Albany Street. The two new apartment buildings will contain 710 units along with retail space at the street level. Under these buildings, the proponent plans to construct a parking garage to accommodate 745 spaces. The two new buildings, the renovated 575 Albany Street building along with the Gambro Building will comprise 745,000 square feet of floor space.

The proponent estimates that the project will generate about 101,723 gallons per day (gpd) of wastewater, which represents an increase of 93,342 gpd from the existing estimated flows. The ExPNF indicates that the proponent plans to direct this flow into the Commission's combined sewer in Albany Street.

The proponent plans to direct stormwater from the site into storage tanks within the project site which will be able to overflow in the Commission's storm drains on either East Dedham Street or East Canton Street. These drains convey stormwater to a drain on Albany Street which discharges in the Commission's East Brookline storm drain. The proponent has acknowledged his responsibility to infiltrate at least one inch of runoff from the site. The proponent is encouraged to contact Mr. Phil Larocque before submitting the site plan so the appropriate measures for storing runoff and overflowing into the Commission's drainage system are contained in the plan. BWSC 01

The project includes over 41,000 square feet of open space, representing over 30 % of the site. The proponent is encouraged to investigate opportunities for Green Stormwater Infrastructure, see Item No. 4 in the General Comments.

The proponent will be required to participate in the Commission's program to mitigate the impact of the additional wastewater since the estimated sewage flow exceed 15,000 gpd, see Item No. 3 in General Comments.

The following pages contain general comments as well as specific comments for water, wastewater and stormwater concerns:

General Comments

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued. The proponent should provide verification of cut and capping if applicable. BWSC 02

2. All new or relocated water mains, sewers and storm drains must be designed and constructed at proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval. To assure compliance, these documents should be submitted when the new water and wastewater systems and the proposed service connections designs are 50 BWSC 03

percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.

3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan. **BWSC 04**

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green Stormwater Infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at http://bostoncompletestreets.org/ **BWSC 05**

5. The proponent should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, the proponent will be required to apply for a RGP to cover these discharges. **BWSC 06**

6. If the project site is located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to **BWSC 07**

include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.

7. The proponent is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited. **BWSC 08**

8. It is the proponent's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, the proponent must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems. **BWSC 09**

Water

9. The proponent is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. The proponent should contact the Commission's Operations Division for information on how to obtain a Hydrant Permit. **BWSC 10**

10. The proponent must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. The proponent should also provide the methodology used to estimate water demand for the proposed project. **BWSC 11**

11. The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the proponent should consider outdoor landscaping which requires minimal water. If the proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered. **BWSC 12**

12. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. If a new water meter is needed for the proposed project, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Installation Department. **BWSC 13**

Wastewater and Stormwater

13. The proponent fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. **BWSC 14**

14. In conjunction with the site plan and General Service Application, the proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must: **BWSC 15**

- Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.

- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.

- Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.

15. The proponent will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction. **BWSC 16**

If one acre of land or more is disturbed, then the proponent will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. The proponent is responsible for determining if such a permit is required and for obtaining the permit.

If such a permit is required, then a copy of the permit and any pollution prevention plan prepared pursuant to that permit should be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified above.

16. The Commission requires oil traps on drains within an enclosed parking garage. Discharges from oil traps must be directed to the sanitary sewer and not to a storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans. **BWSC 17**

17. In accordance with the Commission's Sewer Use Regulations, grease traps will be required in any restaurant or commercial kitchen. The proponent is advised to consult with the Supervisor for the Commission's Grease Trap Program, prior to preparing plans for a restaurant or commercial kitchen. **BWSC 18**

18. The Commission requests that the proponent install a permanent "Don't Dump, Drains to Boston Harbor" castings next to any new or modified catch basin installed as part of this project. **BWSC 19**

19. If the proponent seeks to discharge dewatering drainage to the Commission's collection system, they will be required to obtain a Drainage Discharge Permit from the Commission's Engineering Customer Service Department prior to discharge. **BWSC 20**

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/pwk

c.

William Gause – Leggat McCall Properties LLC
M. Zlody – Boston Environment
P. Laroque, BWSC

BOSTON WATER AND SEWER COMMISSION

BWSC 01 Stormwater Runoff

The Proponent will contact Mr. Phil Larocque regarding appropriate measures for storing runoff and overflowing into the BWSC's drainage system prior to submitting the site plan for review.

BWSC 02 Demolition Permit

The water, sewer, and storm drain connection demolition requirements will be coordinated with the BWSC as part of the BWSC's Site Plan Review process.

The Proponent's Contractor will perform the cut and capping of the water, sewer, and storm drain connections. As part of this work the Contractor will submit a General Service Application with the BWSC for the site utility demolition and construction, coordinate the required inspections with the BWSC, submit a Termination Verification Approval Form and as-built plans to the BWSC, and complete other construction related permits and forms.

BWSC 03 General Service Application

The water, sewer, and storm drain improvement construction requirements will be coordinated with the BWSC as part of the BWSC's Site Plan Review process.

The Proponent's Contractor will construct the new water, sewer, and storm drain mains and/or service connections. As part of this work the Contractor will submit a General Service Application with the BWSC for the site utility demolition and construction, coordinate the required inspections with the BWSC, submit as-built plans to the BWSC, and complete other construction related permits and forms.

BWSC 04 I/I Removal

The Project is subject to the 4:1 Infiltration and Inflow (I/I) reduction, as identified in the Commission's NPDES Permit for its combined sewer overflows and 314 CMR 12.00, Section 12.04(2)(d). This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. Typically, the I/I mitigation with the BWSC is a one-time payment to the BWSC equal to $9.64 per gallon of sewage being added to the municipal sewer system. Based on the estimated daily sewer flow is approximately 98,520 gpd resulting in a corresponding I/I mitigation commitment of approximately $949,732.80 that will be distributed amongst the Project buildings as shown in Table 9-2.

Table 9-2 Approximate I/I Mitigation Commitment

Building	*I/I Mitigation Commitment*
Gambro Building	$53,899.52
575 Albany Street	$108,022.87
Building A	393,144.16
Building B	$394,666.25
Total	**$949,732.80**

The Proponent understands that they will need to provide a letter to the BWSC committing to make the payment and that the owner will need to pay the commitment fee at a minimum of 90 days prior to the activation of the water services to the site.

BWSC 05 Green Infrastructure

The design of the Project will evaluate incorporating "green infrastructure" components into the street design as outlined in the City of Boston's Complete Streets initiative. The Proponent will review the Project's landscape design for the street areas with the City of Boston's Public Improvements Commission, Public Works Department, Parks and Recreation Department and with the BWSC.

BWSC 06 Remediation General Permit

If contaminated groundwater is encountered during construction within the Project Site, then the Proponent will engage a Licensed Site Professional and will apply for a Remediation General Permit for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges to cover the contaminated groundwater discharges.

BWSC 07 Groundwater Conservation Overlay District

The stormwater management system for the Project Site will be designed to promote infiltration of rainwater into the ground by capturing within a suitably-designed system a volume of rainfall over the site equal to one inch across the portion of the surface area occupied by buildings and other impervious surfaces. Specifically regarding post-construction conditions, the Project's post-construction rainwater will be collected and stored on-site in a tank of sufficient capacity to capture no less than one inch of rainwater across the site of the areas occupied by the buildings, walkways, driveways, plazas and other impervious surfaces. An automated system will pump the stored water into injection wells located outside of the Project's foundation walls.

All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process. The process includes a comprehensive design review of the proposed service connections, assessment of Project demands and system capacity, and compliance with the Zoning Code, including Article 32. As part of the design process, the Proponent will consult with the BWSC to review the basis of design for the water, sewer, and drainage services for the Project, as well as compliance with the GCOD requirements.

BWSC 08 Water and Sewer Lines

The Project's buildings will not be constructed over any BWSC water and sewer facilities.

BWSC 09 Capacity Analysis

All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process. The process includes a comprehensive design review of the proposed service connections, assessment of Project demands and system capacity, and compliance with the Zoning Code, including Article 32. As part of the design process, the Proponent will consult with the BWSC to review the basis of design for the water, sewer, and drainage services for the Project.

BWSC 10 Hydrant Permit

The Proponent will obtain a Hydrant Permit for use of any hydrant during the construction phase of the Project.

BWSC 11 Peak and Continuous Water Demand

All improvements and connections to BWSC infrastructure will be reviewed as part of the BWSC's Site Plan Review process. The process includes a comprehensive design review of the proposed service connections, assessment of Project demands and system capacity, and compliance with the Zoning Code, including Article 32. As part of the design process, the Proponent will consult with the BWSC to review the basis of design for the water, sewer, and drainage services for the Project. Estimates of peak and continuous maximum water demand for residential, commercial, irrigation of landscaped areas, and air-conditioning make-up water for the full-site build-out of the Project will be provided as part of the Site Plan Review process.

BWSC 12 Water Conservation

The Proponent will explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. The Proponent sill consider outdoor landscaping which requires minimal water and the in-ground

sprinkler systems will include timers, soil moisture indicators and rainfall sensors as applicable.

BWSC 13 Meter Transmitter Unit

The Proponent's Contractor will coordinate with the BWSC to have Meter Transmitter Units (MTU) installed on the new water meters in the Project's buildings.

BWSC 14 Stormwater Retention

The stormwater management system for the Project Site will be designed to promote infiltration of rainwater into the ground by capturing within a suitably-designed system a volume of rainfall over the site equal to one inch across the portion of the surface area occupied by buildings and other impervious surfaces. Specifically regarding post-construction conditions, the Project's post-construction rainwater will be collected and stored on-site in a tank of sufficient capacity to capture no less than one inch of rainwater across the site of the areas occupied by the buildings, walkways, driveways, plazas and other impervious surfaces. An automated system will pump the stored water into injection wells located outside of the Project's foundation walls.

In addition, the Project will increase the amount of open space within the site as compared to the existing conditions resulting in an increase in pervious surface areas and an overall reduction in stormwater runoff. The combination of the reduction of stormwater runoff and the proposed infiltration system will result in a significant annual reduction in stormwater runoff volume discharging into the BWSC storm drainage system, and an overall positive improvement over existing conditions.

BWSC 15 Stormwater Pollution Prevention Plan

A construction period pollution prevention and sedimentation control plan will be prepared for the Project and will be implemented during construction by the Proponent's Contractor. The plan will include specific best management practices (BMP) for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the BWSSC's drainage system during construction.

A post-construction Operation and Maintenance Plan will also be prepared and will be implemented by the Proponent after construction is complete to ensure that stormwater management systems function as designed. Source control and stormwater BMP operation requirements for the Project Site are summarized in the Long-Term Pollution Prevention Plan and Operation and Maintenance Plan.

BWSC 16 NPDES Permit

Since the Project will disturb more than one acre of land, the Contractor will be required to submit a Notice of Intent (NOI) to the EPA for coverage under the General Permit of the NPDES. As part of this application, the Contractor will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement the measures in the SWPPP. The SWPPP, which is to be kept onsite, includes erosion and sediment controls (stabilization practices and structural practices), temporary and permanent stormwater management measures, Contractor inspection schedules and reporting of all SWPPP features, materials management, waste disposal, off-site vehicle tracking, spill prevention and response, sanitation, and non-stormwater discharges.

The Contractor will be required to implement the SWPPP for the duration of the Project construction. The Contractor will be required to inspect all controls regularly to ensure that the controls are working properly and shall clean and reinstall any control that needs to be cleaned or replaced.

A copy of the NOI and the SWPPP prepared pursuant to the NPDES Construction General Permit will be provided to the Commission's Engineering Services Department, prior to the commencement of construction.

BWSC 17 Oil Traps

The water, sewer, and storm drainage improvement construction requirements will be coordinated with the BWSC as part of the BWSC's Site Plan Review process.

The garage plumbing system design will include oil traps on drains within the enclosed parking garage. The oil traps will be designed as required in the BWSC's Requirements for Site Plans. Discharge from the oil traps will be directed to the sanitary sewer services and not to a storm drain.

BWSC 18 Grease Traps

The water, sewer, and storm drainage improvement construction requirements will be coordinated with the BWSC as part of the BWSC's Site Plan Review process.

The Proponent's Plumbing Engineer will consult with the Supervisor for the Commission's Grease Trap Program to review the basis of design for any restaurants or commercial kitchens included in the Project. The Project will be designed in accordance with the BWSC's Sewer Use Regulations to provide grease traps in any restaurant or commercial kitchen.

BWSC 19 Catch Basin Castings

The water, sewer, and storm drainage improvement construction requirements will be coordinated with the BWSC as part of the BWSC's Site Plan Review process. The storm drainage system design will include locating "Don't Dump, Drains to Boston Harbor" castings next to any new or modified catch basin installed as part of the Project.

BWSC 20 Dewatering

The Proponent's Contractor will obtain the appropriate permits for dewatering operations during construction, including a BWSC Drainage Discharge Permit, and will be required to adhere to the requirements and special conditions of these permits.

BRA MEMORANDUM

TO: Raul DuVerge

FROM: Katie Pedersen

DATE: August 1, 2016

RE: Harrison Albany Block
Boston, Massachusetts
Revised Plan

I have reviewed the Revised Plan, dated June 2016 and submit the following comments for the Environmental Protection component. Leggat McCall Properties LLC (the "Proponent") stated that in response to community feedback which was primarily focused on height and adherence to the Harrison Albany Corridor Planned Development Area (PDA) zoning, revisions were made to the "Original Proposal" (Expanded Project Notification Form filed on March 21, 2016).

Wind

The Proponent shall not be required to perform an additional quantitative (wind tunnel) analysis of the pedestrian level winds and instead shall be required to generate a qualitative analysis of the pedestrian level winds.

The wind conditions as presented in the Expanded Project Notification Form (EPNF) pertain to the Original Proposal and accordingly, the Proponent shall be required to provide a description of the potential effects resulting from the changes in the design. In particular, the Proponent shall be required to demonstrate that the elimination of the park to be located at the corner of East Dedham Street and Harrison Avenue as well as the changes to the courtyard spaces will not create additional adverse impacts. However, if additional adverse impacts are anticipated to be created, the Proponent shall be required to provide a description measures designed to mitigate the adverse impact(s). **KP 01**

Shadow

The Proponent shall be required to provide a description of any and all adverse impacts that the design changes are anticipated to create. **KP 02**

Daylight

(Please refer to Urban Design's comments)

Solar Glare **KP 03**

If the design changes include the incorporation of substantial glass-facades (reflective glass) a solar glare analysis shall be required. The analysis shall measure potential

reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

No additional information shall be required.

Noise

No additional information shall be required.

Sustainable Design/Green Buildings

KP 04

If the design changes have resulted in the addition or elimination of previously proposed credits, the Proponent shall be required to submit revised LEED Checklists and a Sustainability Narrative.

KATIE PEDERSEN, BOSTON REDEVELOPMENT AUTHORITY

KP 01 Wind

An updated wind study is included in Section 4.1.

KP 02 Shadow

An updated shadow study is included in Section 4.2.

KP 03 Solar Glare

The Project materials are still being studied and glazing of the windows will be determined as the design progresses. Due to the type of potential glass and glazing proposed, solar glare impacts are not currently anticipated.

KP 04 Sustainable Design

Updated LEED checklists and narratives are included in Chapter 5.

E. URBAN DESIGN COMPONENT

Issues

The PNF that the Proponents have submitted conbtains recommendations regarding site planning, vehicular circulation, massing and landscape. The Proponent shall address the following issues in preparing the DPIR. The response will require appropriate diagrams, drawings, photographs, and other graphic images as well as text to fully explain the Proponents' intent.

A. Site Development

The BRA wishes to insure adequate pedestrian and vehicular access and connection, relief from traffic congestion, and enhancement of the project's identity as a part of the South End neighborhood. To achieve these goals the BRA has identified organizing and linking the various open spaces on the site as an important component. **MC 01**

In addition to organizing and linking the open spaces the project needs to strengthen the street wall along Harrison Av. The BRA therefore requests that project look at adding a building at the corner of Harrison and Ease Dedham Streets. **MC 02**

Finally, in order to enhance the informal north/south connection that runs through this portion of the South End the BRA requests that project look at how the path coming out of the community gardens located behind 700 Harrison can continue through their site along the relocated Andrew Street to East Dedham Street. **MC 03**

B. Building Form and Massing

The proposed height of the buildings exceed the allowable zoning height for the neighborhood. The project team will need to submit a plan that complies with the maximum allowable zoning height of 120 feet. **MC 04**

The building mass needs to reflect the rhythm of the buildings found on East Canton Street. **MC 05**

The BRA design staff will continue to work with the project team in refining the design concept. It will be important as the design review process continues to provide samples of proposed materials, and elevation studies showing the project in context.

Submission Requirements

MC 06

The Proponent shall submit materials to allow for a thorough review of the options available to address the issues cited above as well as others that may arise in further development and examination of the Proposed Project. In addition the Proponent shall provide

A. a series of neighborhood plans at a scale of 1"=100' showing existing and proposed building heights, building uses, pedestrian circulation, and vehicular circulation of cars and service vehicles; the area to be included in the plans shall extend not less than 1,000 feet in all directions from the proposed project site;

B. diagrammatic sections through the neighborhood cutting north-south and east-west at the scale and distance indicated above;

C. true-scale three-dimensional graphic representations of the area indicated above either as aerial perspective or isometric views showing all buildings, streets, parks, and natural features;

D. plans, elevations, sections of the proposed building;

E. site plans indicating landscaping, sidewalks, roadways, parking area, etc.

MICHAEL CANNIZZO, BOSTON REDEVELOPMENT AUTHORITY

MC 01 Organizing and Linking Open Spaces

The Proponent has maintained the concept of providing three through-block connections through the site from East Canton Street to East Dedham Street, including a pedestrian only green space in the center of the site, restoring and improving the service drive adjacent to 575 Albany Street, and a relocated and widened Andrews Street adjacent to the Gambro Building.

MC 02 Street Wall Along Harrison Avenue

The Project has been redesigned to include an addition to the Gambro Building at the corner of Harrison Avenue and East Dedham Street, which includes retail on the ground floor and office above.

MC 03 Continued Path

The pedestrian path has not changed significantly from the previous proposal. Please see Figure 2-17 for pedestrian and vehicular connectivity and circulation.

MC 04 Height

The Project will comply with the maximum building height (as defined by the Zoning Code) for PDAs of 70 feet in Area 1 of EDA South (within 100 feet of Harrison Avenue), and 120 feet within Area 2 of EDA South (the balance of the site). The Gambro Building with the proposed vertical addition will have a height of 70 feet, while the new buildings and 575 Albany Street with its vertical addition will have a height of 120 feet.

MC 05 Massing

The revised design has both Building A and B's courtyards facing East Canton Street which allows the design to emulate the rhythm of the buildings found on East Canton Street.

MC 06 Submission Requirements

Please see Appendix G.

Raul Duverge <raul.duverge@boston.gov>

Re: Scoping Determination Comments- Harrison Albany Block, South End

1 message

Kara Elliott-Ortega <kara.elliott-ortega@boston.gov> Wed, Aug 3, 2016 at 4:42 PM
To: Raul Duverge <raul.duverge@boston.gov>

Hi Raul,

We have a few questions/comments regarding this PNF. In general, I am not clear on the process for ensuring the affordability or success of cultural and arts spaces listed as public benefits, which is why I am curious about previous examples. You will see this reflected in some of the comments below:

Artist Housing:

- Will the affordable artist units be live/work spaces or in any way built for the needs of artists? If they are residential only, then they should just be affordable units, not targeted to artists. Artists who qualify can apply along with the general public. Targeting artists is only a public benefit if the space is built for artist needs. **KEO 01**
- Live/Work units targeted to artists should be restricted to BRA/MOAC Certified Artists. We run an artist certification process that ensures that an artist seeking affordable housing is genuinely a practicing artist in need of space. We have a long waiting list of certified artists who are seeking housing. **KEO 02**
- What are the affordability specifics? Income requirements? **KEO 03**

Affordable Cultural Space

- How will the affordability of the space be determined? Best practice is to have this kind of space owned and managed separately from the development, in order to ensure that it does not turn over after a period of a few years due to increasing taxes, common area fees, etc. **KEO 04**
- A successful space will also be built to the needs of the managing organization/users. For example, the PNF lists a maker space as well as a commercial kitchen as potential uses. Either of these would require very specialized build outs. We know from Boston Creates, the cultural plan, that rehearsal space is in huge demand. Rehearsal space is a blank box with very little build out. When will these kinds of conversations take place in order to ensure a successful use? **KEO 05**
- Who will manage the space and how will that be determined? Again, best practice is to have these conversations as early as possible so that a good managing partner and build out can be determined. My office writes many RFPs for artists/cultural spaces - we could help the developer find a good partner for the space. **KEO 06**

Let me know how we can useful in addressing any of these points. I am available to work on any of this and answer questions. Thanks!

Kara

On Wed, Aug 3, 2016 at 2:22 PM, Raul Duverge <raul.duverge@boston.gov> wrote:
> Thanks for following up Kara. Let me do some research on some examples and get back to you.
>
> On Wed, Aug 3, 2016 at 2:19 PM, Kara Elliott-Ortega <kara.elliott-ortega@boston.gov> wrote:
> > Hi Raul,
> >
> > I am going to put together some notes from me and Julie later today.
> >
> > I have one broader question: can you point me to any built/finished examples of developments that created maker space or affordable cultural space as part of their public benefits?
> >
> > Thanks,
> > Kara
> >
> > On Tue, Aug 2, 2016 at 6:43 PM, Julie Burros <julie.burros@boston.gov> wrote:
> >
> > **********
> > Julie S. Burros

KARA ELLIOT-ORTEGA, MAYOR'S OFFICE OF ARTS AND CULTURE

KEO 01 Affordable Artist Units

The Proponent intends to create approximately 5% of the onsite affordable units as affordable artist live/work units. The units would be designed to the BRA Artist Live/Work Specific Design Guidelines, and artist tenants would be identified through the BRA Artistspace Program.

KEO 02 Live/Work Units

Please see response to comment KEO 01 above.

KEO 03 Affordability Specifics

Please see response to comment KEO 01 above.

KEO 04 Affordability of Cultural Space

The Project owner will maintain ownership of this space, and it will be professionally managed. The affordability of the space as well as other requirements will be discussed with the BRA at the same time as the user selection process and the determination of the space requirements.

KEO 05 Space Conversions

The specific buildout requirements will be determined based on final selection of use and/or tenant. The Proponent is working with a local organization to try and meet their needs if schedules can align, and will continue to explore alternatives including rehearsal space as well.

KEO 06 Cultural Space Management

The space will be owned by the owner of the development, and will be managed by Bozzuto Management. The Proponent is open to having discussions about possible partners/users and will reach out to the Mayor's Office of Arts and Culture through the BRA Project Manager to find a time to meet.

Casey Hines <casey.a.hines@boston.gov>

RE: Harrison Albany Block- Impact Advisory Group

1 message

Mark Haley <mark@aboveabc.com> Fri, May 13, 2016 at 5:26 PM
To: Casey Hines <casey.a.hines@boston.gov>

Hello Casey,

I do not think I ever sent you my comments.

In consideration for the parcel that is border by Harrison Avenue, East Dedham Street, East Canton Street, and Albany

Street. I would like to see the original zoning consider. Keep it Commercial and keep it to the height as it was zoned for. **MH 01**

My first concern is it way too high for what was planned. If everyone did what they wanted, what good is a master plan. I am concerned for the neighbors and their shadow their larger building will cast. **MH 02**

Traffic is already at an F in many intersections in this area. To add so many individual units would add to the traffic problem. **MH 03**

I think there needs to be more parking provided. I believe they are not even where they need to be. I would think at least one space per unit plus spaces for their tenants and the businesses they have proposed. **MH 04**

Thank you,

Mark

From: mark

9.4 Impact Advisory Group Comments on the Expanded PNF

MARK HALEY

MH 01 Commercial Use/Height

The Proponent has chosen to propose a primarily residential use in response to Mayor Walsh's housing goal of 53,000 new housing units by 2030. The revised proposal is now fully zoning compliant under the PDA provisions of South End Zoning, including a maximum building height of 120 feet for most of the site as mentioned in Section 9.2.1. The Project includes approximately 76,800 sf of commercial office and lab use in the Gambro Building, as well as approximately 19,700 sf of retail and cultural space on the ground floor of the four buildings. Please see Section 9.2.1 for additional information.

MH 02 Height/Shadow

The Project has been reduced in height to 120 feet as mentioned in Section 9.2.1. A shadow study is included in Section 4.2.

MH 03 Traffic

Please see Section 9.2.5.3.

With the current improvements at the intersection of Harrison Avenue/Monsignor Reynolds Way/Malden Street, the only study area signalized intersections that will be operating at poor levels during the peak hours are the two Frontage Road intersections. These delays are due to the regional highway connections. Several unsignalized approaches will continue to operate at LOS F during the peak hours; however, this is a common experience for an unsignalized intersection in an urban environment. The Proponent is working with BTD to determine if any of these unsignalized intersections meet signalization warrants, and whether signalization would be appropriate.

MH 04 Parking

Please see Section 9.2.5.5 regarding the parking supply.

Harrison Albany Block Development

An Alternate View

April 28, 2016

Ken O'Donoghue
Kit Pyne

Property owners & residents
E. Brookline St.
kenodphoto@gmail.com

Harrison Albany Block Development
An Alternate View

Leggat McCall Properties proposes to develop the Harrison Albany Block between E. Canton St. and E. Dedham St.. They propose to construct two buildings, Building B at the zoned 120 feet or 11 stories of height and Building A above the zoned 120 foot guideline at a 200 foot height or 19 stories. They claim they can increase open public space at ground level with the additional 80 feet or 8 stories of height and in dong so improve the public experience of the site.

The following photographs are an alternative view that the public experience will not be improved significantly with this additional height and further more the neighborhood will be left with a towering 19 story building that will both dwarf the existing neighborhood and be out of scale with any other buildings, including the 10 and 13 story Cathedral Towers. KO 01

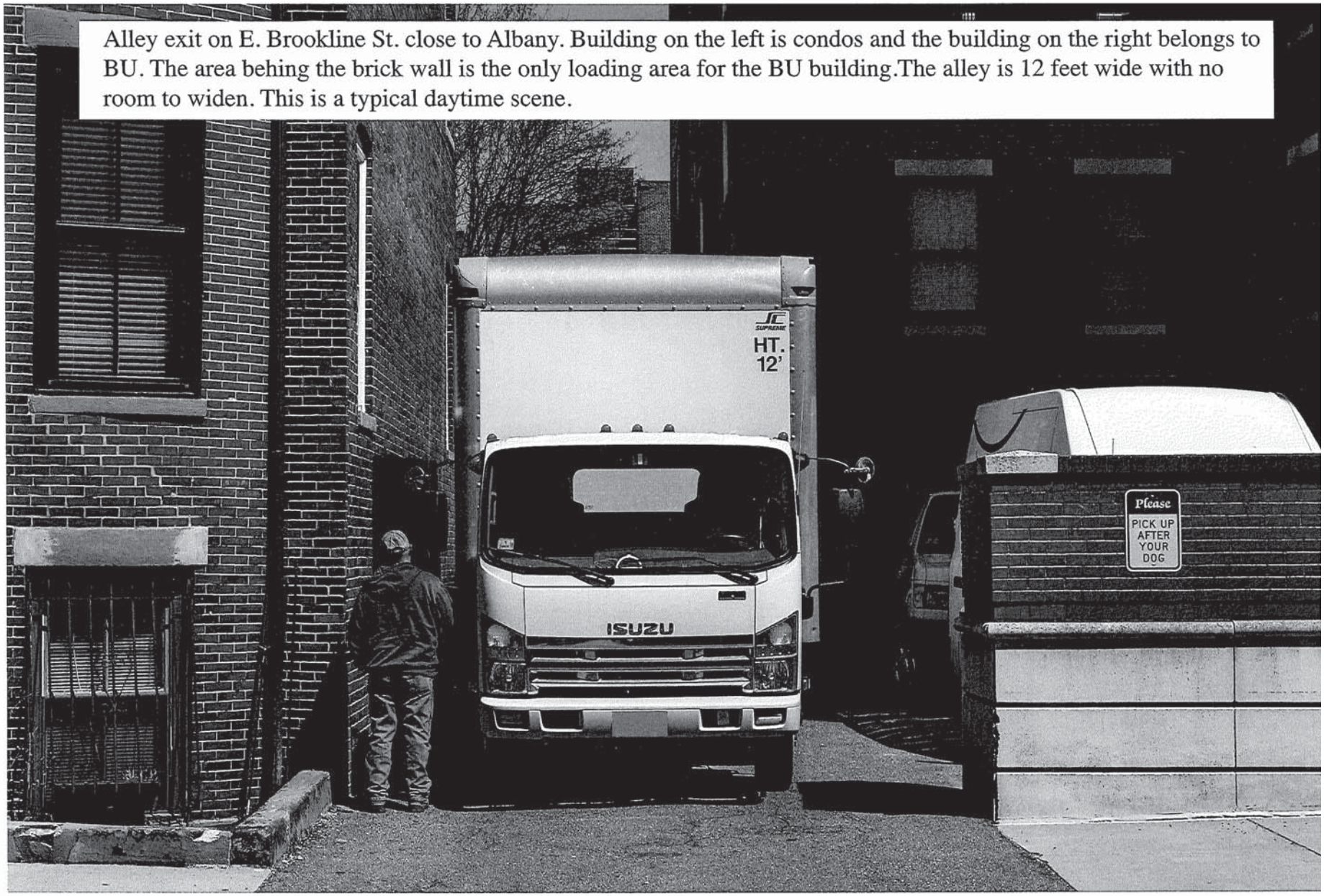
The public open spaces are the alleyways, the sidewalks and Pedestrian Green and the small park on the corner of Harrison and E. Dedham.

The alleyways (the developer claim will also serve as open pedestrian walkways) are actively being use to service existing buildings the same as the proposed Service Way will service Building A and the underground parking. These alleyways are narrow and unsafe for pedestrians now and increased traffic from the development will only worsen the problem. KO 02

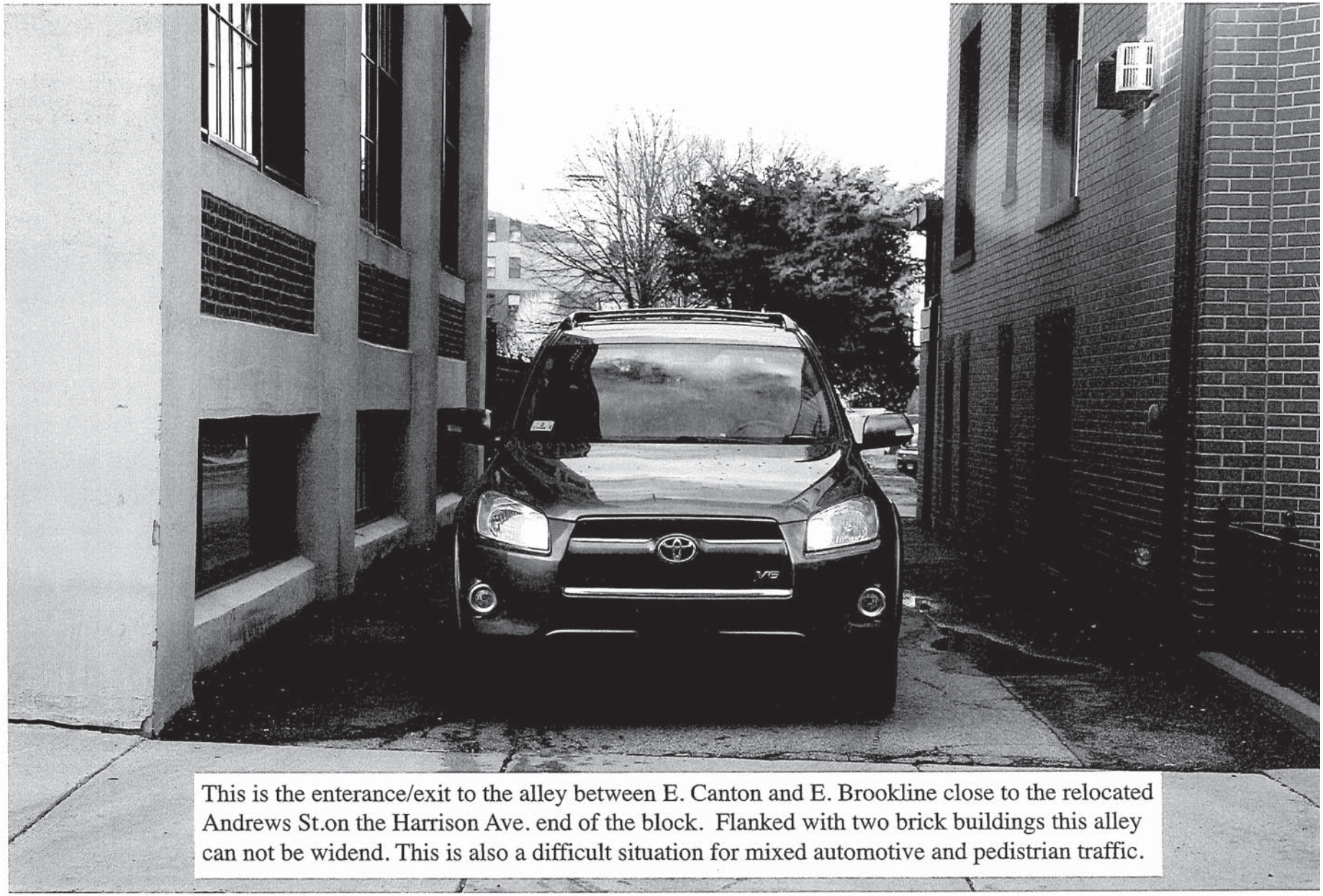
Sidewalks are part of the open space and will be needed in any development plan so the height of the buildings shouldn't affect them. That leaves the center Pedestrian Green which is a nice feature. However I would like to point out the Pedestrian Green as much of a benefit to the developer as the public in that it lets light into both Building A and Building B, brightening their interiors. The Pedestrian Green isn't really a park but more of a pass through so sacrificing a little width to keep building height at 120 feet is the trade off. KO 03

The proposed public park on the corner of Harrison Ave. and E. Dedham St. isn't even much of an issue. It is a small left over corner from the Gambro Building that isn't very useful to any site structure and doesn't create much of a park especially with Blackstone and Franklin Parks two block from this development. It along with the Gambro Building is presently tied up in a seven year lease with Boston Medical and must be left as parking until the lease expires. KO 04

In conclusion, Leggat McCall is asking to build an additional 80 feet or 8 stories, which is an additional 67% higher than presently zoned and in return it will provide the public with a slightly wider central Pedestrian Green walkway. The model and renderings are small and look very neat but the photographs of the Carson Tower show in life scale how overpowering these structures will be. Presently the tallest build in the medical complex along the Albany Street is nine stories high and across Harrison Ave. Cathedral Housing has a central thirteen story tower surrounded by four ten story towers. These Cathedral structures will look small compared to the proposed nineteen story, Building A and the eleven story Building B will be taller than anything in the neighborhood with the exception of the central Cathedral Housing tower. Seems like the neighborhood is being asked to give a lot in additional building height for very little in return. One hundred and twenty feet of building height is already stressing the neighborhood scale and is plenty in this neighborhood of Boston.



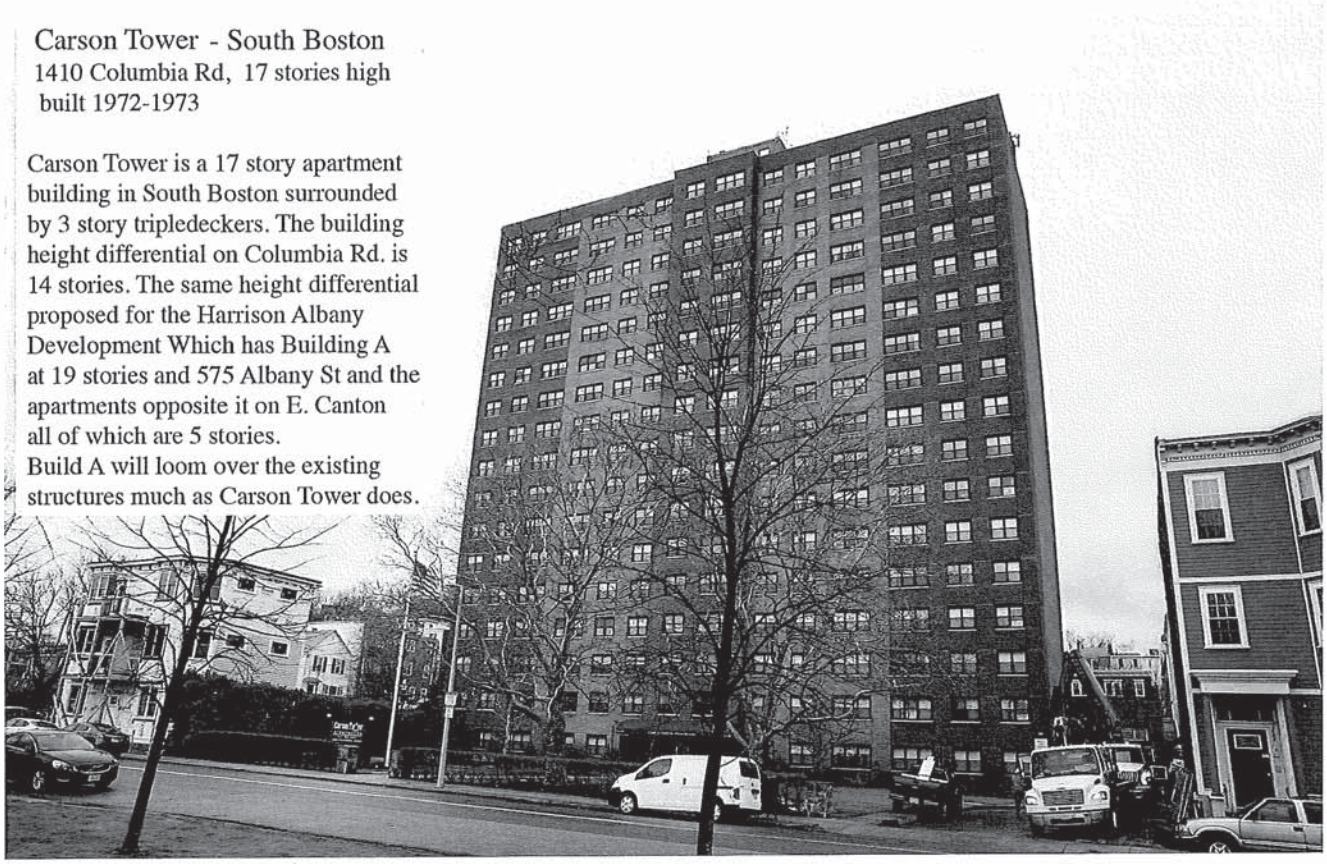
Alley exit on E. Brookline St. close to Albany. Building on the left is condos and the building on the right belongs to BU. The area behing the brick wall is the only loading area for the BU building.The alley is 12 feet wide with no room to widen. This is a typical daytime scene.

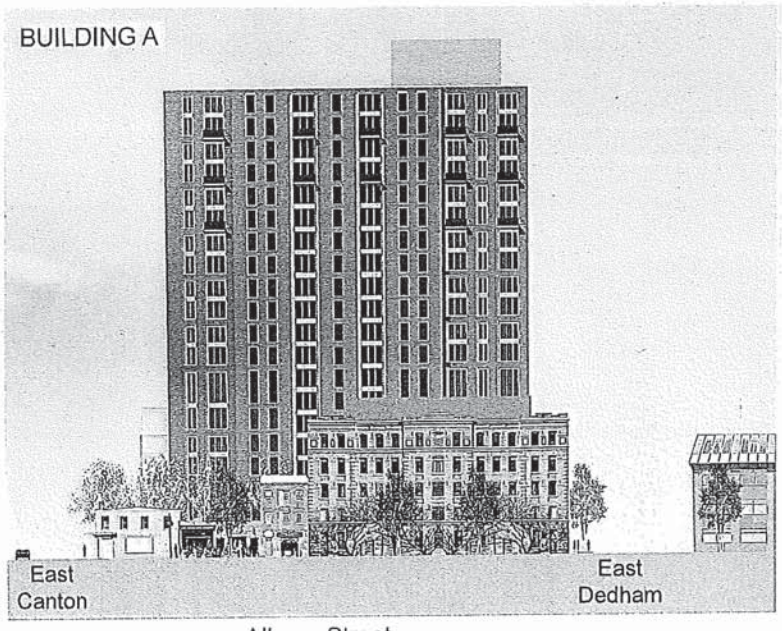


This is the enterance/exit to the alley between E. Canton and E. Brookline close to the relocated Andrews St.on the Harrison Ave. end of the block. Flanked with two brick buildings this alley can not be widend. This is also a difficult situation for mixed automotive and pedistrian traffic.

Carson Tower - South Boston
1410 Columbia Rd, 17 stories high
built 1972-1973

Carson Tower is a 17 story apartment building in South Boston surrounded by 3 story tripledeckers. The building height differential on Columbia Rd. is 14 stories. The same height differential proposed for the Harrison Albany Development Which has Building A at 19 stories and 575 Albany St and the apartments opposite it on E. Canton all of which are 5 stories.
Build A will loom over the existing structures much as Carson Tower does.





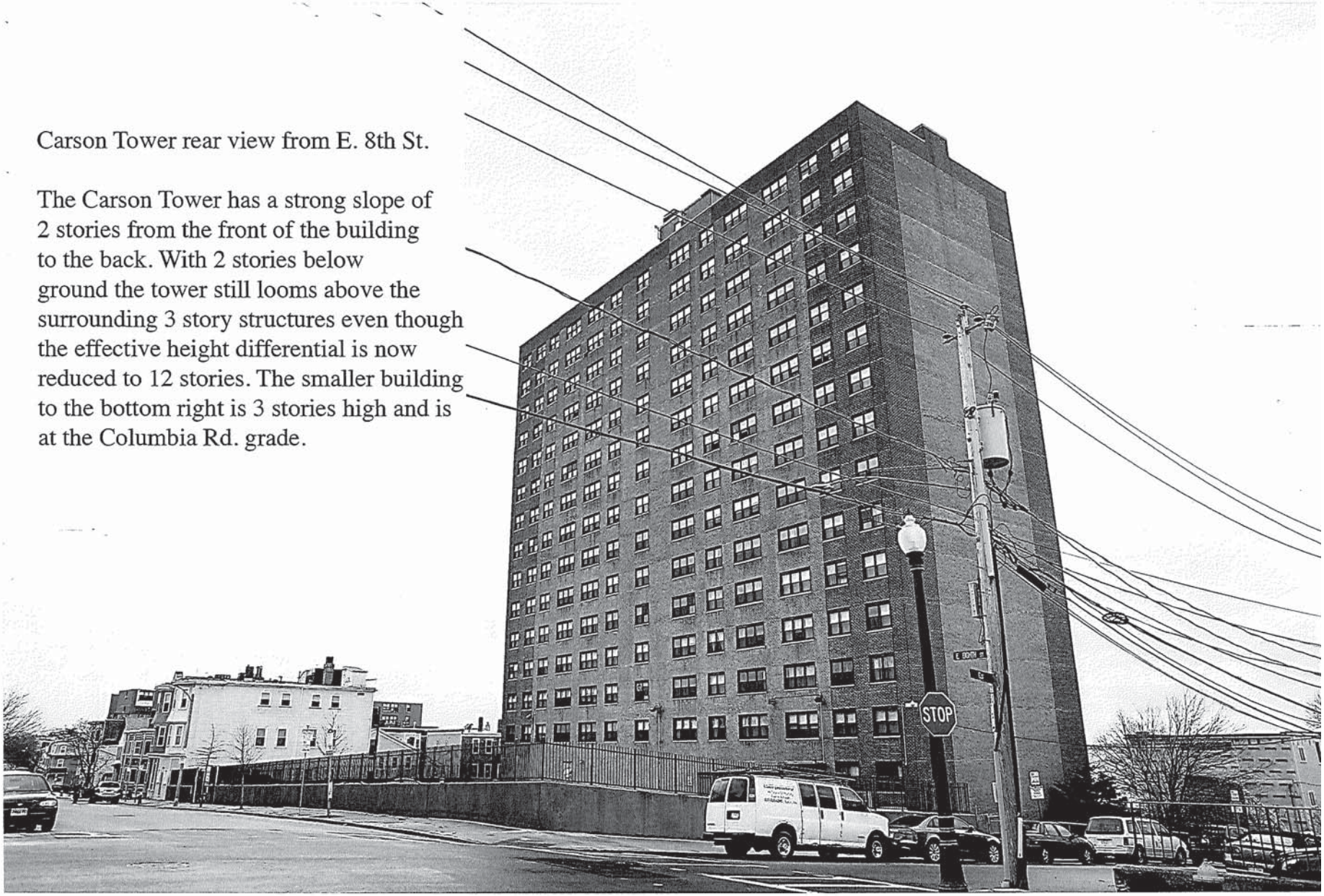
Albany Street

Harrison Albany Block Boston, Massachusetts

Epsilon
ASSOCIATES INC.

Carson Tower rear view from E. 8th St.

The Carson Tower has a strong slope of 2 stories from the front of the building to the back. With 2 stories below ground the tower still looms above the surrounding 3 story structures even though the effective height differential is now reduced to 12 stories. The smaller building to the bottom right is 3 stories high and is at the Columbia Rd. grade.



KEN O'DONOGHUE AND KIT PYNE

KO 01 Height and Scale

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

KO 02 Alleyways

Please see Section 9.2.5.2 for information about the proposed future of Andrews Street and Service Drive, including proposed widths.

KO 03 Pedestrian Green

The revised design is now within the 120 foot building height limit allowed under a PDA, as detailed in Section 9.2.1. Although the width of the Pedestrian Green has been reduced, the Project team believes that it will continue to be generous and comfortable, and will encourage public use through its landscape design and active edges.

KO 04 Proposed Park

The open space at the corner of Harrison Avenue and East Dedham Street has been eliminated from the Project.

Casey Hines <casey.a.hines@boston.gov>

Harrison-Albany Project

1 message

Hsimmonds@aol.com <Hsimmonds@aol.com> Wed, Apr 27, 2016 at 7:19 PM
To: casey.a.hines@boston.gov

Here are my comments.

19 Stories are too high and out of character for this residential neighborhood. The tall buildings at Ink Block and the tower at Northhampton Square are not in a 4 to 5 story residential neighborhood. I think the developer now understands this and will be submitting another plan to us. **HS 01**

The affordability component, 20%, is too low. I know the mayor has implemented a new number. This developer and all others should be required to adhere to this. I know you know that 50% of the city's residents make less than $35,000. You can increase the affordability amount by not requiring luxury units, stainless steel appliances, granite countertops, etc. for the affordable units. People just want a decent and affordable place to live that isn't necessarily luxury. If you need to go to the Federal government to do this, then you should do so. **HS 02**

The developer considers the affordability component as a community benefit. It is not. What we need are soundproof windows and air-conditioning for at least the residents on East Canton and East Dedham streets who want it. 5 years of noisy, dusty construction is too much to require people to put up with. And I'm sure other residents, and even the BRA, can come up with other community benefits. **HS 03**

Parking for both construction vehicles and construction employees should be provided off sight and they can be bussed in from there. To think that they will take public transportation is unrealistic. And it the past is any indication, some of them will be coming in from New Hampshire and other states. **HS 04**

Residents of the development should not be given resident parking permits. Some of them undoubtedly will not want to pay for parking on site, so where will they park? On our already overcrowded streets, undoubtedly as far away as my street. **HS 05**

The mix of units should include fewer studios and some 3 bedrooms.This contributes to the stability of the neighborhood and lessens the possibility that BU medical and dental students will overrun the place. I have not yet decided re whether there should be a mix of apartments and condos. I realize that there are at least 4 real estate agents on the IAG and possibly more. They are interested in condos so they can profit from the sale of condos and will, as usual, buy at pre-construction prices and then sell for a profit. If I had known that Joe Wolvek was a real estate broker, I would not have recommended him. **HS 06**

These are my preliminary comments; I expect to have more when I see the details of the revised proposal.

Helaine Simmonds
49 East Springfield St.
Boston, MA 02118
617-267-2723
hsimmonds@aol.com

HELAINE SIMMONDS

HS 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

HS 02 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

HS 03 Construction Impacts

Please see Section 9.2.6 for information regarding construction impacts, such as noise and dust, and the Proponent's approach to the CMP.

HS 04 Construction

Please see Sections 4.11 and 9.2.6 for information regarding the management of construction vehicle parking.

HS 05 Resident Parking

Please see Section 9.2.5.7 regarding resident permit parking.

HS 06 Unit Types

Please see Section 9.2.2 regarding unit types.

Casey Hines <casey.a.hines@boston.gov>

Harrison Albany Block comments

1 message

George Stergios <wsana2010@gmail.com> Thu, Apr 28, 2016 at 11:17 AM
To: "Hines, Casey" <Casey.Hines.bra@cityofboston.gov>

Casey

Leggat McCall made a presentation to WSANA on Tuesday night and our concerns match those that arose at the IAG meeting a couple of weeks ago. We would like a reduction in height and a wider mix of unit sizes, including some three-bedroom units and more two-bedroom units. Abutters are very anxious about the disruptions that will come from construction and want to know what LM is going to do to mitigate those disruptions. We are also very worried that creating an exception to the new zoning code so soon after it was established will create a very bad precedent and undermine much of the community and BRA effort that went into creating the code. **GS 01** **GS 02**

George Stergios, President, Worcester Square Area Neighborhood Association
Member, IAG

GEORGE STERGIOS

GS 01 Height and Unit Mix

Please see Sections 9.2.1 and 9.2.2 regarding changes to the proposed heights and information on the unit types.

GS 02 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and mitigation of construction-related impacts.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 4:20 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 883

Form inserted: 4/28/2016 4:19:29 PM

Form updated: 4/28/2016 4:19:29 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Joseph

Last Name: Wolvek

Organization:

Email: jwolvek@bostonrealtyweb.com

Street Address: 700 Harrison Ave #315

Address Line 2:

City: Boston

State: MA

Phone: (617) 584-9790

Zip: 02118

Comments: I am one of the Trustees at the abutting 700 Harrison, although I do not speak as a representative of the Board or of the building. I am also the Associate Director of Sales at Gibson Sotheby's International Realty, and have been keeping track of residential real estate metrics here for over 20 years. I am gratified to have more development in our area of the South End. I believe it will be a boon to us at 700 to be more connected to the SOWA area and to have more residents, retail, and street life. I believe there are many commendable aspects of the present plan, and I'm hoping that future iterations address the aspects that are of concern. I'd like to engage the city and the developers in a constructive dialog so we can come up with a plan that is beneficial for the neighborhood and viable for Legatt-McCall. My first area of concern is the sheer size. I believe that 710+- units **JW 01**
is too many and will generate too much traffic. I understand that the next iteration will include a 120 foot plan and a plan where the taller tower is scaled back. In my perfect world, we would scale back the 19 story tower to **JW 02**
somewhere between that and 11 stories and reduce the number of units commensurately. I would also like to **JW 03**
retain the setbacks and retail (along E Dedham) of the current plan. I understand that this will be a big project in any event, and I understand that Legatt obviously needs for it to be economically viable. But I do believe that there is a limit to the size we can absorb in this location. It is not the New York Streets area, which is more of a blank slate with wider streets. I believe that there are far too many studios and 1 bedrooms. These units
contribute to a dormlike atmosphere. I understand and appreciate that medical residents are part of the target **JW 04**
demographic, but there are also younger doctors, nurses, and other medical personnel that can use 1 bed+dens

and 2 beds, and even some 3 bed units, which are difficult to find in the neighborhood. There are also many other professionals and families that want to live in new construction in the South End. Additionally, I would like to see retail/restaurant space at the corner of E Dedham and Harrison instead of the park, which I believe will be dead space. It will also enable them to scale back some of the massing in other areas. It will also draw more life to our end of Harrison Avenue from SOWA. Finally, I would just like to weigh in on the design aspect. We have spoken about making the first stories more reminiscent of the brick lowrise nature of E Canton and E Dedham. This, along with the setbacks goes a long way towards mitigating the highrise nature of the rest of the development. I am not an architect and cannot articulate or advocate effectively for the design or materials (please refer to my neighbor, the architect Christopher Grimley's comments). We really have not been able to effectively see a real design and how it would actually look yet, and I am hoping that before this process is out, we will be able to. Best regards, Joe Wolvek

JW 05

JW 06

PMContact: Casey.A.Hines@Boston.gov

JOSEPH WOLVEK

JW 01 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

JW 02 Height and Density

Please see Sections 2.1 and 9.2.1 regarding changes to the height of the buildings and the number of residential units.

JW 03 Setbacks and Retail

The setbacks at the sixth floor along East Dedham Street have been retained in Building A, and setbacks have been added to Building B at the fourth floor.

Retail and Cultural Retail space has been increased from approximately 14,100 sf to approximately 19,700 sf, and will be located along East Dedham Street.

JW 04 Unit Types

Please see Section 9.2.2 regarding unit types.

JW 05 Corner of East Dedham and Harrison Uses

The Project now proposes retail at the corner of East Dedham Street and Harrison Avenue instead of the previously proposed open space.

JW 06 Design

Please see Section 9.2.4 regarding the design.

Washington Gateway
main street

April 25, 2016

Casey Hines
Senior Project Manager
Boston Redevelopment Authority
1 City Hall Square, 9th Floor
Boston, MA 02201

Dear Ms. Hines,

On behalf of the Design Review Committee of Washington Gateway Main Street (WGMS), I am writing to comment on the Harrison/Albany Project proposed by Legatt McCall Properties in the South End. This substantial project will have a large impact on the surrounding community. Our preference would be to have Back Streets uses on the entire parcel. However, should the project continue as basically configured currently, several changes should be made before it can be approved

While the committee did like the amount of open space, parking located underground and the general design of the project, WGMS has concerns about the planned use for this project, the residential unit mix, the location of the retail, its density, height, traffic impacts and some of the design elements.

First, the Harrison/Albany Project is located within the EDA South, which is also designated as the Back Streets. Unlike neighboring NY Streets and SoWa where 18-hour mixed uses are encouraged, the Harrison/Albany Strategic Plan specifically separated out the Back Streets to "preserve light industrial uses while encouraging complementary commercial and research uses that create new jobs."
The plan here, for 710 residential units and 8,700 square feet of commercial space is completely unrelated to that vision. No evidence has been given that such uses are not viable in this location. At minimum, we would like to see more of an effort to develop something that relates to the Back Streets zoning. This project should include a lot more office and/or commercial uses and larger units, which the current market supports, as evidenced by rental patterns in adjacent, new development projects. **WGMS 01**

Second, the project's proposed residential mix is 75-80% studio and one-bedroom apartments with the remainder set aside for two-bedrooms. The majority of the 2000-plus new or planned units within this area are also small studios and one-bedrooms. This neighborhood needs more two and three-bedroom units that families can live in. There is an over abundance of smaller units and a scarcity of larger units. This project should seriously reconsider the proposed unit mix. **WGMS 02** The 200 foot height violates the zoning height limit and would set a precedent that flies in the face of the Back Streets Vision in the corridor's strategic plan without providing a compelling counter vision. **WGMS 03**

46 Waltham Street, 304A
Boston, MA 02118
617-542-1234 wgms.director@gmail.com

Washington Gateway
main street

WGMS feels strongly that this project be required to provide more community benefits than are included in the existing proposal. **WGMS 04**

All 20% of the affordable units should be placed on site and additional affordable artist live-work space should also be provided on top of the 20%. **WGMS 05**

The affordable units should be large enough to accommodate families and preferably for sale to middle income homeowners. Additionally, the open space also needs to be programmed and active rather than a passive pocket park or a fenced-in private park for the development's residents. **WGMS 06**

Several design elements that should be revised to make this project a better fit within the community. The developer made thoughtful attempts to respond to the smaller residential buildings across E. Canton Street, but could do more. **WGMS 07**

The entryways on this side of the project (if this remains residential) should be true stoops and not recessed entries. The set back at the sixth floor should be more than ten feet as well. Then, the Dedham Street side should also give consideration to the fabric of the neighborhood. The current proposal creates a wall effect. There should be dimensional setbacks to create more compelling architecture and to lighten the appearance of the building. **WGMS 08**

Finally, while the park space is certainly a welcome element, its placement at the corner of Harrison and E. Dedham may not be the most optimal. By the Harrison/Albany zoning, Harrison Avenue is a creative use corridor and so it is worthwhile to consider placing the planned community space where the park is and to the put the park where the proposed community space is currently planned. This would help the visibility and viability for the commercial space and also alleviate some of the massing on E. Dedham. **WGMS 09**

Washington Gateway looks forward to continuing to work with Legatt McCall Properties, the City of Boston and the Impact Advisory Group to create a successful project that benefits the greater community. Thank you for your consideration.

Sincerely,

Jennifer Effron
Executive Director

Cc: Mayor Martin Walsh
William Gause, Legatt McCall Properties
Harry Nash, Legatt McCall Properties
Dave Newman, Strategy Group, Inc.
Jonathan Greeley, Boston Redevelopment Authority
Michael Cannizzo, Boston Redevelopment Authority
Alexa Pinard, Boston Redevelopment Authority
Rep. Byron Rushing, State Representative
Bill Linehan, Boston City Council
Michelle Wu, Boston City Council President
Blackstone/Franklin Square Neighborhood Assc.
Worcester Square Neighborhood Assc.

46 Waltham Street, 304A
Boston, MA 02118
617-542-1234 wgms.director@gmail.com

WASHINGTON GATEWAY MAIN STREET

WGMS 01 Back Streets Uses

The Proponent has chosen to propose a primarily residential use in response to Mayor Walsh's housing goal of 53,000 new housing units by 2030. The revised proposal is now fully zoning compliant under the PDA provisions of South End Zoning, including a maximum building height of 120 feet for most of the site as mentioned in Section 9.2.1. The Project includes approximately 76,800 sf of commercial office and lab use in the Gambro Building, as well as approximately 19,700 sf of retail and cultural space on the ground floor of the four buildings. Please see Section 9.2.1 for additional information.

WGMS 02 Unit Mix

Please see Section 9.2.2 regarding unit types.

WGMS 03 Height

Please see Section 9.2.1 regarding the proposed heights of the buildings.

WGMS 04 Community Benefits

The Proponent intends to create affordable housing as required by zoning for PDAs, and as outlined in Section 9.2.1, which exceeds the amount that would otherwise be required by the Inclusionary Development Policy. It would not be economically feasible to build all 20% of the affordable units on site. The public open space will be broken into two areas, a more passive area towards East Canton Street to respect the neighboring residents, and a more active area toward East Dedham Street to enliven the streetscape and create a programmable space for the building lobbies and retail to spill into.

WGMS 05 Affordable Units

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

WGMS 06 Open Space Programming

In response to the community's comments regarding the pocket park at Harrison Avenue and East Dedham Street, the revised Project includes the infill of the existing surface parking lot with an addition to the Gambro Building and retail on the ground floor. The Pedestrian Green between Building's A and B remains and is designed to be an active place where retail and cultural spaces spill out onto the

plaza, as well as secondary lobby entrances for the two new buildings. The space has been designed to be programmable for a multitude of outdoor uses to engage the community. The Proponent has been engaged with potential tenants for these spaces and is seeking to provide a space that will provide a benefit to the community as well as the Project. The Pedestrian Green continues through to East Canton Street where the uses change from a retail nature to a quieter residential atmosphere. This blends nicely with, and defines a transition to, the leafy residential nature of East Canton Street while maintaining an open public nature.

WGMS 07 East Canton Street Entryways

The units along East Canton Street no longer have recessed entries, but instead have true stoops that reflect the nature of the South End. The ten foot set back from the property line is more generous than its precedents in the South End, and anything larger would appear too wide and would become a landscape design challenge. The Project team believes that the combined 17'6" from the building to the curb edge is a suitable pedestrian scale and appropriate to the South End.

The ten foot setback above 70 feet is based on the zoning requirement. The buildings are now set back ten feet above 55 feet in order to reflect the scale of the lodging houses across the street. These design changes, along with the generous landscaping features, will enhance the leafy quiet, residential feel of Canton Street.

Please see Section 9.2.4 for more information regarding the design.

WGMS 08 Dedham Street Setbacks

Please see Section 9.2.4 regarding setbacks.

WGMS 09 Open Space

As reflected in the current design, the pocket park at Harrison Avenue and East Dedham Street is now the site of an addition to the Gambro Building with retail on the ground floor. As there is currently a long term lease for the Gambro Building, which will be built at a later phase of the Project, the cultural space is proposed to be in Building B, which is closer to the Harrison Avenue Creative Use corridor than the previous location in Building A.

Casey Hines <casey.a.hines@boston.gov>

Harrison Albany Block Petition

1 message

Harrison Albany Alliance <harrisonalbanyalliance@gmail.com> Thu, Apr 28, 2016 at 11:59 PM
To: Casey Hines <Casey.A.Hines@boston.gov>, Michelle.Wu@boston.gov, daniel.koh@boston.gov, bill.linehan@boston.gov, Michael.F.Flaherty@boston.gov, A.E.George@boston.gov, mayor@boston.gov, Ayanna.Pressley@boston.gov, TJackson@boston.gov, Byron.Rushing@mahouse.gov

Dear Mayor Walsh, Councilor Wu and Councilor Linehan:

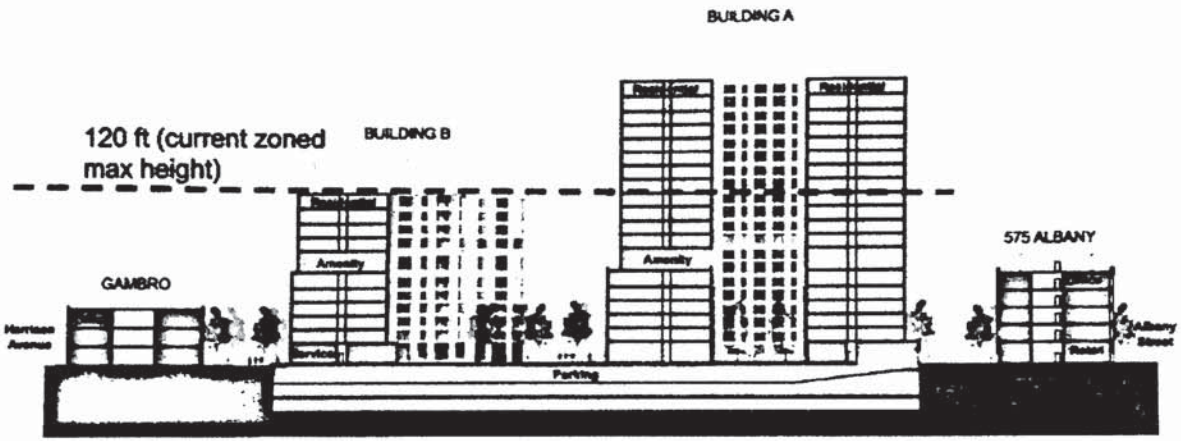
We as concerned residents of 700 Harrison Ave are worried about the impact that this Harrison Albany Block development will have on the very fabric of the neighborhood. First and foremost, the lifting of the zoning restriction from 70 feet with a Far of 4.0 to 120 feet just 3 years ago has created a race to the top in the middle of a predominately residential area made up of 3 stories town houses and condos no higher than 6 stories. Now we have developer like Leggat McCall asking for relief to build even more obscenely taller structure of 19 stories. We are opposed to that! **HAA 01**

Other issues from the community:

1. The influx of additional cars, particularly with a project of this density, is of concern. We support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers. **HAA 02**
2. Architectural Design - We look forward to seeing and commenting on proposed design plans with the goal of seeing an architecturally interesting and innovative plan. **HAA 03**
3. We strongly support a development that is primarily condominium versus rental units. **HAA 04**
4. We support full disclosure of air quality impacts, and strongly support insistence that the project construction and building operation fully comply with all clean air guidelines. **HAA 05**
5. The project must include evidence and legally binding assurance that all green space will be property maintained. We also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets. **HAA 06**
6. We strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as well. We urge this in order to encourage long term and family residency, and to discourage transient occupancy. **HAA 07**
7. Construction limited to Monday-Friday, 8 AM to 4 PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project property itself. **HAA 08**
8. We support all the recommendations for local Boston contractors, local Boston suppliers **HAA 09**
9. The project should be required to have the City of Boston designated proportion of affordable units on site. **HAA 10**
10. If the proposed project will negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects. **HAA 11**
11. Relocation of Andrew Street. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East Brookline and East Canton Streets. **HAA 12**

Residents and Neighbors of 700 Harrison Ave,
Natalie Truong and Friends

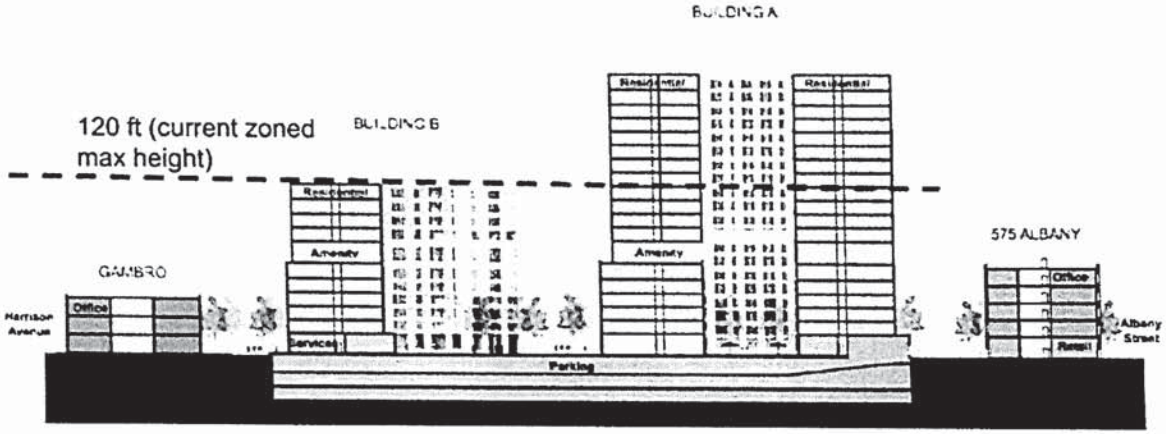
Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.



Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. We oppose the current plan as it as been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

Printed Name	Signature	Address	Comment	Date
David Costa		211 unit 700 Harrison Ave		4/26/16
Vincent Cymbyo		700 Harrison Ave #407		4/26/16
KHANH DANG	KHANH DANG	700 Harrison Ave, # 310		4/26/16
LAWRENCE ZHAO	LAWRENCE ZHAO	700 HARRISON AVE #203		4/26/

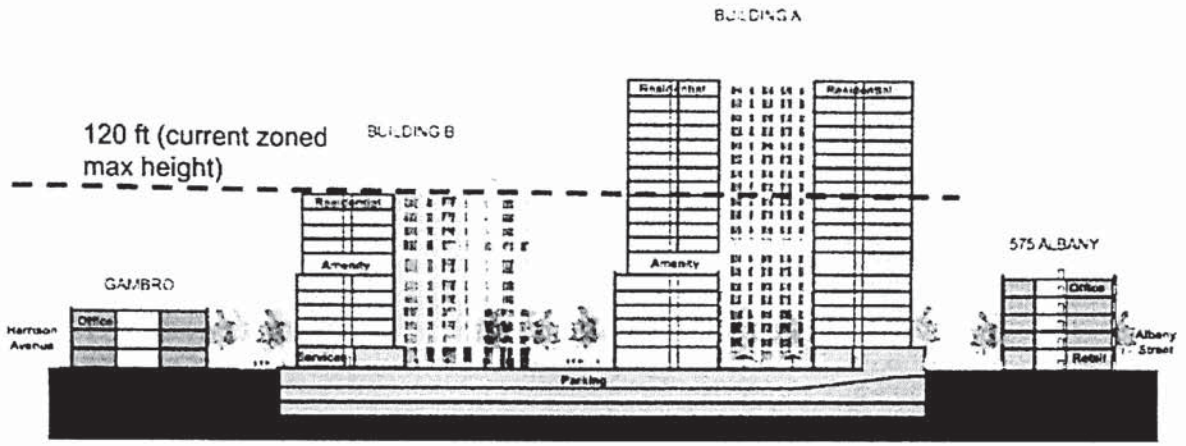
Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.



Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. We oppose the current plan as it as been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

Printed Name	Signature	Address	Comment	Date
THANH NGUYEN		700 Harrison #512		4/27/2016
Jason Lee		700 Harrison #608		4/27/2016
Omar Mohtar		700 Harrison #401		4/27/16
Sarah Brett		700 Harrison #403		4/28/16

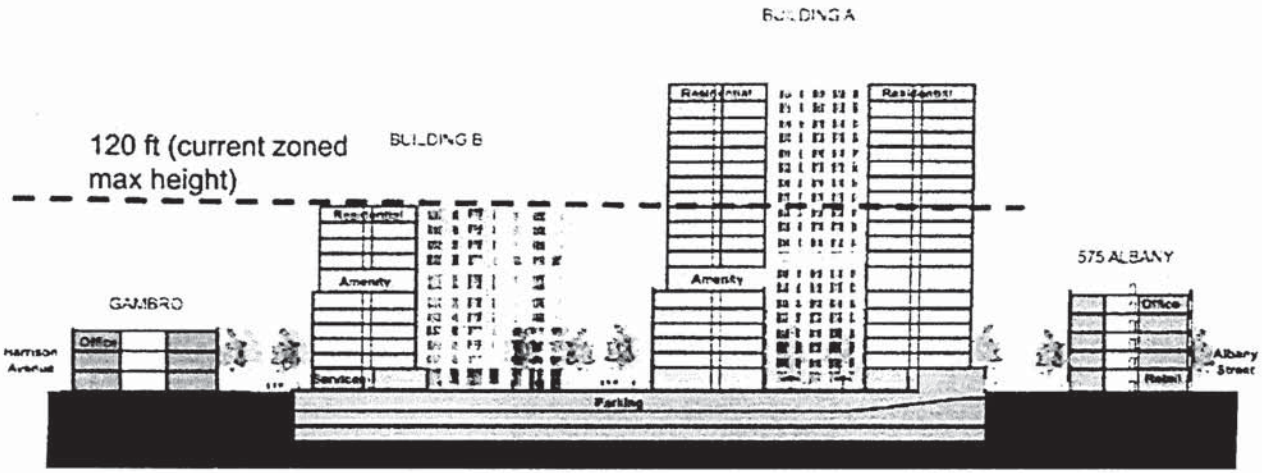
Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.



Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. Additionally we opposed the current plan has it has been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

Printed Name	Signature	Address	Comment	Date
Daniel Rabinovich		700 Harrison Ave. #509	Oppose to 19 stories	4-28-16
Raymond Chan		700 Harrison Ave #616		4-28-16
Jennifer Soto		700 Harrison Ave #616		4-28-16
Given Yu		700 Harrison Ave #608	Oppose to 19 stories	4-28-16

Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.

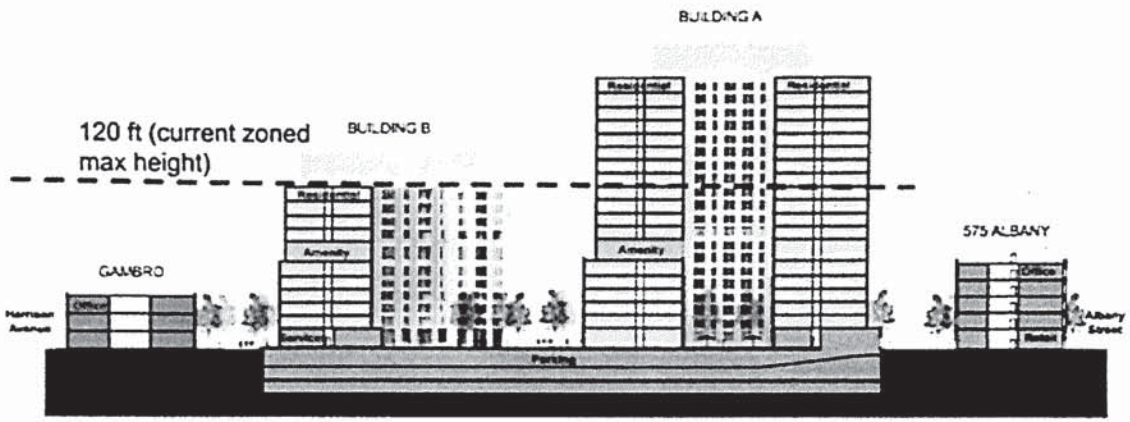


Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. Additionally we opposed the current plan has it has been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

Printed Name	Signature	Address	Comment	Date
Toan Do		700 Harrison Ave #410		4/23/16
KAREN CHAN		700 Harrison Ave #411		4/23/16
HOANG NGUYEN		700 HARRISON AVE # 305		4/23/16
Jun Xie		700 Harrison Ave. #302		4/23/16

Alan Arkenskin	[illegible]	700 Harrison Ave #307		4/23/16
Mike Luyet	[illegible]	" "		" "
[illegible] Huang	[illegible]	700 Harrison #301		4/23/16
Laura Chu	[illegible]	700 Harrison #301		4/23/16
VERONICA CORNELIUS		700 HARRISON AVE #404		4/27/16
Robert	GOLDMAN	700 HARRISON AVE 502		4/27/16
Stephen	Casey	700 Harrison Ave		4/27/16
Jennifer Casey	[illegible]	700 Harrison Ave 504		4/27/16
	[illegible]	700 Harrison Ave 607		4/27/16
Bryan [illegible]	[illegible]	700 Harrison Ave 605		4/27/16
[illegible]	[illegible]	700 Harrison 605		4/27/16
RASHID AL-ASWAD	[illegible]	700 Harrison 415		4/27/16
[illegible]	[illegible]	700 Harrison 415		4/27/16
Bryce Cunningham	Bryce D. Cunningham	700 Harrison Ave, Unit 609		6/27/18

Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.

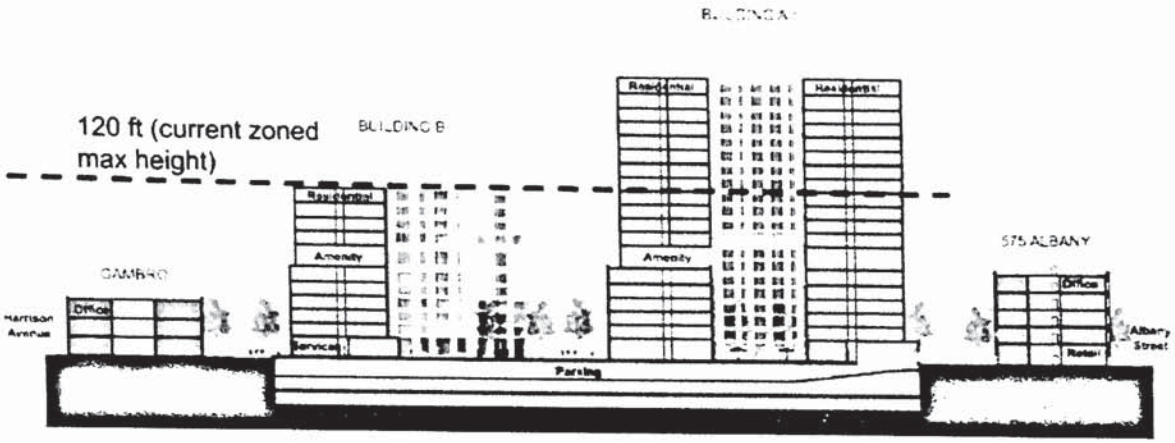


Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. We oppose the current plan as it as been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

Printed Name	Signature	Address	Comment	Date
THOMAS LEE		700 HARRISON Ave #614	Too High	4/26/16
JOHN MONAHAN		700 Harrison Ave #614	Reduce the height!	4/26/16

Printed Name	Signature	Address	Comment	Date
Gabriela Andujar		700 Harrison Ave Unit 112		4/28/16
Heather Buechler		700 Harrison Ave 313		4/28/16
Jasun Mahatty		700 Harrison Ave. 204		4/28/16
Helen Fass. l		700 Harrison Ave. Unit 204		4/28/16

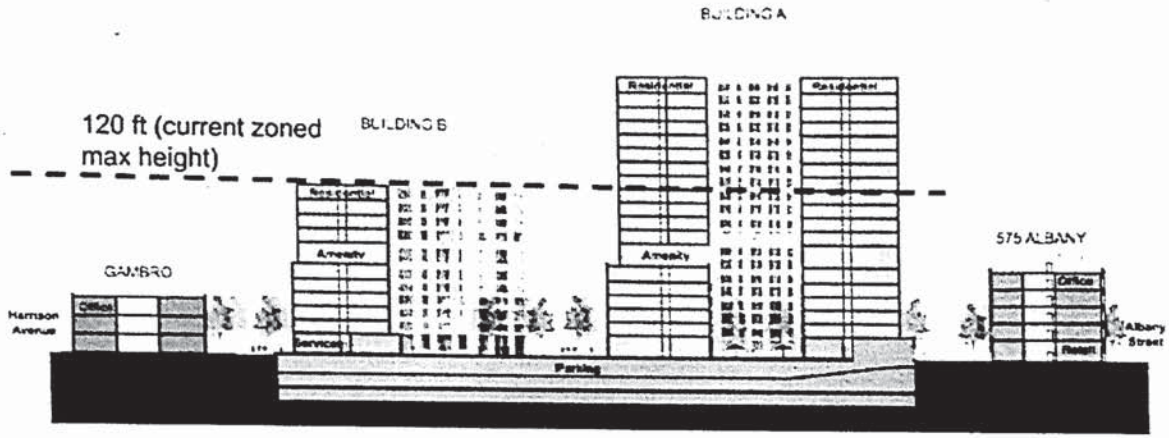
Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.



Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. Additionally we opposed the current plan has it has been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

Printed Name	Signature	Address	Comment	Date
MARY Beeton	Mary Beeton	#212 700 HARRISON		4-23-16
Megan Whitley	Megan Whitley	#408 700 Harrison Ave		4-23-16
Adam Stern	Adam Stern	#406 700 Harrison Ave		4-23-16
Sidonie KNIGHT	Sidonie Knight	700 Harrison #602		4/23/16

Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.



Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. Additionally we opposed the current plan has it has been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

Printed Name	Signature	Address	Comment	Date
Michael Robins	Michael Robins	700 Harrison Ave S14		5/
Michael Soo Hoo		700 Harrison Ave #514		
KYLE SZABY		700 HARRISON AVE #412		23472016
MAX EHRSAM		700 Harrison Ave 412		4/23/16

[illegible]	[illegible]	2602		
Cheuk [illegible]	[illegible]	[illegible]		
CHRIS GRIMLEY	[illegible]	309		
[illegible] Jung Chang	[illegible]	113		
Allen Chow	[illegible]	208		
Sarah Chang	[illegible]	210		
Alvin Lee	[illegible]	210		
Wendell Dinglasa	[illegible]	206		
BRYAN PINEDO	[illegible]	206		
Eugene Ho	[illegible]	205		
Pei-yeh Tsai	[illegible]	612		
DOMINIQUE STICKENS	[illegible]	611		4/24/2016
Paul COTT	[illegible]	~~[illegible]~~ 510		
Courtney Hone	[illegible]	510		
Desmond Lui	[illegible]	207		
Henry Zeng	[illegible]	311		
Betty Tapia	[illegible]	209		
JUAN C. RAMIREZ	[illegible]	209		
Jane Nguyen	[illegible]	213		4/25/16
CHAU NGUYEN	[illegible]	213		4/25/16
NEELIMA GAUTAM	Neelima	511		
Tim LAMBE	[illegible]	314		
Sara Yescerow	[illegible]	413	sun/sky/view	4/26/16
ADRIAN JORGE	Adrian Jorge	312		4/26/16
Bryan Giurnich	[illegible]	605		4/26/16
Marc Mansur	[illegible]	605		4/26/16

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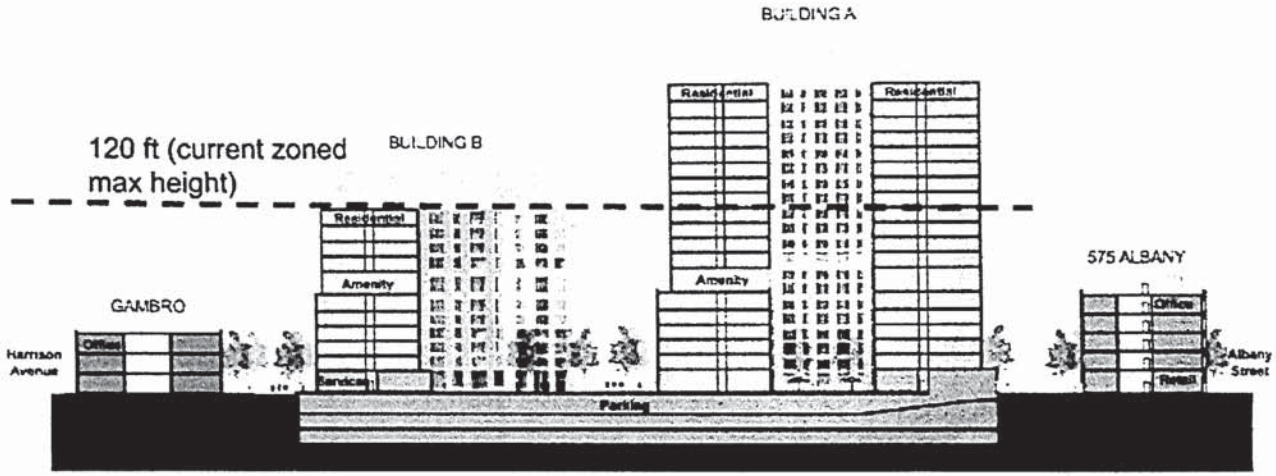
Harrison Albany Block Project: Petition against increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft.



Petition summary and background	
Action petitioned for	We, the undersigned, are concerned homeowners, residents, and citizens of Boston's South End who urge our leaders to act now to prevent lifting the building height restriction from its current 120ft to 200ft in order to accommodate Leggat McCall Properties' Harrison Albany Block Project's proposed construction of 'Building A', a 19 story, 487 unit residential rental building. Additionally we opposed the current plan has it has been presented to the public.
Contact	harrisonAlbanyAlliance@gmail.com

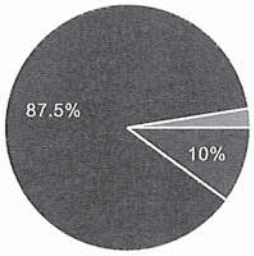
Printed Name	Signature	Address	Comment	Date
CHER KNIGHT	Cher Knight	#602 700 HARRISON AVE.		4-23-16
Gregory Sadler	[illegible]	700 HARRISON NO. 567		4.23.16
Enrique Mejia	[illegible]	700 Harrison Ave #201		4-25-16
Li Hong Lei	[illegible]	700 HARRISON AVE # 214		4-25-16

40 responses

View all responses Publish analytics

Summary

Are you in favor of lifting the height restriction on the albany block project?



Yes - I want a 19 story building	**4**	10%
No - I don't want a 19 story building	**35**	87.5%
Other	**1**	2.5%

Comments

Major issues include (which have been stated in the emails) traffic/noise/lack of resident on-street parking, transiency and lack of community due to 1bd/studio apartments, soulless architecture, no condos and therefore lack of affordable housing for families/first time buyers...

thanks!

6 floor building is ideal as this is height for other residential buildings in this block.

I'm afraid of the precedent this will set for the neighborhood in allowing for more buildings to easily exceed the height restrictions. I am also concerned about the congestion and extra burden that the increased traffic will have on our already crumbling and tired infrastructure in the South End and the potential for a lower standard of living. I would like a new building in that location, but one that is more in keeping with the spirit and architecture of the South End.

Would like to see more multiple bedroom units rather than studio and singles

My concerns are primarily around traffic, parking (the harrison corridor is jammed already) and neighborhood diversity (families, affordable units).

We should not build building taller than 4 to 6 stories in this area. Perhaps they can do it

ink block but don't mess up the current neighborhood

I do not object to the height of the proposed building. However, I am not in favor of a building, residences in which are limited to studio and one bedroom units. The highest demand in the Back Bay/South End neighborhoods is for 2 bed/2 bath units. The smaller units, by their nature, attract transient residents. Although there is a need for those kinds of units, especially in the BU Medical area, there should also be a mix of larger units that can accommodate small to medium size families.

Out of scale for middle of residential street

It would be much taller than the other buildings in the neighborhood and adversely effect the neighborhood's character. It would also block views, including from the roof decks.

We live in a mid-rise neighborhood

Air-quality is doing clear

There will be no parking left on the streets

First and Last Name

Natalie Truong

Adam Stern

megan whitley

Jane Nguyen

Jun Xie

Henry Zeng

Thanh Nguiyen

Toan Do

Aditya Mithal

Brian Chi

Bryan Guarnier

James Seligman

Kenda Kuncaitis

Peiyeh tsai

Rui Wang

Salman shah

Rasha Al-Aswad

Joseph Castellana

John Moynihan

Michael SooHoo

Kyle Szary

Thomas Lee

Jennifer Szeto

Vidya Ramanavarapu

Bryan Pinero

Benny Ruan

Heather Buechler

Sarah Chang

Salena Malik

Jasun Mahaffey

Lawrence Zhao

Ellen Chow

Cher Knight

Brooke Knight

Alvin Lee

Marc mansour

Oi-Lai Wan Li

Eugene Ho

Desmond lui

ashish anand

Unit Number

205

302

605

405

414

614

210

602

406

408

213

311

512

410

513

501

306
612
610
415
514
412
616
515
206
313
204
203
208
402
207
112

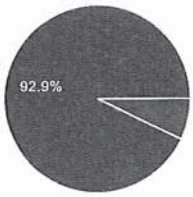
Number of daily responses

28 responses

View all responses Publish analytics

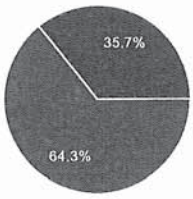
Summary

Are you in favor of lifting the height restriction on the Albany block project? (Per Leggat McCall another 15-20 ft will be added to the building for machinery - Actual building height will be closer 21 stories)



Yes - I want a 19 stories building	2	7.1%
No - I don't want a 19 stories building	26	92.9%

Are you in favor of limiting residential parking permit to residents of Albany Block?



Yes -More than 1 parking space per unit has been set proposed on site: Harrison Albany residents should use those parking space	18	64.3%
No- Harrison Albany Block residents should have equal access to street parking through the residential permit program	10	35.7%

First and Last Name

Natalie Truong
Chris Grimley
Sophia Chou
Rasha
sara
Megan whitley
Lawrence Zhao
Max Ehrsam
James Edasery
Kyle Szary
Juan Carlos Ramirez-Tapia
N/a
Kit Pyne
Timothy Lambe
Cher Knight
Shuxin Wu
Toan Do
Christine Wallace

Joseph Castellana

Adam Stern

Dawn Panos

Karen Chan

Yasmine Saleh

Tachin Chang

Jennifer Szeto

Alvin Lee

Henry Hornblower

Heather Buechler

Unit Number at 700 Harrison Ave

412

205

309

Unit 215

415

413

408

203

401

209

n/a

Do not live at 700 Harrison

314

602

116

410

316

405

406

0000

411

305

113

616

210

109

313

Address if you don't live at 700 Harrison:

17 Carlisle Dr, Glen Head,NY-11545

n/a

108 E Brookline St.

14 East Brookline Street #1417

Overseas

Email

natalie.truong@gmail.com
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ralaswad1@gmail.com
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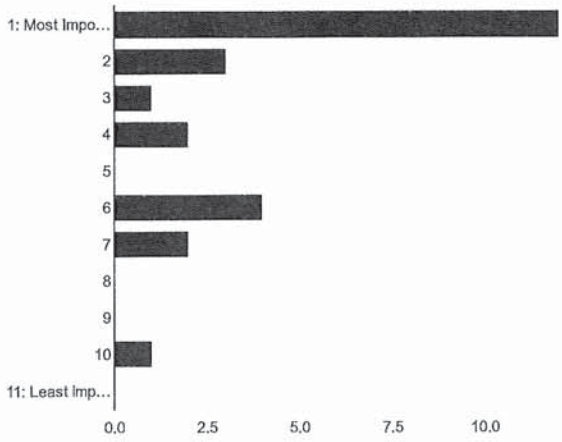
thedeedisdone@gmail.com
edaseryj@yahoo.com
kyle.szary@gmail.com
jcrt2000@gmail.com
n/a
Kitpyne@comcast.net
tjlambe19@gmail.com
Do.toan@gmail.com
cflewelling@gmail.com
joecastellana700@gmail.com
avstem@comcast.net
panos Dawn@ yahoo.com
mins20@yahoo.com
Jeantc2001@gmail.com
jennszeto@gmail.com
alvinlee3050@yahoo.com
henryhomblower@yahoo.com
msheatherb@comcast.net

A: Architectural design [Please rank from 1-11 in order of importance: One unique number per issue]

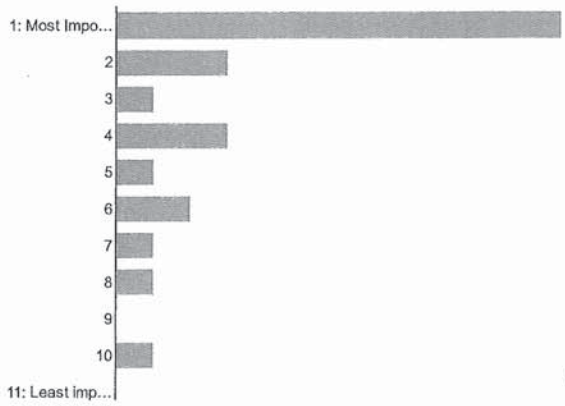


1: Most Important	12	48%
2	3	12%
3	1	4%
4	2	8%
5	0	0%
6	4	16%
7	2	8%
8	0	0%
9	0	0%
10	1	4%
11: Least important	0	0%

B: Having Condos instead of Apartments [Please rank from 1-11 in order of importance: One unique number per issue]

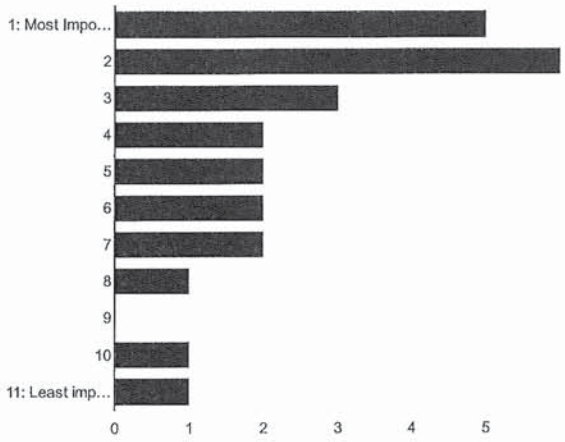
1: Most Important	12	48%
2	3	12%
3	1	4%
4	3	12%
5	1	4%

6	2	8%
7	1	4%
8	1	4%
9	0	0%
10	1	4%
11: Least important	0	0%



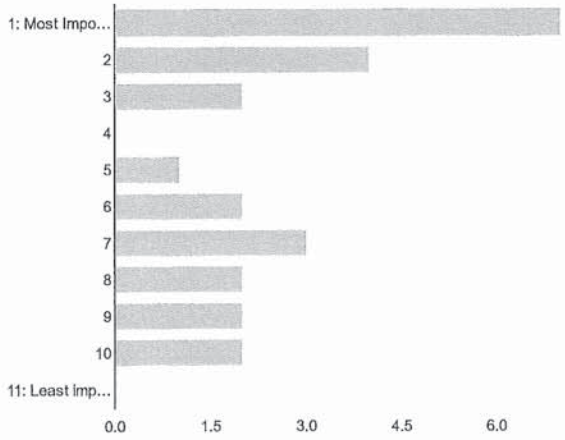
order of importance: One unique number per issue]

1: Most Important	5	20%
2	6	24%
3	3	12%
4	2	8%
5	2	8%
6	2	8%
7	2	8%
8	1	4%
9	0	0%
10	1	4%
11: Least important	1	4%



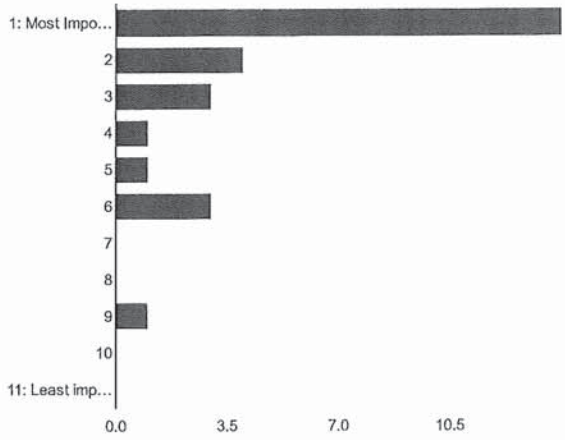
D: Affordability- Increasing affordable percentage [Please rank from 1-11 in order of importance: One unique number per issue]

1: Most Important	7	28%
2	4	16%
3	2	8%
4	0	0%
5	1	4%
6	2	8%
7	3	12%
8	2	8%
9	2	8%
10	2	8%
11: Least important	0	0%



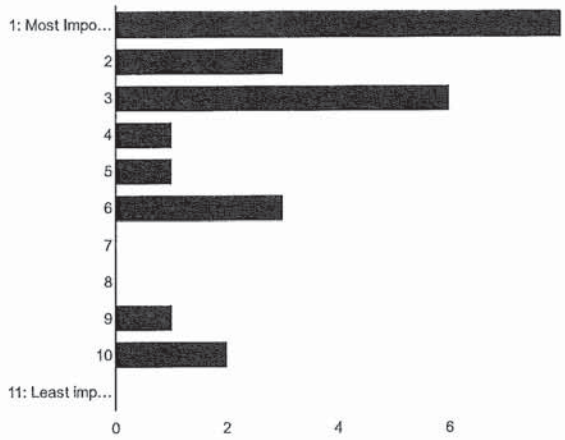
E: Parking and Traffic [Please rank from 1-11 in order of importance: One unique number per issue]

1: Most Important	14	51.9%



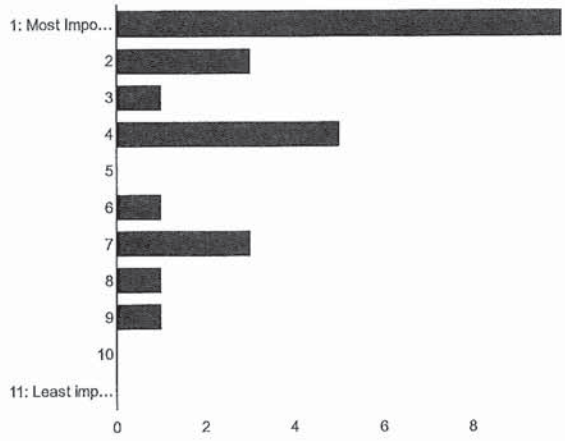
2	4	14.8%
3	3	11.1%
4	1	3.7%
5	1	3.7%
6	3	11.1%
7	0	0%
8	0	0%
9	1	3.7%
10	0	0%
11: Least important	0	0%

F: Air Quality [Please rank from 1-11 in order of importance: One unique number per issue]



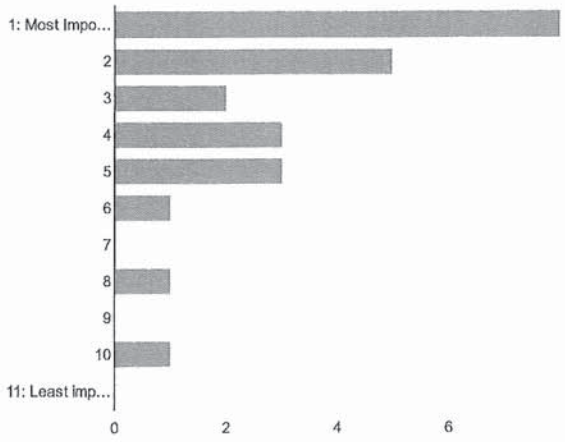
1: Most Important	8	32%
2	3	12%
3	6	24%
4	1	4%
5	1	4%
6	3	12%
7	0	0%
8	0	0%
9	1	4%
10	2	8%
11: Least important	0	0%

G: Detailed Construction Plan: 7:00 AM to 4:00 PM-Mon thru Fri-no weekend/holidays [Please rank from 1-11 in order of importance: One unique number per issue]



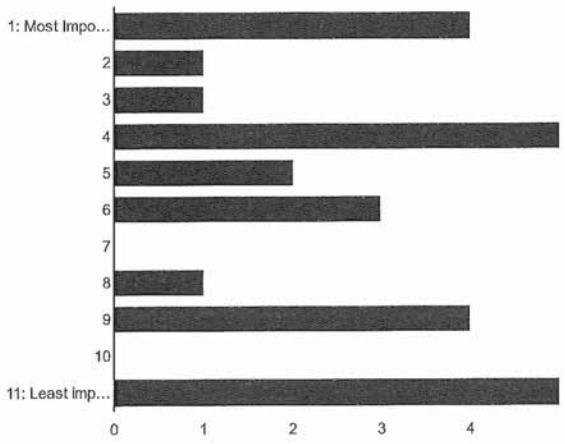
1: Most Important	10	40%
2	3	12%
3	1	4%
4	5	20%
5	0	0%
6	1	4%
7	3	12%
8	1	4%
9	1	4%
10	0	0%
11: Least important	0	0%

H: More public green space [Please rank from 1-11 in order of importance: One unique number per issue]



1: Most Important	8	33.3%
2	5	20.8%
3	2	8.3%
4	3	12.5%
5	3	12.5%
6	1	4.2%
7	0	0%
8	1	4.2%
9	0	0%
10	1	4.2%
11: Least important	0	0%

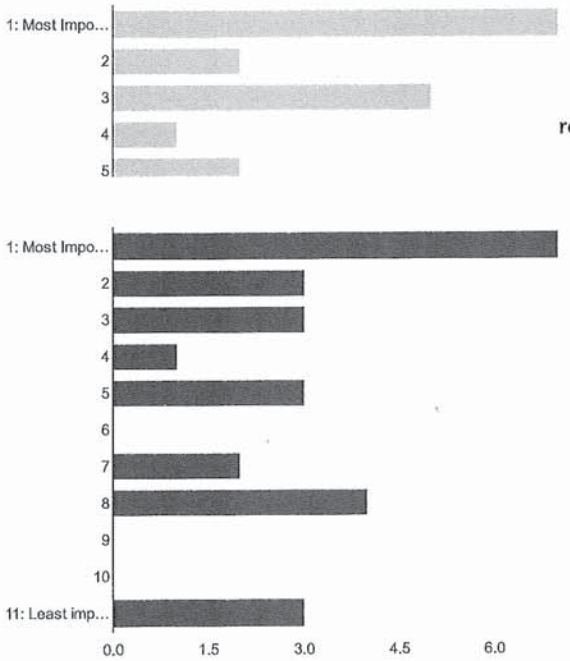
I: Relocating Andrew Street [Please rank from 1-11 in order of importance: One unique number per issue]



1: Most Important	4	15.4%
2	1	3.8%
3	1	3.8%
4	5	19.2%
5	2	7.7%
6	3	11.5%
7	0	0%
8	1	3.8%
9	4	15.4%
10	0	0%
11: Least important	5	19.2%

J: Contribution back to the community [Please rank from 1-11 in order of importance: One unique number per issue]

1: Most Important	7	28%
2	2	8%
3	5	20%
4	1	4%
5	2	8%
6	1	4%
7	2	8%
8	1	4%
9	2	8%
10	2	8%
11: Least important	0	0%



roof Windows) [Please rank from 1-11 in order of

1: Most Important	7	26.9%
2	3	11.5%
3	3	11.5%
4	1	3.8%
5	3	11.5%
6	0	0%
7	2	7.7%
8	4	15.4%
9	0	0%
10	0	0%
11: Least important	3	11.5%

Comments or concerns not addressed above(e.g. fixing up or creating park space, bringing in retailers you want, increasing affordable percentage, doing direct work on our building to sound proof windows or improve HVAC equipment for cleaner air)

I am extremely concerned with losing ALL of my sunlight and half of sky-view.

The height of the proposed structure is completely unreasonable considering the height restrictions other developers have had to abide by in the South End over the decades. There's a reason this was done, and it's entirely unfair to destroy the natural light for adjacent properties to accommodate such a large project. The massive influx of vehicular traffic in the neighborhood will completely saturate resident parking. Even though there is ample parking *planned* for the property, developers have a rich history of gouging customers in the south end through unreasonably high parking prices (whether purchase or rental). This drives residents to the streets, and this creates an unfair situation for current residents who cannot afford a $60,000 parking spot.

If Andrew Street is relocated it must be much wider to allow 2 way traffic and parking for the ambulances.

As proposed, the project includes only studio and one-bedroom units. The project should have 2 bedroom/2 bath units as well, as they are in the highest demand, and attract a more stable residential population. The smaller (studio, 1 bedroom) units will house only transient residents.

later in the day construction hour- 7am is too early

Please list question(s) that you would want the developers to address/clarify:

Won't this major change of view for any unit on the northeast side of our building depreciate the value of our units and therefore you need to compensate us for that? I hope that there are a good number of affordable units for middle and lower SEC individuals/families set aside. What percentage of the units are?

What are the price regulation proposals for parking inside the new building?

How long will the project take from inception until the entire development is completed, parks landscaped and all construction materials removed?

Security of the neighborhood during construction

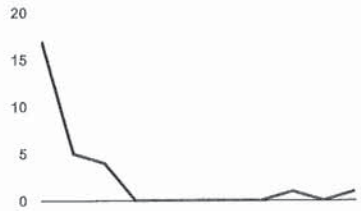
Air Quality: Is the model taking into consideration that most of your residents will be renting/utilizing the garage spaces? What if the cost of renting the spaces encourages free resident street parking? That would drive up the average trips the streets would bare–especially during street sweeping months when hundreds of cars circle around to look for parking and make

multiple trips down the same streets just to check if a spot opened up. Do the findings from the model include the collective impact on CO and PM 10/2.5 levels with the existing traffic burden from the surrounding streets? The microscale analysis in the PNF seems to only show CO levels and not the rest of the potential pollutants such as PM 2.5, SO, lead, and Ozone. Why were the other variables omitted from the final conclusion of the microscale analysis? The fact that the air quality study shows that fine particulate matter (PM-2.5) approaches 60% of the NAAQS and the ozone levels approaching 83% of NAAQS, there isn't much room for additional traffic if other large residential projects are proposed in the future. Studies have shown that both PM and Ozone causes respiratory problems like asthma--so how would address this issue?

Details of Issues

[Image]

Number of daily responses

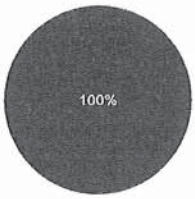


5 responses

View all responses Publish analytics

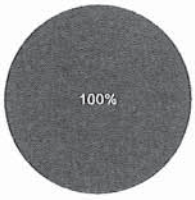
Summary

Are you in favor of lifting the height restriction on the Albany block project? (Per Leggat McCall another 15-20 ft will be added to the building for machinery - Actual building height will be closer 21 stories)



Yes - I want a 19 stories building	0	0%
No - I don't want a 19 stories building	5	100%

Are you in favor of limiting residential parking permit to residents of Albany Block. See E under Details of Issues for more details.



Yes -More than 1 parking space per unit has been set proposed on site: Harrison Albany residents should use those parking space	5	100%
No-	0	0%

First and Last Name

Deborah Hull

Jeff Hull

Amy Hanzl

Marie O'Shea

David Meguerdichian

Address (Unit Number, Street Name, Apartment Number)

72 East Dedham Street 3A

72 East Dedham St. 3A

72 East Dedham St 3B

103 E. Brookline St. #5

103 E Brookline St #4

Do you want to be included in an email distribution list?

No-	0	0%
Yes	5	100%

dkhull5@gmail.com

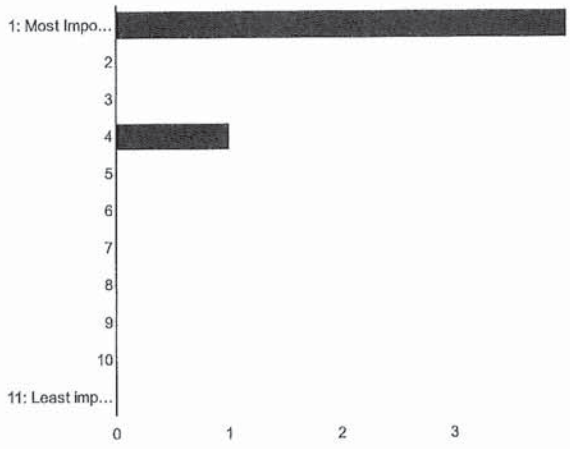
jeffhullsr@gmail.com

ahanzl@gmail.com

pcbb@yahoo.com

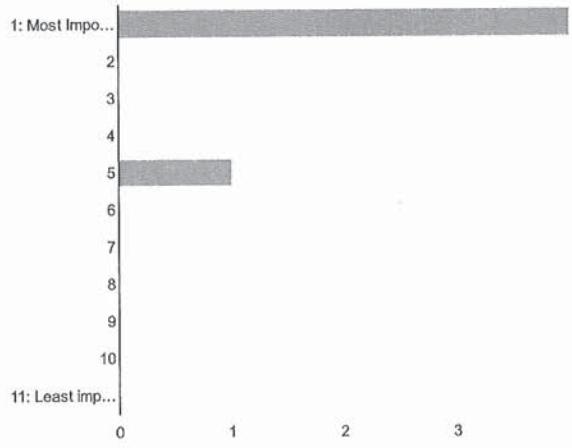
Dameguer@gmail.com

A: Architectural design [Please rank from 1-11 in order of importance: One unique number per issue]



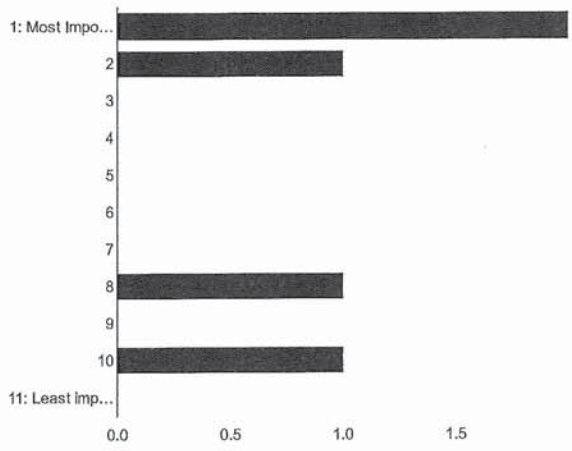
1: Most Important	4	80%
2	0	0%
3	0	0%
4	1	20%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	0	0%

B: Having Condos instead of Apartments [Please rank from 1-11 in order of importance: One unique number per issue]



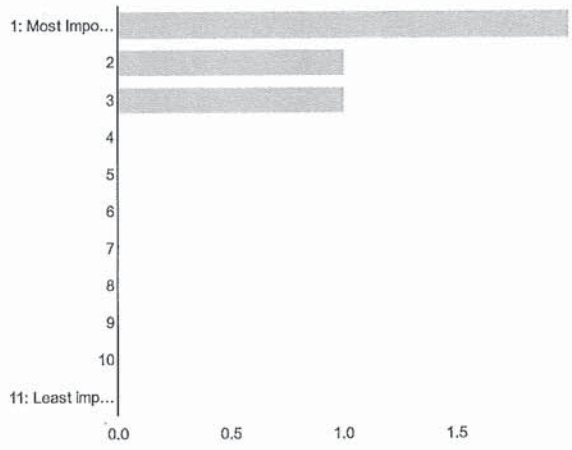
1: Most Important	4	80%
2	0	0%
3	0	0%
4	0	0%
5	1	20%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	0	0%

C. Having multi bedrooms units [Please rank from 1-11 in order of importance: One unique number per issue]



1: Most Important	2	40%
2	1	20%
3	0	0%
4	0	0%
5	0	0%
6	0	0%
7	0	0%
8	1	20%
9	0	0%
10	1	20%
11: Least important	0	0%

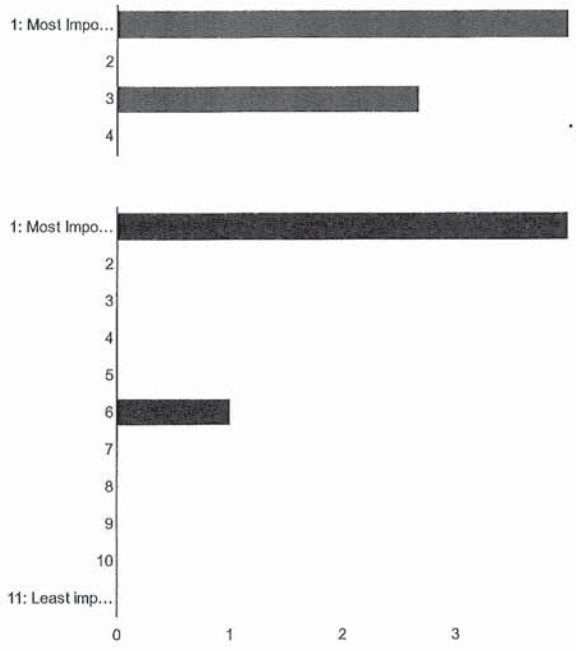
D: Affordability- Increasing affordable percentage [Please rank from 1-11 in order of importance: One unique number per issue]



1: Most Important	2	50%
2	1	25%
3	1	25%
4	0	0%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	0	0%

E: Parking and Traffic [Please rank from 1-11 in order of importance: One unique number per issue]

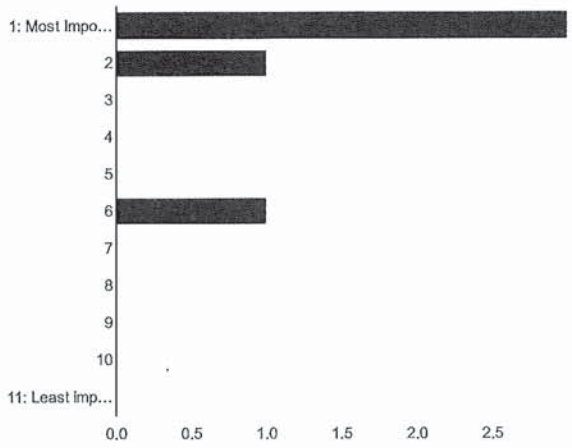
1: Most Important	3	60%
2	0	0%
3	2	40%
4	0	0%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	0	0%



· of importance: One unique number per issue]

1: Most Important	4	80%
2	0	0%
3	0	0%
4	0	0%
5	0	0%
6	1	20%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	0	0%

G: Detailed Construction Plan: 7:00 AM to 4:00 PM-Mon thru Fri-no weekend/holidays [Please rank from 1-11 in order of importance: One unique number per issue]

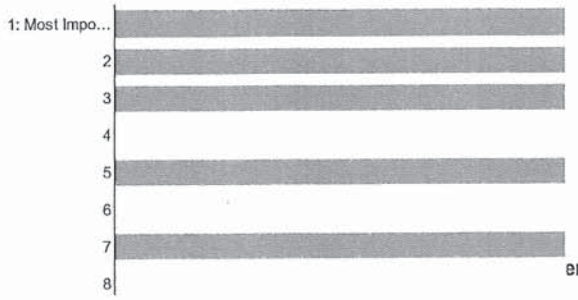


1: Most Important	3	60%
2	1	20%
3	0	0%
4	0	0%
5	0	0%
6	1	20%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	0	0%

H: More public green space [Please rank from 1-11 in order of importance: One unique number per issue]

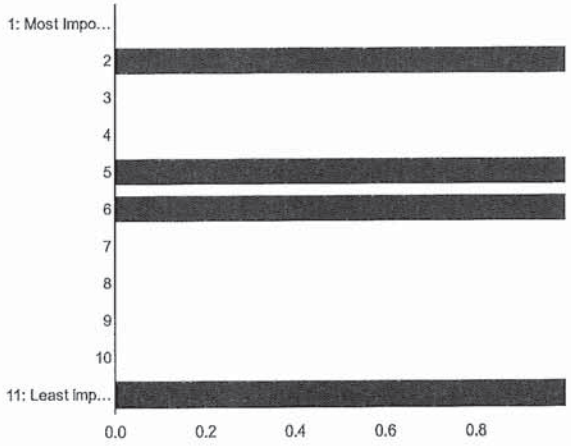
1: Most Important	1	20%
2	1	20%
3	1	20%
4	0	0%
5	1	20%
6	0	0%
7	1	20%
8	0	0%

9	0	0%
10	0	0%
11: Least important	0	0%



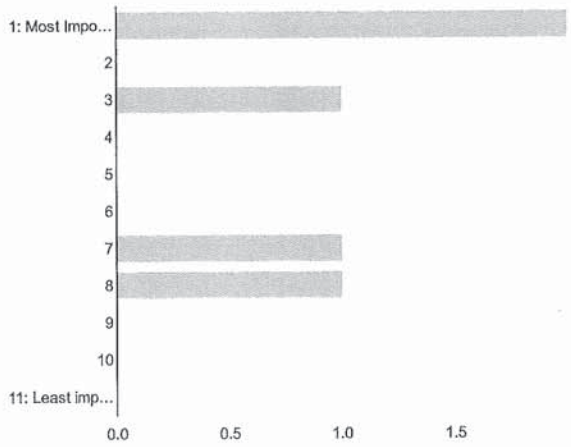
er of importance: One unique number per issue]

1: Most Important	0	0%
2	1	25%
3	0	0%
4	0	0%
5	1	25%
6	1	25%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	1	25%



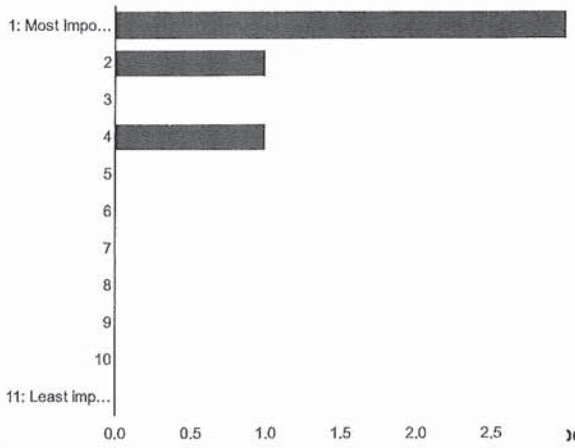
J: Contribution back to the community [Please rank from 1-11 in order of importance: One unique number per issue]

1: Most Important	2	40%
2	0	0%
3	1	20%
4	0	0%
5	0	0%
6	0	0%
7	1	20%
8	1	20%
9	0	0%
10	0	0%
11: Least important	0	0%



K: Direct work on abutting neighbors properties (Soundproof Windows) [Please rank from 1-11 in order of importance: One unique number per issue]

1: Most Important	3	60%
2	1	20%
3	0	0%



4	1	20%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
11: Least important	0	0%

ɔedrooms units, increasing affordable percentage, you want, doing direct work on your buildings to sound proof windows or improve HVAC equipment for cleaner air, mandate using Boston residents/women/minorities contractors and suppliers)

retail units include rentals to neighborhood services such as daycare center, dry cleaners, tailor, shoe repair. Artist live work spaces can be simpler design.

Sun is a big issue for our building as we will only get sun now in the summer time when it is wanted the least. Wind also is another issue - worse for E Canton street based on their study. Was difficult to give them all a separate number when all of these are so important! Thank you for putting this together.

I am absolutely opposed to the construction and presence of the 19 story building proposed in the Harrison Albany Block project. I live one block from the proposed project - on the top floor of 103 E. Brookline St. which I purchased in April 2002 and I will have an unobstructed view of this massive building. I currently enjoy feeling the warmth of the sun in my living room and seeing the beauty of the moon rising in the sky, but I will no more, if this 19 story building is constructed as proposed. Instead, I will be looking onto a massive concrete building towering above all the surrounding ones, twofold. It's truly a sight for sore eyes and does not fit at all in this neighborhood. Please design buildings that are worthy of and fit in with this neighborhood.

Affect of digging and construction work on the foundations of our 100+ year old buildings in the neighborhood. Also the impact of such a large building in a historic district with nothing near that height.

Please list question(s) that you would want the developers to address/clarify:

Artist housing

I think they need to look at building additional floors on top of 575 and reduce some of the height in the middle of the street.

East Brookline residents are already bombarded with mechanical noises emanating from the various rooftops of the Dental and Medical Schools and hospital buildings. We should not be forced to live with and surrounded by bigger and louder noises created by the mechanical systems in this massive project. Swimming pools??? Outrageous!

How they will deal with the impact to foundations and structures of older buildings.

Details of Issues

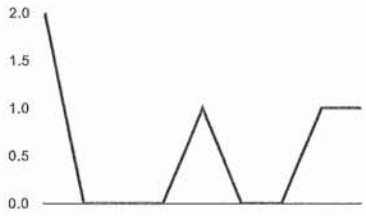
[Image]

[Image]

[Image]

[Image]

Number of daily responses



9.5 Public Comments on the Expanded PNF

HARRISON ALBANY ALLIANCE

HAA 01 Height

Please see Section 9.1.1 regarding the proposed heights.

HAA 02 Residential Parking Permits

Please see Section 9.2.5.7 regarding residential permit parking.

HAA 03 Design

Please see Section 9.2.4 regarding the design.

HAA 04 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

HAA 05 Air Quality

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

HAA 06 Open Space

The property owner will be responsible for installing, managing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

HAA 07 Unit Types

Please see Section 9.2.2 regarding unit types.

HAA 08 Construction

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

HAA 09 Local Contractors and Suppliers

The Construction Manager will be responsible for following the Boston Residents Construction Jobs Policy, which targets the hiring of 50% Boston residents, 25% minorities, and 10% women. The Proponent will also work with local suppliers and manufacturers whenever possible and as required for LEED certification.

HAA 10 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

HAA 11 Noise and Air Pollution Impacts

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

HAA 12 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding the relocation of Andrews Street.

OLD DOVER
NEIGHBORHOOD ASSOCIATION

May 11, 2016

Casey Hines
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Dear Casey:

At the May 3 meeting of the Old Dover Neighborhood Association, we saw a presentation from representatives of Leggat McCall Properties, about their proposed development, the Harrison-Albany Block.

Old Dover responded positively to the plans to redevelop the property, with the acknowledgement that the project falls well outside the boundaries of this neighborhood association, and that any negative impacts would be more pronounced on the immediate abutters.

By vote of members in attendance at the May 3 meeting, the association would like to provide the following comments and provisos.

We understand that project includes almost 40% of open space, far higher than the city's mandated 20%. This is a very positive feature which we support. Any and all measures to improve the public realm and streetscape in the way of publicly-accessible green and open space should be pursued. The project's cut-through, corner park, and wide sidewalks are all to be applauded.

While the amount of retail/commercial space for a project this size seems small, we support the intent for a portion of it to be affordable community space. "Future Chefs" was mentioned as a possible first floor tenant, which would be a very good use.

The bike storage space of one per unit is a good ratio, as the community supports all measures that can be taken to foster and accommodate alternate modes of transportation.

The number of spaces for car parking is an impressive one, though it wasn't clear from the presentation we saw how many would go to residents of the building versus outside use, such as a parking lease to Boston Medical Center.

To that point, there was concern about the volume of traffic caused by the development, which amounts to over 700 cars entering/exiting on residential side streets, East Dedham and East Canton Streets. **ODNA 01**

While there were some positive sentiments about the project's height, the impact of such height on the abutting buildings and its residents was not lost on our group. To that end, Old Dover puts its full support with the project's abutters and their negotiations with regard to height and mitigation thereof, as well as a thoughtful discussion to mitigating the traffic/transportation impacts mentioned above. **ODNA 02**

In terms of the height variances being sought (PDA designation, with additional height allowance from 120 to 200 feet), Old Dover feels these are significant allowances not to be taken lightly. There were questions raised by our group as to whether the appropriate and equally-substantial measures were being provided by the developer in exchange for this additional

height. For example, the amount of affordable housing is the minimum required for a PDA, and where the need is so great, adhering to a minimum threshold was questioned.

In exchange for the significant additional height, and in acknowledgement of the great size and scope of the project and its potential impact, Old Dover calls for careful scrutiny of the community benefits the project should be expected to provide. Among the desired and appropriate areas for consideration are affordable housing, funding for and support of alternative modes of transportation (e.g. bike lanes), affordable community space, public realm improvements, mitigation for abutters, and funding for nearby parks, whose facilities will be utilized by the thousands of new residents this project will bring. ODNA 03

If we can provide any further information, do not hesitate to contact us at info@olddover.org.

Sincerely,

Ken Smith
President
Old Dover Neighborhood Association

cc: Dave Newman, William Gause
Sam Chambers
Councilor Bill Linehan

OLD DOVER NEIGHBORHOOD ASSOCIATION

ODNA 01 Traffic and Parking

Please see Section 9.2.5.3 regarding traffic impacts.

ODNA 02 Height

Please see Section 9.2.1 regarding the Project's height.

ODNA 03 Community Benefits

Please see Section 9.2.1 regarding changes to the proposed building heights and public benefit requirements for projects subject to a PDA. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 27, 2016 at 3:17 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 866

Form inserted: 4/27/2016 2:01:25 PM

Form updated: 4/27/2016 2:01:25 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Tricia

Last Name: Azzarello

Organization:

Email: triciaazzarello@gmail.com

Street Address: 85 East Brookline Street #1

Address Line 2:

City: Boston

State: MA

Phone: (617) 513-4413

Zip: 02118

Comments: I am not in favor of this project. The final buildings as proposed are not suitable for the South End. It is not in keeping with the current feel of the neighborhood and is not in keeping with historic requirements. The integrity of the neighborhood will be lost. The height of the buildings are a big issue for me as well as the number of units that are proposed. The increase of traffic is not only dangerous but also impacts environmental factors and both are a concern for raising a family in the South End. I also do not like that these building will be strictly rentals. The last thing the South End needs is more rentals of 1-2 bedrooms with a small foot print! Please do not approve this as it is not in line with what the residents want and does not promote the future of the South End we all strive for. **TA 01** **TA 02** **TA 03**

PMContact: Casey.A.Hines@Boston.gov

TRICIA AZZARELLO

TA 01 Height and Density

Please see Sections 2.1 and 9.2.1 regarding the heights of the buildings and number of residential units.

TA 02 Traffic and Impacts

Please see Section 9.2.5.3 regarding traffic impacts.

TA 03 Rentals

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 9:37 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 858

Form inserted: 4/26/2016 9:36:32 PM

Form updated: 4/26/2016 9:36:32 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Mary

Last Name: Bertin

Organization:

Email: mbertin@verizon.net

Street Address: 700 Harrison Ave, Unit #212

Address Line 2:

City: Boston

State: MA

Phone: (617) 262-0615

Zip: 02118

Comments: I am opposed to the Harrison Albany Block Development proposal as it has been presented to the Harrison /Albany community. Some of my major opposition to the project are as follows: -High of building -Influx of additional vehicle traffic -Rentals as opposed to condominiums -Air quality during construction -Number of studio and one bedroom apartments -Construction hours daily, (proposal: 7 AM to PM only, now weekends and/or holidays) - Only 10% of apartments affordable (should be a higher %) I am asking that you please consider the impact that this project will have on, not only the South End Community but more particularly those of us who are the abutters of the project.

MB 01
MB 02
MB 03
MB 04
MB 05
MB 06
MB 07

PMContact: Casey.A.Hines@Boston.gov

MARY BERTIN

MB 01 Height

Please see Sections 2.1 and 9.2.1 regarding the proposed building heights.

MB 02 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

MB 03 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

MB 04 Construction Air Quality

Please see Section 4.11.8 regarding construction-related air quality mitigation.

MB 05 Unit Types

Please see Section 9.2.2 regarding unit types.

MB 06 Construction Hours

A CMP in compliance with the City's Construction Management Program and with input from nearby residents will be submitted to the BTD once final plans are developed and the construction schedule is fixed. The CMP will cover numerous items including hours of operations.

MB 07 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

64 East Brookline Street, Boston, MA 02118

April 28, 2016

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
ATTN: Casey Hines

Re: Public comment regarding the "Harrison Albany Block" proposal

As a group of residents and owners at 64 East Brookline Street, we write to express substantial concern about overall impacts of the "Harrison Albany Block" project as currently proposed by Proponent Leggat McCall, while also recording support for a couple of specific items we see as positives. We are among the project's nearest and mostly directly affected residents, but believe the issues we raise here are shared widely across our neighborhood, based on what's been said at the Boston Redevelopment Authority's two public meetings and our own conversations with abutters and neighbors.

The sheer magnitude of the proposed project—upward of three quarters of a million square feet, with 710 residential units, including a structure of 19-stories, and a 745 space parking garage, all concentrated on a single block—represents something wholly new to our part of the city. We think it's too much square footage, too many people and too many vehicles placed onto too small a site. We're concerned not only for this specific proposal's effects but because we believe whatever is approved for the site may set precedent for development on other similar parcels in this part of the South End—in other words, decisions made with respect to this project will have a multiplier effect around our neighborhood. We would like to see the overall volume of the proposed project decreased. BB 01

Our specific concerns and comments:

- *Traffic impacts.* As both drivers and T users, we seriously doubt the ability of existing local transportation infrastructure, especially Harrison Avenue and the Silver Line, to accommodate all this project's new vehicles and commuters, let alone those generated by other projects already underway or on the way. In that context, we need neighborhood-wide transportations solutions, not a piecemeal approach. As residents of East Brookline Street, we are also specifically concerned that that ingress/egress to the project's (very large) garage be designed so as to minimize motorists' temptation to use the private alley that abuts our building and other existing low volume cross-block connectors as time-saving cut-throughs, which would be unsafe for the many pedestrians who now use them and disruptive. BB 02 BB 03
    - In this latter context, we view as a positive the Proponent's proposal to locate their Service Road at the Albany Street end of the parcel, designed such that vehicles may enter or exit their garage from either East Canton or East Dedham streets (meaning less reason to circle one way streets or cut through alleys in order to achieve the desired direction of travel).

- *Massing and light and shadow.* The absolute and relative heights of the two principal structures, Buildings A and B, and their setbacks and exact locations on the site matter greatly to us, in that our building and outdoor spaces and garden, and the City of Boston community garden that abuts us, receive much of their sun and light from the direction of the BB 04

project, as do our immediate neighbors. We find the PNF unpersuasive as to impacts on ambient light levels on East Canton Street and call for greater analysis in this regard.

  - While we believe that the proposed 19-story height for Building A is excessive, we do support the Proponents' decision to locate the bulk of the project's height and square footage at the Albany Street end of the parcel (where its shadow and light impact appears to affect the fewest possible abutters). We would not favor design revisions that shift mass/height off of Building A and onto Building B.

- *A transient population.* The proposal is largely for studio and one-bedroom rental units, a formula that caters to transient and student populations rather than those who would put down roots in our neighborhood so as to start a family and/or own a home. We advocate for a greater share of larger units suitable to families and/or owner occupied units (condominiums), so as to maintain and enhance a sense of community. **BB 05**

- *Construction impacts.* The Proponents describe a timeline that anticipates five years of construction a few hundred feet from us. In that context, it would be critically important that the Boston Redevelopment Authority insist upon stringent mitigation measures, including limits on the hours, days and nature of work, truck traffic and noise and dust, worker parking and rodent control, as well as safeguarding against damage to neighboring structures. **BB 06**

- *On-street parking.* Our corner of the South End has a very high proportion of metered spaces, meaning tenants of the envisioned 700+ new units who have cars but cannot or will not pay hundreds of dollars a month for garaged parking will overtax the constricted supply of resident-only spaces. **BB 07**

We seek that whatever development may be approved to be built on this site acknowledge and honor how our corner of the South End is already a vibrant neighborhood, one that residents like us have chosen and value in large part precisely because it is so eclectic. We, for example, live in a converted factory, on a street that features many classic South End style brick residences but is also home to a parking garage and offices for Boston Medical Center, with everything from Franklin Square, to Cathedral Homes, to recent (comparatively small scale) construction like 700 Harrison around the corner or down the street. **BB 08**

By sharp contrast with Ink Block and The Troy, which were built in a void, this proposal would overpower existing low density residential streets on which a 70-foot height and an FAR of 4 might be more traditionally appropriate. Our neighborhood would be much the worse were the Harrison Albany Block to transform into over-sized, anonymous edifices out of touch with the special fabric and life of our part of this city.

Thank you.

/s/

Bradley Busino and Michael Rush
Allen Carney and Maura FitzGerald
Mike Elder
Jennifer Watson and David Stone

BRADLEY BUSINO, MICHAEL RUSH, ALLEN CARNEY, MAURA FITZGERALD, MIKE ELDER, JENNIFER WATSON, AND DAVID STONE

BB 01 Density

Please see Section 9.2.1 regarding the Project's compliance with the zoning for the Project Site. Please see Section 9.2.5.3 regarding traffic impacts.

BB 02 Transportation Infrastructure

Please see Section 9.2.5.3 regarding the vehicular impact to Harrison Avenue. Please see Section 9.2.5.1 regarding the transit impact. As with all traffic studies that comply with the BTD "Transportation Access Plan Guidelines", the transportation study for this Project includes the traffic associated with all other known potential developments (in the permitting process or under construction) at the time of filing. Thus, the developments are not reviewed in isolation (or 'piecemeal') of each other and, a cumulative impact has been determined. Any future potential development that begins the permitting process will include all previously considered development projects for the area.

BB 03 Ingress/egress to Garage

Please see Section 9.2.5.4 regarding site access.

BB 04 Shadow Impacts

Please see Section 4.2 for a shadow analysis consistent with the BRA Development Review Guidelines. During the 14 time periods studied, no new shadow from the Project will be cast onto the community garden or the area adjacent to 64 East Brookline Street.

BB 05 Unit Types and Condominiums

Please see Sections 9.2.2 regarding unit types.

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

BB 06 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

BB 07 On-street Parking

Please see Section 9.2.5.7 regarding resident permit parking.

BB 08 Relationship to Neighborhood

Please see Section 9.2.4 regarding how the Project design relates to the neighborhood.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 8:54 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 856

Form inserted: 4/26/2016 8:54:45 PM

Form updated: 4/26/2016 8:54:45 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Patrick

Last Name: Canney

Organization:

Email: patrick.canney@verizon.net

Street Address: 97 E. Brookline Street

Address Line 2: Unit 2

City: Boston

State: MA

Phone: (617) 835-2883

Zip: 02118

Comments: I attended the Worcester Square Neighborhood Association meeting this evening and listened to the presentation by Legat McCall on the Harrison Albany Block building. I wanted to share with you some of my thoughts and concerns. 1) The height - while I am not super stressed about the building height, I do think having the 200 ft bldg come down to 150-170 would better fit the neighborhood. I am sure some of the other open lots and the flower market will be built on shortly and have tall buildings. The closet buildings to this property will be 4 stories. A shorter building will help ease the transition a bit more. 2) Unit size - I'd like to see more 2 bedroom units incorporated into the design. Studios and 1 beds will bring a very transient population which will ware on the neighborhood. A mix of 20 % studio, 30% 1 bedroom, 40% 2 bedroom 10% 3 bedroom will ensure there is family friendly space that is still able to meet the market demand at the lower end of the market and esnure a good mix of socio-economic backgrounds 3) Open space - I think the team did a nice job of allocating open space 4) Architectural design - Developers keep putting up very generic buildings that look like dormitories. it would be nice to see some unique architectural features in the design. 5) It is important the the deigns encourage pedestrian traffic on both East Canton Street and and East Dedham Streets. I think that means ensuring that building A has a lobby entrance on one street and building B on the other street, or perhaps a maisonette design where there are several street level private entrances with front stoops. 6) It would be great to ensure that the retail space will be allocated to ensure all-day foot traffic. Regards, Patrick Canney

PC 01

PC 02

PC 03

PC 04

PC 05

PATRICK CANNEY

PC 01 Height

As discussed in Sections 2.1 and 9.2.1, the maximum height has been reduced to 120 feet.

PC 02 Unit Types

Please see Section 9.2.2 regarding unit types.

PC 03 Design

The design responds to the nature of the industrial South End while bringing in fresh, contemporary, and innovative materiality and form.

Please see Section 9.2.4 for more details about the design.

PC 04 Pedestrian Traffic

Both Building A and Building B's primary lobbies are along East Dedham Street; however, they both have stoops along East Canton Street with lush landscaping between the sidewalk and the stoop. Additionally, both courtyards face East Canton Street, providing depth and visual interest to the pedestrian as they walk along East Canton Street.

Please see Section 9.2.4 for more information regarding activation around the site.

PC 05 Retail Space

Please see Section 9.2.3 which outlines the planned retail space. Tenants have not yet been identified, but the intent is to activate the street and provide amenities to residents and the surrounding neighborhood.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Mon, Apr 25, 2016 at 9:48 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 841

Form inserted: 4/25/2016 9:47:44 AM

Form updated: 4/25/2016 9:47:44 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Joseph

Last Name: Castellana

Organization:

Email: joecastellana@hotmail.com

Street Address: 700 HARRISON AVE

Address Line 2: UNIT 405

City: BOSTON

State: MA

Phone: (617) 775-0434

Zip: 02118

Comments: The influx of additional cars, particularly with a project of this density, is of concern. We support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers. **JC 01**

Architectural Design - We look forward to seeing and commenting on proposed design plans with the goal of seeing an architecturally interesting and innovative plan. **JC 02**

We strongly support a development that is primarily condominium versus rental units. **JC 03**

We support full disclosure of air quality impacts, and strongly support insistence that the project construction and building operation fully comply with all clean air guidelines. **JC 04**

The project must include evidence and legally binding assurance that all green space will be property maintained. We also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets. **JC 05**

We strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as well. We urge this in order to encourage long term and family residency, and to discourage transient occupancy. **JC 06**

Construction limited to Monday-Friday, 7 AM to 4 PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project property itself. **JC 07**

We support all the recommendations for local support, local suppliers, etc. The project should be required to have the City of Boston designated proportion of affordable units on site. If the proposed project will

negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects. Relocation of Andrew Street. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East Brookline and East Canton Streets. Height of 19 stories. We do not object to the proposed height. JC 08 JC 09

PMContact: Casey.A.Hines@Boston.gov

JOSEPH CASTELLANA

JC 01 Residential Parking

Please see Section 9.2.5.7 regarding resident permit parking.

JC 02 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

JC 03 Air Quality/Construction

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

JC 04 Green Space

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

JC 05 Unit Types

Please see Section 9.2.2 regarding unit types.

JC 06 Construction

A CMP in compliance with the City's Construction Management Program and with input from nearby residents will be submitted to the BTD once final plans are developed and the construction schedule is fixed. The CMP will cover numerous items including hours of operations.

JC 07 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

JC 08 Noise and Air Pollution

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

JC 09 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding the relocation of Andrews Street.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 12:44 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 876

Form inserted: 4/28/2016 12:44:00 PM

Form updated: 4/28/2016 12:44:00 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Karen

Last Name: Chan

Organization:

Email: karenfpchan@msn.com

Street Address: 700 Harrison Ave, Unit #411

Address Line 2:

City: Boston

State: MA

Phone: (617) 818-0358

Zip: 02118

Comments: I object to the proposed height of 19 stories.

KC 01

PMContact: Casey.A.Hines@Boston.gov

KAREN CHAN

KC 01 Height

Please see Sections 2.1 and 9.2.1 regarding changes to the proposed building heights.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Sat, Apr 23, 2016 at 4:30 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 838

Form inserted: 4/23/2016 4:29:24 PM

Form updated: 4/23/2016 4:29:24 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: CJ

Last Name: Chang

Organization:

Email: a23707703@msn.com

Street Address: 700 Harrison Ave. Unit 113

Address Line 2:

City: Boston

State: MA

Phone: (617) 952-3166

Zip: 02118

Comments: I opposed the plan as it has been presented

PMContact: Casey.A.Hines@Boston.gov

CC 01

CJ CHANG

CC 01 Opposition

Comment noted.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 10:32 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 852

Form inserted: 4/26/2016 10:31:54 AM

Form updated: 4/26/2016 10:31:54 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Tachin

Last Name: Chang

Organization:

Email: Jeantc2001@hotmail.com

Street Address: 700 Harrison Ave

Address Line 2: Unit 113

City: Boston

State: MA

Phone: (781) 888-0218

Zip: 02118

Comments: I opposed the plan as it has been presented.

TC 01

PMContact: Casey.A.Hines@Boston.gov

TACHIN CHANG

TC 01 Opposition

Comment noted.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Mon, Apr 25, 2016 at 12:17 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 843

Form inserted: 4/25/2016 12:16:44 PM

Form updated: 4/25/2016 12:16:44 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Brian

Last Name: Chi

Organization:

Email: brianchi@outlook.com

Street Address: 700 Harrison Ave

Address Line 2: Unit 501

City: Boston

State: MA

Phone: (617) 755-6840

Zip: 02118

Comments: I am against the proposed height of 19 stories. I am against a development that is primarily rental units. **BC 01** **BC 02**

PMContact: Casey.A.Hines@Boston.gov

BRIAN CHI

BC 01 Height

Please see Sections 2.1 and 9.2.1 regarding changes to the proposed building heights.

BC 02 Rental Units

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 27, 2016 at 8:39 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 870

Form inserted: 4/27/2016 8:38:53 PM

Form updated: 4/27/2016 8:38:53 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Akhill

Last Name: Chopra

Organization: N/A

Email: Akhillchopra@gmail.com

Street Address: 15 Waltham St

Address Line 2: Unit B606

City: Boston

State: MA

Phone: (917) 887-5191

Zip: 02118

Comments: I don't see any reason why we should allow a 200 ft building into the neighborhood. 120 ft is ample. 200 ft will darken the surrounding block substantially and stick out like a sore thumb ... Until the next 200 ft tower goes up, and the next... A building of that height could start a domino effect of stripping the charm and historical look and feel of our beloved neighborhood, pushing residents away and hurting property values for owners and rents for landlords... Please don't let this pass. **AC 01**

PMContact: Casey.A.Hines@Boston.gov

AKHILL CHOPRA

AC 01 Height

Please see Sections 2.1 and 9.2.1 regarding changes to the proposed building heights.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 10:57 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 874

Form inserted: 4/28/2016 10:57:23 AM

Form updated: 4/28/2016 10:57:23 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Steven

Last Name: Cohen

Organization: Property owner 485 Harrison

Email: scohen@cohospawning.com

Street Address: 485 Harrison

Address Line 2:

City: Boston

State: MA

Phone: (603) 344-0247

Zip: 02118

Comments: As a nearby property owner and having been involved in the rezoning of the area. It is totally not within the intent of the rezoning to allow a variance for additional height. Once a variance is granted everyone who realizes the benefit will apply and the purpose of the rezoning destroyed. This proposed building would tower over its neighbors and irrevocably change the neighborhood. The building within existing zoning is fine. I can assure you that if a variance was granted a legal challenge would arise **SC 01**

PMContact: Casey.A.Hines@Boston.gov

STEVEN COHEN

SC 01 Height

Please see Sections 2.1 and 9.2.1 regarding changes to the proposed building heights.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 4:24 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 855

Form inserted: 4/26/2016 4:24:35 PM

Form updated: 4/26/2016 4:24:35 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Khanh

Last Name: Dang

Organization:

Email: snowflake1998@hotmail.com

Street Address: 700 Harrison Ave #310

Address Line 2:

City: Boston

State: MA

Phone: (617) 792-2415

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public. **KD 01**

PMContact: Casey.A.Hines@Boston.gov

KHANH DANG

KD 01 Opposition

Comment noted.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 27, 2016 at 10:44 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 862

Form inserted: 4/27/2016 10:44:10 AM

Form updated: 4/27/2016 10:44:10 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Thap

Last Name: Dang

Organization:

Email: snowflake1998@hotmail.com

Street Address: 700 Harrison AVe #310

Address Line 2:

City: Boston

State: MA

Phone: (617) 792-2415

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public.

PMContact: Casey.A.Hines@Boston.gov

TD 01

THAP DANG

TD 01 Opposition

Comment noted.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Fri, Apr 15, 2016 at 6:37 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 829

Form inserted: 4/15/2016 6:37:53 PM

Form updated: 4/15/2016 6:37:53 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Anne

Last Name: d'Avenas

Organization: neighbor

Email: adavenas@gmail.com

Street Address: 27 wareham street

Address Line 2:

City: Boston

State: MA

Phone: (857) 277-0072

Zip: 02118

Comments: I am sorry that we were unable to come to the neighborhood meeting last night. I do understand that we need more housing in the City, but what we need is more affordable housing, not more market-value housing. I believe there are around 700 new units(once 600 Harrison is done). My son who is a social worker, would love to live in the city, but he can not afford to live here. A substantial number of units need to be affordable housing say-50%?? I have been in the South End almost 10 years and the traffick gets worse every year. 750 more cars is going to be horrible-I agree there will need to be more stop lights and all the streets maybe with the exception of Washington Street and Albany will need to be come one way. Will there be any more community meetings about this project? Thank you,Anne **AD 01** **AD 02**

PMContact: Casey.A.Hines@Boston.gov

ANNE D'AVENAS

AD 01 Affordable Housing

Please see Section 9.2.1 regarding affordable housing.

AD 02 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 4:11 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 881

Form inserted: 4/28/2016 4:10:16 PM

Form updated: 4/28/2016 4:10:16 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Chris

Last Name: Grimley

Organization:

Email: grimley@overunder.co

Street Address: 700 Harrison Avenue #309

Address Line 2:

City: Boston

State: MA

Phone: (617) 833-0331

Zip: 02118

Comments: I am writing as a South End resident and business owner who has lived in the neighborhood for almost 20 years. During that time I have witnessed the remarkable transformation of our community, and as an architect have been closely involved in some of the buildings in the area, working with Gerdling Eden on installations at Troy Boston in the New York Streets. I welcome the proposed development between Harrison and Albany proposed by Leggat McCaul as a continued revitalization of this part of the South End. I applaud the density, the increased open and green space, the reclamation of parking lots for community space, and the renovation and restoration of 575 Albany Street. That said, there are a number of issues that I have with the new construction in the development. 1. The massing of the proposed development. As designed, the vertical distribution of the structure along East Dedham Street is problematic. As designed, holding the majority of the buildings mass along this edge creates a 'wall' to the area immediately north of the development area, and isolates this part of the Back Streets from integration with the other residential developments along Wareham Street and 600 Harrison. The development of a more distributed massing strategy would ameliorate both the extreme height of the building, and allow for a series of courtyard typologies to emerge. 2. Design Excellence. While the project does well in responding to Mayor Walsh's call for more housing in the City of Boston, it does little to embrace the mayor's call at the Chamber of Commerce to make better architecture. During that talk the mayor asked that "...Boston can do better. We should aim for world-class design. Our historic buildings reflect our unique past. New buildings should project the values and aspirations of our growing city. We can balance the

CG 01

CG 02

old and new." As shown in the PNF, the development does not live up to aspirations extolled by the mayor. 3. Unit type and affordability. As a family of four living immediately adjacent to the proposed development, I would encourage the development team to explore a wider range of unit types and levels of affordability. As the beneficiary of Boston's first-time affordable housing program, and residing in a condominium building that has 50% affordable units, creating variety and access to studio to two- or three- bedroom units at a variety of income levels, will maintain, or increase the diversity of the South End—which is already one of the most diverse in the city. I encourage the architect and developer to pursue their plans, but to take into consideration the above, and work to make this part of our city a unique, delightful, reinvention of what the future of the South End will be. With Regards, Chris Grimley. **CG 03**

PMContact: Casey.A.Hines@Boston.gov

CHRIS GRIMLEY

CG 01 Massing

Please see Section 9.2.4 regarding the massing.

CG 02 Design

Please see Section 9.2.4 regarding the Project design.

CG 03 Unit Mix and Affordability

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

Please see Section 9.2.2 regarding unit types.

Sheila E. Grove, Esq.
51 Union Park
Boston, MA 02118

617-482-4888 *sheila.grove2@verizon.net*

April 28, 2016

Casey Hines
Senior Project Manager
Boston Redevelopment Authority
casey.hines.bra@cityofboston.gov

Re: Harrison-Albany project proposed by Legatt McCall

Dear Ms Hines:

While Legatt McCall's proposed project might be good in some other area, it does not belong in this part of the South End because the project:

1. **Does not conform to zoning.**
   The Harrison/Albany Project is located within the EDA South, which is also designated as the Back Streets. Unlike neighboring NY Streets and SOWA, where 18-hour mixed uses are encouraged, the Harrison/Albany Strategic Plan specifically separated out the Back Streets to "preserve light industrial uses while encouraging complementary commercial and research uses that create new jobs." The BRA has stated that it is looking to locate businesses outside of downtown and this is a perfect location already designated and well located for business uses.
   Before proceeding, Legatt McCall should thoroughly explore the possibility of dedicating its parcel to Back Street uses. SG 01

2. **Does not fit with the built environment.**
   At 200 feet, the project is too tall and totally out of sync with the surrounding Landmark neighborhood where 110 feet was the highest height previously permitted. Harrison Albany zoning allows heights up to 120 feet in anticipation that this would be a Back Streets use. It is dubious that this height would have been allowed for residential uses, which in the surrounding area are generally less than 70 feet. SG 02

3. **Does not address housing needs in the South End.**
   This project would fit better in the New York Streets area where tall buildings are the norm and 1658 rental units have recently been built or permitted. (73% studios or one-bedroom) Rental vacancy rates are already running high in the South End and city-wide are expected to be a very high 8% by next year. With many subsidized units alongside expensive condominiums, the South End has what may be the greatest disparity in income in the city. **What the South End needs is home ownership opportunities for middle-income individuals in units large enough to keep Millennials in the city after** SG 03

they find partners and to attract empty nesters. Mortgage rates are low enough now to make home purchases viable.

4. **Adds additional parking for cars that will cause massive traffic jams.**
   The proposed 745 parking spaces, a 540 vehicle increase over the existing parking, will cause untenable traffic congestion. According to the PNF traffic study, at all intersections that involve traffic headed to I93 or the Mass Pike, the current Level of Service (LOS) is "F" which represents the "worst condition, with significant traffic delay." In addition, the traffic study does not include the most likely traffic route - south on Albany Street and a left onto Mass Ave to the Mass Ave interchange which is already the busiest intersection in the city with traffic delays at all times of the day. Add the traffic from the planned South Bay expansion and Mass Ave will be a virtual parking lot.

   SG 04

   SG 05

5. **Includes unneeded and poorly located retail.**
   Retail in the South End is generally confined to the north/south streets – Tremont, Shawmut, Washington, Harrison, and Albany. This plan maintains the quiet residential streets and concentrates retail where it can be contiguous clusters and easily located, and therefore, successful. Washington and Albany Streets have had vacancies for many years, an indication that the neighborhood already as enough retail. The retail located in this project should be only to serve the needs of the residents: ie a convenience store, cleaners, café, etc. Five thousand square feet on Albany Street would easily suffice.

   SG 06

Clearly this project was designed to meet the needs of financing entity and not the needs of the South End neighborhood. In the past, the community, working through Washington Gateway Main Street, has worked successfully with the BRA, developers, and CBT Architects to rework projects to fit the neighborhood. (Notable projects are the multi award-winning Rollins Square and Cathedral gym.) As current chair of the Washington Gateway Design Committee, I can say that Gateway would again take on that responsibility.

This project should go back to the drawing board for a collaborative approach to find a profitable use and design that adds value to the neighborhood.

Very truly yours,
Sheila Grove
Reviewer of South End projects for 40 years

cc Mayor Martin Walsh
William Gause, Legatt McCall Properties
Harry Nash, Legatt McCall Properties
Dave Newman, Strategy Group, Inc.
Jonathan Greeley, Boston Redevelopment Authority
Michael Cannizzo, Boston Redevelopment Authority
Alexa Pinard, Boston Redevelopment Authority
Rep. Byron Rushing, State Representative
Michelle Wu, Boston City Council President
Bill Linehan, Boston City Council
Blackstone/Franklin Square Neighborhood Assn
Worcester Square Neighborhood Assn
New York Streets Neighborhood Assn

SHEILA E. GROVE, ESQ.

SG 01 Back Street Uses

The Proponent has chosen to propose a primarily residential use in response to Mayor Walsh's housing goal of 53,000 new housing units by 2030. The revised proposal is now fully zoning compliant under the PDA guidelines, including a height of 120 feet as detailed in Section 9.2.1. The proposal includes approximately 76,800 sf of commercial office use in the Gambro Building as well, as approximately 19,700 sf of retail and cultural space on the ground floor. Please see Section 9.2.1 for additional information.

SG 02 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

SG 03 Condominiums/Affordability

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

SG 04 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

With the current improvements at the intersection of Harrison Avenue/Monsignor Reynolds Way/Malden Street, the only study area signalized intersections that will be operating at poor levels during the peak hours are the two Frontage Road intersections. These delays are due to the regional highway connections. Several unsignalized approaches will continue to operate at LOS F during the peak hours; however, this is a common experience for an unsignalized intersection in an urban environment. The Proponent is working with BTD to determine if any of these unsignalized intersections meet signalization warrants and whether signalization would be appropriate.

SG 05 Study Area

Utilizing Massachusetts Avenue and the Mass Ave Connector is not the most direct route to and from the site. Also, as the commenter stated, this is a busy route that would incur additional delays for a motorists to and from the site. The intersections to the south were not included in the study area since it is not likely that the trip generation associated with the Project would use this route.

SG 06 Retail

Initially the retail in the Project will be designed to primarily serve residents of the proposed buildings, and over time as surrounding sites are developed, the Proponent envisions additional demand drivers as the area evolves. The cultural/affordable space is also included in the retail space calculation and this would be driven by that specific use as opposed to having a need to attract others from the community. The Proponent appreciates the difficulty of retail in this location, and will work to ensure the spaces assist in activation of the community.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 9:54 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 849

Form inserted: 4/26/2016 9:54:06 AM

Form updated: 4/26/2016 9:54:06 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Bryan

Last Name: Guarnier

Organization: 700 Harrison

Email: bryan.guarnier@gmail.com

Street Address: 700 Harrison Ave Unit 605

Address Line 2:

City: Boston

State: MA

Phone: (518) 232-8500

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public. Height of 19 stories. We object to the proposed height. I'm concerned with traffic, infrastructure, and parking availability. **BG 01** **BG 02** **BG 03** **BG 04**

PMContact: Casey.A.Hines@Boston.gov

BRYAN GUARNIER

BG 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

BG 02 Traffic

Please see Section 3.2 and 9.2.5.3 regarding traffic impacts.

BG 03 Infrastructure

Please see Chapter 8 regarding infrastructure impacts.

BG 04 Parking

Please see Sections 3.4.2, 9.2.5.5 and 9.2.5.7 regarding parking.

Casey Hines <casey.a.hines@boston.gov>

Harrison Albany Block - concerns

1 message

Hanzl <home.hanzl@gmail.com> Thu, Apr 21, 2016 at 12:34 PM
To: Casey.A.Hines@boston.gov

My husband and I have lived at 72 East Dedham Street for over 17 years. We knew that eventually our area would be developed, but we were hoping it would be more in line with the character of our existing neighborhood. We were upset a few years ago when the height ordinance was passed to 120', especially as it was passed before we even knew the change was proposed. That being said, we do like that developers of the current project are including setbacks from the street on both the East Dedham and East Canton side, as well as are trying to intersperse green space throughout – whether it is usable or not. The following are issues that we find with the proposal for the Harrison Albany Block:

- We are opposed to the current max height of 120' being increased to 200'. We feel that this is too high for the neighborhood. We understand that it is approved for the far side of Albany Street but do not think it is ok for between Harrison and Albany. This would also set a precedence for when the other parking lot across the street is sold and developed. **JH 01**
- Going to the height of 120' plus the mechanical room already leaves us with no sun during the spring, fall and winter when we currently enjoy this in our building year round. We have both large factory windows and large skylights that, according to the shadow study, will prevent any direct sunlight from 12-3pm in the spring and fall, and no direct light during the winter at all. This will not only affect the enjoyment of our unit but will affect our heating bill drastically in the winter. **JH 02**
- The current proposal of combining Andrews Street and the drop off/pick up for Gambro is not sufficient. Andrews Street is currently used very frequently by cars as well as police officers cutting between East Canton and East Dedham. The current drop off area for Gambro is not sufficient to accommodate Andrews Street traffic as there are always 5-10 ambulances in Gambro's drop area with overflow onto East Dedham Street. With truck deliveries, as well as patient pick up/drop off from people's vehicles, this area is currently always backed up and creates traffic on East Dedham Street. Combining these two areas into one will only make this situation worse unless it is made substantially wider with an actual drop off/pick up lane. **JH 03**
- With the current proposal, it has been noted that wind speed is uncomfortable for walking on East Canton and there is a large increase in wind speed in front of our building. It will go from a comfort rating of sitting to walking which is a big decrease in comfort. **JH 04**
- We do not understand how the BRA can approve a developer who can only build rental units. The majority of renters are short term and do not have a link to their community. They also will not have the same desire to rent/purchase garage space as someone who would own a condo. This will add a transient population to an area of the south end that would really benefit from additional long term residents. **JH 05**
- The public green space on the corner of East Dedham and Harrison that is proposed has an existing and long term steam problem. Over the years there have been many attempts to fix this issue, but nothing has worked. **JH 06**
- We are very concerned about how they will monitor ground movement and damage to existing buildings for abutters. We live on land fill as everyone knows. We experienced damage when the D4 police station was built and we even feel movement in the building when the 600 Harrison Building was being built multiple blocks from **JH 07**

here. A 3 level parking lot makes us nervous about the damage we will incur. Even with slurry walls there will be the necessity of driving or drilling piles.

- What remediation is planned for abutters living with five (plus) years of construction? We need to have shorter hours and real restrictions on construction vehicles. We will be losing parking on our street due to the construction so where will we park for the duration of the construction project and what is the plan for all the construction workers' vehicles coming into the neighborhood during that time? **JH 08**
- Residential parking on East Dedham Street isn't even mentioned at all in Figure 2-2 in the proposal. We only have five resident spots on our street. This project will have severe impacts on surface parking as it is increasing the population density by 710 units. **JH 09**
- We REALLY do not want to see the trees on East Canton go. These are large trees that need to be saved. If they are not, then the saplings they are replaced with will increase the wind issues already noted in the study. **JH 10**
- We do not believe a thorough investigation has been done on the remediation of the hazardous waste that is still potentially in the Albany street buildings due to the fire that occurred there a few years ago. This building has remained unoccupied and Perkin Elmer moved its people out due to the irreparable damage. **JH 11**

We really feel that the developer needs to reconsider these points and work towards what the community wants in addition to making a profit. I hope he heard what was really being said at the community meeting last week.

Thank you.

Amy and John Hanzl

72 East Dedham Street – DIRECT ABUTTERS

AMY AND JOHN HANZL

JH 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

JH 02 Shadow

As noted, the height has been reduced. However, new shadow is a consequence of constructing any building on a site occupied by a surface parking lot.

JH 03 Andrews Street

Please see Section 9.2.5.2 regarding Andrews Street.

JH 04 Wind

Section 4.1 includes an updated wind study. Locations previously found to be categorized as Uncomfortable annually on East Canton Street are now categorized as Comfortable for Standing or better.

JH 05 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

JH 06 Green Space/steam issue

The open space has been revised in response to community concerns, and the revised plan proposes an addition to the Gambro Building that fills in the surface parking lot with retail on the ground floor and office use above.

Please see Section 9.2.4 regarding the design.

To improve the interim condition of the parking, lot the Proponent has recently completed repairs to the leaking steam lines and has also regraded and repaved the parking lot.

JH 07 Construction Vibration

A comprehensive preconstruction and construction phase monitoring program is anticipated that would include as follows:

- **Preconstruction Condition Surveys (PCS)** – photo and video documentation of existing conditions of accessible exterior building facades (and possibly interior areas of certain buildings, depending upon proximity to the Project).
- **Groundwater Level Monitoring** – Obtaining groundwater level measurements from a network of existing (and new) observation wells prior to, during and following construction.
- **Vibration Monitoring** – Establish baseline/background/pre-construction vibration levels and monitor vibration levels during building demolition and pre-excavation activities (in advance of installation of earth support).
- **Building Movement Monitoring** – Establish baseline/pre-construction elevation reference points on select buildings surrounding the Project Site, and obtain measurements at these elevation reference points instrument locations during and following construction.
- **Dust Monitoring** – Establish dust monitoring stations around the Project perimeter in advance of building demolition, and continue monitoring through completion of the excavation of "regulated" soils.

JH 08 Construction Impacts

Please see Sections 4.11 and 9.2.6 for information regarding the management of construction vehicle parking.

JH 09 Parking

Please see Sections 9.2.5.5 and 9.2.5.7 regarding parking.

JH 10 Existing Trees

The Proponent intends to investigate the potential to preserve the trees along East Canton Street, though anticipates it will not be possible given their proximity to the proposed buildings. The Proponent will engage an arborist to identify whether this is possible. If this proves impossible, the Proponent will seek to plant new trees that are as mature as feasible and as approved by the City of Boston.

JH 11 Hazardous Waste

Please see Section 4.9 regarding hazardous wastes on the Project Site.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 5:43 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 885

Form inserted: 4/28/2016 5:43:04 PM

Form updated: 4/28/2016 5:43:04 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Eugene

Last Name: Ho

Organization:

Email: hugeeug129@yahoo.com

Street Address: 700 HARRISON AVE

Address Line 2: UNIT 205

City: BOSTON

State: MA

Phone: (617) 299-1158

Zip: 02118

Comments: 1. Height of 19 stories.. We object to the proposed height. **EH 01** 2. The influx of additional cars, particularly with a project of this density, is of concern. We support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers. **EH 02** 3. Architectural Design - We look forward to seeing and commenting on proposed design plans with the goal of seeing an architecturally interesting and innovative plan. **EH 03** 4. We strongly support a development that is primarily condominium versus rental units. **EH 04** 5. We support full disclosure of air quality impacts, and strongly support insistence that the project construction and building operation fully comply with all clean air guidelines. **EH 05** 6. The project must include evidence and legally binding assurance that all green space will be property maintained. We also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets. **EH 06** 7. We strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as well. We urge this in order to encourage long term and family residency, and to discourage transient occupancy. **EH 07** 8. Construction limited to Monday-Friday, 7 AM to 4 PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project property itself. **EH 08** 9. We support all the recommendations for local support, local suppliers, etc. **EH 09** 10. The project should be required to

have the City of Boston designated proportion of affordable units on site. 11. If the proposed project will negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects.. 12. Relocation of Andrew Street. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East Brookline and East Canton Streets.

EH 10
EH 11
EH 12

PMContact: Casey.A.Hines@Boston.gov

EUGENE HO

EH 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

EH 02 Residential Parking Permits

Please see Section 9.2.5.7 regarding parking.

EH 03 Design

The design has been revised to address the concerns heard from the community.

Please see Section 9.2.4 regarding the design.

EH 04 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

EH 05 Air Quality/Construction

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

EH 06 Open Space Maintenance/Franklin Park

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

EH 07 Unit Types

Please see Section 9.2.2 regarding unit types.

EH 08 Construction

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

EH 09 Local Contractors and Suppliers

The Construction Manager will be responsible for following the Boston Residents Construction Jobs Policy, which targets the hiring of 50% Boston residents, 25% minorities, and 10% women. The Proponent will also work with local suppliers and manufacturers whenever possible and as required for LEED certification.

EH 10 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

EH 11 Noise or Air Pollution Impacts

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

EH 12 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding Andrews Street.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 27, 2016 at 10:45 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 864

Form inserted: 4/27/2016 10:45:12 AM

Form updated: 4/27/2016 10:45:12 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Muoi

Last Name: Hoang

Organization:

Email: snowflake1998@hotmail.com

Street Address: 700 Harrison Ave #310

Address Line 2:

City: Boston

State: MA

Phone: (617) 792-2415

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public.

MHO 01

PMContact: Casey.A.Hines@Boston.gov

MUOI HOANG

MHO 01 Opposition

Comment noted.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Mon, Apr 25, 2016 at 8:58 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 845

Form inserted: 4/25/2016 8:58:10 PM

Form updated: 4/25/2016 8:58:10 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Henry

Last Name: Hornblower

Organization:

Email: Henryhornblower@yahoo.com

Street Address: 700 Harrison Avenue #109

Address Line 2:

City: Boston

State: MA

Phone: (617) 429-3745

Zip: 02118

Comments: I oppose this project for several reasons. Small rental units do not encourage long term residents. **HH 01**
The height of this project is absurd for the neighborhood. The construction will add to the already busy and **HH 02**
crowded area. More thought needs to be given, especially on this being a rental unit building taller than all others **HH 03**
in the area. Thank you.

PMContact: Casey.A.Hines@Boston.gov

HENRY HORNBLOWER

HH 01 Unit Sizes

Please see Section 9.2.2 regarding unit types.

HH 02 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

HH 03 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

Casey Hines <casey.a.hines@boston.gov>

Comments on Harrison Albany Block Proposal

1 message

Deborah Hull <dkhull5@gmail.com> Thu, Apr 28, 2016 at 12:14 PM
To: Casey.A.Hines@boston.gov

Dear Ms. Hines,

Please accept our comments regarding the Harrison Albany Block Proposal. My husband Jeff and I live at 72 East Dedham Street on the 3rd floor in the front of the building, directly across from the proposed park and driveway that would become Andrews Street. We are abutters. We have lived in the South End since 1978 and on East Dedham Street since 1996. We raised 3 children here who attended the Boston Public Schools. We attended both the IAG meeting and the public meeting at D-4. We did submit our comments online via the link provided by your office, under my name, Deborah Hull. However, we are also emailing them directly to you as backup. Thank you for this opportunity and we look forward to working with the BRA to reach a satisfactory situation that will suit our street.

Our Comments on the Harrison Albany Block Proposal

One building should be rental, one building (Building B) condo or co-op to populate the Harrison Albany Block with residents who have a stake in the neighborhood as opposed to 710 units of transient housing. **DH 01**

19/21 storied heights are unacceptable; the 11-story building is also too tall. The buildings will dwarf and shadow the surrounding neighborhood. They are monstrous and unfriendly. It is not necessary to book end the New York Streets buildings (e.g. the Troy) or mirror 200 ft. height that could be developed in the Flower Market across Albany Street in the future. The building designs need to incorporate more of the red brick of the neighborhood townhouses, apartment buildings, and warehouses. It is the character of the South End. **DH 02** **DH 03**

Staggered height on East Canton should be duplicated on East Dedham. The East Dedham side does not need to resemble a corporate park. **DH 04**

Multifamily – instead of 710 studios and 1 bedroom units, include more 2 and 3 bedroom units to encourage families. There is a need in the city for units of that size. **DH 05**

There should be 20% affordable housing instead of the 10% onsite, 10% offsite formula. The South End needs to remain a varied income neighborhood. Young people of lower to mid income who wish to live in Boston in the South End are unable to afford the market rate units being built. **DH 06**

The artist space segment is vague. Making those units competitive with units for lower income people is unfair. While younger artists would be most likely candidates for the affordable component, there also are artists who would pay market rate for live workspace in Boston. **DH 07**

The open space is a good option but I question the quality, maintenance, and public access of it. The chronic steam emitting from the current parking lot at the corner of Harrison and East Dedham Street as well as the slanted and unruly pavement demonstrates deep issues of concern as to what can successfully survive there. **DH 08**

The relocation of Andrews Street to the driveway outside of the dialysis center needs to be very wide and be able to accommodate the congestion of ambulances and patient's vehicles that are present from early morning into early evening 7 days a week. Parking for employees will be necessary also. **DH 09**

I would like to see some of the commercial tenants be a daycare center, services such as dry cleaner, tailor, barbershop, shoe repair instead of only cafes, restaurants, and boutiques. A gallery or performance space or recording studio would be a good option at 575 Albany Street. **DH 10**

As a long time resident of East Dedham Street, a direct abutter, I am very worried about my family's quality of life during and after construction. Traffic and congestion is a major concern moving so many people into the neighborhood. I am concerned about the safety and integrity of our building during the 5-8 years of this 2 phase construction plan and want the BRA and other officials to assist us and other abutters to enforce that Leggat McCall Properties and the construction company are respectful to our needs and concerns. **DH 11** **DH 12**

Sincerely,

Deborah and Jeff Hull

Deborah Kamy Hull
www.deborahkamyhull.com

DEBORAH HULL

DH 01 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

DH 02 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

DH 03 Design

The revised design reflects significantly more red brick in the bases of all buildings, and responds to the South End industrial urban fabric with fenestration and mullion patterns at the pedestrian scale, while stepping back and using lighter materials on upper floors.

Please see Section 9.2.4 for more information about the design.

DH 04 Staggered Height

Please see Section 9.2.4 regarding the design along East Canton Street.

DH 05 Unit Types

Please see Section 9.2.2 regarding unit types.

DH 06 Affordable Units

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

DH 07 Artists Space

The Proponent intends to create approximately 5% of onsite affordable units as affordable artist live/work units. The units would be designed to the BRA Artist Live/Work Specific Design Guidelines, and artist tenants would be identified through the BRA Artistspace Program.

DH 08 Open Space/steam

The open space has been revised in response to community concerns, and the revised plan proposes an addition to the Gambro Building that fills in the surface parking lot with retail on the ground floor and office use above.

Please see Section 9.2.4 regarding the design.

To improve the interim condition of the parking lot, the Proponent has recently completed repairs to the leaking steam lines and has also regraded and repaved the parking lot.

DH 09 Andrews Street Driveway/Employee Parking

Please see Section 9.2.5.2 regarding Andrews Street.

DH 10 Commercial Tenants

Commercial retail tenants have not yet been identified, though the suggestions noted will be taken into account when the Proponent begins the marketing process.

DH 11 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

DH 12 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 8:45 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 848

Form inserted: 4/26/2016 8:44:28 AM

Form updated: 4/26/2016 8:44:28 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Adrian

Last Name: Jorge

Organization:

Email: Adrianj4@gmail.com

Street Address: 700 Harrison Ave.

Address Line 2: Unit 312

City: Boston

State: MA

Phone: (617) 480-5399

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public. **AJ 01**

PMContact: Casey.A.Hines@Boston.gov

ADRIAN JORGE

AJ 01 Opposition

Comment noted.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 9:46 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 871

Form inserted: 4/28/2016 9:46:18 AM

Form updated: 4/28/2016 9:46:18 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Cher

Last Name: Knight

Organization:

Email: cheryl_knight@emerson.edu

Street Address: 700 Harrison Avenue

Address Line 2: Unit 602

City: Boston

State: MA

Phone: (857) 350-4700

Zip: 02118

Comments: As a resident of one of the buildings that could immediately abut the proposed new development, I have serious concerns about its physical, logistical, and aesthetic impact on our neighborhood. The proposed 19 stories (as high as 21 it has been said, with mechanicals on top) is out of character for the profile, footprint, and skyline in the neighborhood. The proposed development would literally block natural light, create cavernous shadows, and dramatically increase vehicular traffic in the neighborhood. Parking and through-streets would also be very negatively impacted. The development plans seem focused on economic opportunism solely, rather than community boosterism and responsible, ethical, humane development. **CK 01** **CK 02**

PMContact: Casey.A.Hines@Boston.gov

CHER KNIGHT

CK 01 Height and Environmental impacts

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

Please see Section 4.2 for a shadow study.

CK 02 Parking and Traffic

Please see Sections 9.2.5.3, 9.2.5.6 and 9.2.5.7 regarding traffic impacts and parking.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 4:04 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 880

Form inserted: 4/28/2016 4:03:52 PM

Form updated: 4/28/2016 4:03:52 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Joshua

Last Name: Lakin

Organization: N/A

Email: jml02118@yahoo.com

Street Address: 108 East Brookline Street #4

Address Line 2:

City: Boston

State: MA

Phone: (617) 910-0470

Zip: 02118

Comments: 1) Height proposal for Building A is too high. The area allows for 120 feet. With the exception of the Cathedral Housing Tower, there is no building in this neighborhood that exceeds that height. There are a number of options available to reduce the height, but still keep the number of units the developer wants to plan for intact **JL 01**
2) 575 Albany street, while a historic building, can be repaired and used to build a taller building than its existing height. If you look at the Penny Savings Bank building (1375 Washington Street) and the German Roman Catholic Church building (Shawmut Avenue @ Millicent Way), both buildings maintain the original exterior facade while constructing a more modern building with the said external facade. Something similar can be done for 575 Albany to maintain the historic building while adding height for additional space. **JL 02** 3) open space: The proposal calls for a over 30% of the area to be open space. The Pedestrian Green and the Neighborhood Open Space can be reduced or eliminated. I'd rather see funds allocated to make improvements to the Franklin and Blackstone parks which are a block away from the development area and are already an asset to the community. This would also help clean up those areas and make it more usable than it already is at the moment. **JL 03** 4) Neighborhood Open Space: I don't see any advantage to this over the long term as already mentioned above as we have Franklin and Blackstone parks right near by. I would rather see this space used to add more building footprint. Combine this with point #2 will also allow for a lower Building A. 5) This project has a huge impact on the business that abuts 575 Albany Street. I would want to see provisions made that will allow the business to run as it does today with minimal impact to their operations. It's small businesses like that that add character to the neighborhood. **JL 04** 6)

Outdoor amenities areas: I would like to see proposals for hours of operation for this space, while indoor noise can be contained, outdoor noise cannot, and without assurances of usage hours, this could result in numerous calls to 9/11 for noise complaints. 7) Service alleyways: As my building is right on the alleyway, I can tell you that they are very narrow and people use them to speed between the side streets. When they get constructed, I would like to see speed bumps added to the plan to slow people down. I would also like to see this added to the alleyway between East Canton and East Brookline Streets as well. This will also help as a safety measure to protect residents as they walk from the back of the building to the front of the building via these alleyways since they aren't wide enough for both a car (or truck) and a person to navigate at the same time. **JL 05** **JL 06**

PMContact: Casey.A.Hines@Boston.gov

JOSHUA LAKIN

JL 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

JL 02 575 Albany Street

The revised design has a reduced height, and has shifted some of the mass to the top of 575 Albany Street.

Please see Section 9.2.4 regarding the design.

JL 03 Open Space

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

JL 04 Abutting Businesses

The Proponent has had multiple discussions with both abutting businesses, including the flower shop located at 591 Albany Street and Perkin Elmer which is located across East Dedham Street. The Proponent understands these businesses need to continue operations through construction.

JL 05 Outdoor Amenities

The Proponent will work with the community to manage noise disturbances from the outdoor amenity areas, and will also set guidelines for the sake of building residents. Both buildings will have management staff present 24/7 and will respond quickly to any issues, including loud gatherings or noise disturbances.

JL 06 Service Alleyways

The proposed service drives for this Project are two way through-streets with access to loading, entries and parking access. At this time, the Proponent does not believe speed bumps will be necessary for this use, though this issue will be discussed further with the design team. The Proponent will work with the BRA to determine appropriate mitigation.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 14, 2016 at 6:11 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 828

Form inserted: 4/14/2016 6:10:48 PM

Form updated: 4/14/2016 6:10:48 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Timothy

Last Name: Lambe

Organization:

Email: tjlambe19@gmail.com

Street Address: 700 Harrison Ave

Address Line 2: #314

City: Boston

State: MA

Phone: (617) 429-9127

Zip: 02118

Comments: I live at 700 Harrison with a unit facing E. Canton St and am opposed to such a large project in this residential area. I understand that development is important but the size should be no larger than the 6 stories of the 700 Harrison building. Also I am very concerned about the traffic in the area with 745 parking spaces in the garage. I am unable to attend the meeting but wanted to provide myou feedback. **TL 01** **TL 02**

PMContact: Casey.A.Hines@Boston.gov

TIMOTHY LAMBE

TL 01 Height and Density

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

TL 02 Traffic and Parking

Please see Sections 9.2.5.3, 9.2.5.6 and 9.2.5.7 regarding traffic impacts and parking.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 8:10 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 887

Form inserted: 4/28/2016 8:10:16 PM

Form updated: 4/28/2016 8:10:16 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Li Hong

Last Name: Lei

Organization:

Email: nov07@hotmail.com

Street Address: 700 Harrison Ave, Unit #214

Address Line 2:

City: Boston

State: MA

Phone: (617) 236-6952

Zip: 02118

Comments: I oppose the proposed plan of increasing the maximum height allowed on a PDA in the EDA South from 120 ft to 200 ft (the 19-story version) **LHL 01**

PMContact: Casey.A.Hines@Boston.gov

LI HONG LEI

LHL 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 10:20 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 851

Form inserted: 4/26/2016 10:20:09 AM

Form updated: 4/26/2016 10:20:09 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Ed

Last Name: Lundgren

Organization:

Email: edlundgren@yahoo.com

Street Address: 700 Harrison Avenue

Address Line 2: Unit 601

City: Boston

State: MA

Phone: (617) 230-7382

Zip: 02118

Comments: 1. The influx of additional cars, particularly with a project of this density, is of concern. We support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers. **EL 01** 2. We strongly support a development that is primarily condominium versus rental units. **EL 02** 3. The project must include evidence and legally binding assurance that all green space will be property maintained. We also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets. **EL 03** 4. We strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as well. We urge this in order to encourage long term and family residency, and to discourage transient occupancy. **EL 04** 5. Construction limited to Monday-Friday, 8 AM to 5 PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project property itself. **EL 05** 6. If the proposed project will negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects. **EL 06** 7. Relocation of Andrew Street. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East **EL 07**

Brookline and East Canton Streets.

PMContact: Casey.A.Hines@Boston.gov

ED LUNDGREN

EL 01 Traffic and Parking

Please see Sections 9.2.5.3 and 9.2.5.7 regarding traffic impacts and parking.

EL 02 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

EL 03 Green Space and Maintenance

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

EL 04 Unit Types

Please see Section 9.2.2 regarding unit types.

EL 05 Construction

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

EL 06 Noise and Air Pollution

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

EL 07 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding Andrews Street.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 3:41 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 879

Form inserted: 4/28/2016 3:41:01 PM

Form updated: 4/28/2016 3:41:01 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Salena

Last Name: Malik

Organization: Owner

Email: salena.malik@gmail.com

Street Address: 580 Washington Street

Address Line 2: Unit 801

City: Boston

State: MA

Phone: (734) 355-5766

Zip: 02111

Comments: I am opposed to the current plan as it has been presented to the public. I object to the proposed height. The influx of additional cars, particularly with a project of this density, is of concern. I would support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers. The project must include evidence and legally binding assurance that all green space will be property maintained. We also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. SM 01 SM 02 SM 03 SM 04 SM 05

PMContact: Casey.A.Hines@Boston.gov

SELENA MALIK

SM 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

SM 02 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

SM 03 Residential Parking

Please see Section 9.2.5.7 regarding resident permit parking.

SM 04 Green Space maintenance

The Proponent will be responsible for installing and maintaining all open space on the Project Site.

SM 05 Franklin Park

The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 11:15 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 853

Form inserted: 4/26/2016 11:14:36 AM

Form updated: 4/26/2016 11:14:36 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: John

Last Name: Moynihan

Organization: resident of Harrison Avenue Boston

Email: johnmoynihanlicsw@verizon.net

Street Address: 700 Harrison Avenue

Address Line 2: Unit 614

City: Boston

State: MA

Phone: (617) 875-6322

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public. I object to the proposed height as too high. I support a restriction on residential parking permits similar to that imposed on Atelier 505. I support full disclosure of air quality impacts, and I strongly support insistence that the project construction and building operation fully comply with all clean air guidelines. I strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as well. If the proposed project will negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East Brookline and East Canton Streets.

JM 01
JM 02
JM 03
JM 04
JM 05

PMContact: Casey.A.Hines@Boston.gov

JOHN MOYNIHAN

JM 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

JM 02 Residential Parking

Please see Section 9.2.5.7 regarding resident permit parking.

JM 03 Air Quality/Construction

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

JM 04 Unit Types

Please see Section 9.2.2 regarding unit types.

JM 05 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding Andrews Street.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 9:47 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 872

Form inserted: 4/28/2016 9:47:23 AM

Form updated: 4/28/2016 9:47:23 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Thanh

Last Name: Nguyen

Organization:

Email: thanh00@gmail.com

Street Address: 700 Harrison Ave No 512

Address Line 2:

City: Boston

State: MA

Phone: (857) 225-1891

Zip: 02118

Comments: I am opposed to lifting of the height restriction for this project. It is not fair that the Harrison Albany Block have special exemption for lifting of the height restriction that has been characteristic to our neighbourhood for all these years. In addition, a large influx of residents (by the addition of a surplus of stories to the buildings) to this area will aggravate the existing traffic quandries faced by residents in this neighbourhood. Traffic is already problematic at rush hour, and with the traffic of Boston Medical Center staff and patients. **TN 01** **TN 02**

PMContact: Casey.A.Hines@Boston.gov

THANH NGUYEN

TN 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

TN 02 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Mar 29, 2016 at 6:01 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 760

Form inserted: 3/29/2016 6:01:01 PM

Form updated: 3/29/2016 6:01:01 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Paula

Last Name: Ogier

Organization: Resident of 700 Harrison Avenue

Email: pogier@comcast.net

Street Address: 700 Harrison Avenue

Address Line 2: Apt. 315

City: Boston

State: MA

Phone: (617) 780-1245

Zip: 02118

Comments: Please take into consideration the condo owners at 700 Harrison and the apartment dwellers at the E. Canton Street Apartments when considering whether to exempt this project from the height restriction. Lower buildings with fewer residents will go a long way to helping it integrate into the neighborhood. I want to be clear that I am not against development in the South End. I am quite pleased to see many of the new projects bringing revitalization to the Harrison Albany corridor. As an artist with a studio at 450 Harrison, I truly enjoy seeing that there is now foot traffic on Harrison Avenue. I like that this area is becoming more lively. I'm also glad this proposed project will bring new retail to Dedham Street, a 1 minute walk down Andrew Street from our building. I **PO 01**
am concerned, however, about having 710 rental units (probably 800 or so residents, and their cars) added to our side street. That's a huge number of new residents. As a 700 Harrison resident condo owner who will be across E. Canton Street from the project, I think both buildings are much too tall for this part of the neighborhood. I sincerely ask that the developer is not granted "relief" from the height restrictions of the area. The folks who live **PO 02**
in the historic East Canton Street Apartments will live in shadows if a 19 story building goes up across E. Canton street from them. For those of us at 700 Harrison, the proposed 11 story building will subtract hours of sunlight from the lovely Harrison Urban Garden community plots directly behind us. Why was the developer of our building asked to put in the Harrison community garden if it's now going to be in the shadow of an 11 story building? Lastly, I wonder why some of the renderings I've seen of the project don't even show the 700 Harrison building at all, as if it doesn't exist! That has struck me and some of my neighbors as rather curious. Thank you

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 5:39 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 884

Form inserted: 4/28/2016 5:39:01 PM

Form updated: 4/28/2016 5:39:01 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Paula

Last Name: Ogier

Organization:

Email: pogier@comcast.net

Street Address: 700 Harrison Avenue

Address Line 2: Apt. 315

City: Boston

State: MA

Phone: (617) 780-1245

Zip: 02118

Comments: Hello. I submitted a comment earlier this month before attending neighborhood meetings with the developer, architect, IAG, and members of the community. I attended the two meetings at the Boston Police station and one with the Blackstone Community group. The meetings were helpful in thinking about the effects, both positive and negative, this proposed development might have. I'm for South End development and would **PO 03** love to see more retail along Harrison Avenue. I think something like a restaurant at the corner of Harrison and Dedham Streets would be much more beneficial to the community than a park. There are two beautiful parks nearby that could use love, and I suspect that a park on that corner would become a sleep haven for the inebriated. Having worked a few nights a week for 4 years at Estragon Tapas restaurant at the corner of Harrison and E. Brookline, I have seen my share of toasted folks either stumbling past along Harrison Avenue or lying down on the sidewalk unable to get up. A small park along this strip of Harrison might become a destination for passing out til morning. A restaurant would liven up the street, create more foot traffic, and make it feel safer to **PO 04** walk along Harrison at night. As for the proposed 19 story height of one of the buildings, I'm still against that even after the meetings. I completely understand why that height would make sense for the Flower Exchange lot, as there are no neighbors there and it would create both a visual and sound buffer from the expressway. Despite the fact that we abutters are within a block of the Flower Exchange lot, it's a very different situation for **PO 05** this block. Lastly, the unit mix of mostly studios and one beds sets the stage for a transient population. I understand the builder can not build condos due to the investor's rules, so sadly it's going to be a transient

situation anyway with a large population of people who are not financially invested in the community living there. But a greater amount of 2 and 3 beds would at least provide rental options for families, although I think the 2 beds need to be bigger than the 850 square foot size that was quoted at the first meeting. Thank you. Paula Ogier, 700 Harrison

PMContact: Casey.A.Hines@Boston.gov

PAULA OGIER

PO 01 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

PO 02 Height/Shadow

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

Please see Section 4.2 for a shadow study.

PO 03 Corner of Harrison and Dedham Streets

The open space has been revised in response to community and City concerns, and the revised plan proposes an addition to the Gambro Building that fills in the surface parking lot with retail on the ground floor and office use above.

Please see Section 9.2.4 regarding the design.

PO 04 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

PO 05 Unit Types

Please see Section 9.2.2 regarding unit types.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 27, 2016 at 8:35 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 861

Form inserted: 4/27/2016 8:34:41 AM

Form updated: 4/27/2016 8:34:41 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Mark

Last Name: Pasnik

Organization:

Email: mpasnik@mac.com

Street Address: 93 Waltham Street #5

Address Line 2:

City: Boston

State: MA

Phone: (617) 989-4452

Zip: 02118

Comments: RE: Concerns Related to the Harrison Albany Block Proposal Greetings: I write to present my concerns related to the Harrison Albany Block, recently submitted to the Boston Redevelopment Authority by Leggat McCall Properties. It has been nearly two years since Mayor Martin Walsh urged the development community to do a better job in reflecting Boston's "culture of imagination" through its new buildings. Unfortunately, the current proposal does not sufficiently rise to this call for innovation in a neighborhood known for progressive values. I have lived and worked in the South End for twenty years, where I continue to own my home and two businesses. In that time I have watched Harrison and Albany Streets transform dramatically. In general I am supportive of new development that increases density and creates opportunity for more residents and businesses, provided it benefits our neighborhood. While the present proposal falls short, there are many ways it could be improved, and I urge the BRA to encourage such reconsiderations. URBANISM The planning of the block appears to suburbanize where it should urbanize. Stepping back from East Dedham, locating a neighborhood open space along Harrison Avenue, and breaking the street wall along East Canton multiple times undermines the street edges, with the result that street life and the definition of public space will suffer. Given how poorly defined Harrison Avenue is presently, the neighborhood would benefit from activation of Harrison with a new building and retail functions along the main thoroughfare (rather than retail at mid-block). MASSING The proposed massing results in somewhat unwieldy L-shaped volumes that are wall-like slabs and bulky in proportion, in some places rising from the ground to the sky with little relief. Greater elegance in massing would

MP 01

MP 02

make for a stronger resonance with the neighborhood's fabric. We should expect that the great heights being requested by the developer should also deliver more elegant massing. LANGUAGE In a neighborhood known for progressive values and an artistic/design focus, the language of the various buildings is disappointingly conventional and fails to respond to the call of the mayor to be innovative. Materials, forms, patterns, and composition need much greater study. Design diversity would have benefitted by several firms being involved in the facade designs, rather than a single one for a project of this scale. Similar weaknesses are present in the public spaces, which have not benefitted from the presence of a landscape architecture firm on the team. I remain optimistic that with significant changes, a project like this might become a meaningful addition to our neighborhood. However, as it stands, the proposal does not meet the standards of innovation the mayor made clear nor the quality of design which our community deserves. I look forward to continuing the conversation with the BRA and the proponents. Respectfully, Mark Pasnik

MP 03

MP 04

PMContact: Casey.A.Hines@Boston.gov

MARK PASNIK

MP 01 Urbanism

The revised design proposes to activate all edges at the street and only steps back at three and five stories. The previously proposed pocket park at Harrison Avenue and East Dedham Street has been removed and is now proposed to be an addition to the Gambro Building with ground floor retail and office use above. This will help provide a continuous street wall and mend the urban fabric along Harrison Avenue. The revised design reduces the width of the Pedestrian Green and the Project is now within the height limits allowed under a PDA, as described in Section 9.2.1. The Project team believes that the Pedestrian Green is generous and comfortable, and will encourage public use through its landscape design and active edges.

Please see Section 9.2.4 for more details about the design.

MP 02 Massing

The revised plan is compliant with the dimensions allowed under a PDA, and differentiates the massing at the street edge to provide a pedestrian experience that feels appropriate in scale. The design responds to the existing context through scale and materiality, while stepping back and using lighter materials that fade away as the buildings rise above the historic fabric. Along East Dedham Street, Building A's lower five floors reflect the scale of the existing 575 Albany Building, while Building B's lower three floors respond to the scale of the brick portion of the existing Gambro Building. The addition to the Gambro Building along East Dedham Street at Harrison Avenue also reflects these heights while creating some new reference heights.

Please see Section 9.2.4 for more details about the design.

MP 03 Design

Please see Section 9.2.4 for details about the design.

MP 04 Public Spaces

Halverson Design has been engaged on the Project as the Landscape Architect and are currently working with the team to develop a strong landscape design concept that defines public outdoor rooms and enhances pedestrian connectivity through and around the site.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 19, 2016 at 1:21 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 832

Form inserted: 4/19/2016 1:21:00 PM

Form updated: 4/19/2016 1:21:00 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Bryan

Last Name: Pinero

Organization:

Email: bpinero@gmail.com

Street Address: 700 Harrison Ave.

Address Line 2:

City: Boston

State: MA

Phone: (516) 578-6219

Zip: 02118

Comments: I am concerned about Resident Street Parking, with this Harrison Albany Project there will be not be enough street parking for residents. Although the project offers underground garage parking many people will not be able to afford it or will save money by not parking there car in the garage. Many of the incoming residents of the new buildings will be commuting by car to work and therefore will lead to overcrowding of cars. Also, the SL4 and SL5 MBTA Silver Lines are already at capacity when I commute to work. Many times stops on Washington St. are passed because buses are already filled at capacity. Will the city of Boston receive money from the Harrison Albany project to reserve for MBTA Silver Line to produce more buses to transport people to work. Also is there a urban garden that will be reserved on the new Harrison Albany project land so that residents can grow vegetables for consumption. Last issue is the rodent issue once construction begins. Rodents will come out from underground and disperse to neighboring buildings. What will be given to surrounds buildings to protect from additional rodent activity coming into their buildings? Thank you. **BP 01** **BP 02** **BP 03** **BP 04**

PMContact: Casey.A.Hines@Boston.gov

BRYAN PINERO

BP 01 Parking

Please see Section 9.2.5.7 regarding parking.

BP 02 Transit Capacity

Please see Section 9.2.5.1 regarding transit capacity.

BP 03 Urban Garden

An urban garden is not currently planned as part of this Project, but the Proponent will consider this idea for the private outdoor areas as landscape designs are finalized.

BP 04 Rodents During Construction

Please see Section 4.11.13 regarding rodent control.

Casey Hines <casey.a.hines@boston.gov>

Harrison Albany Block

1 message

Kit Pyne <kitpyne@comcast.net> Thu, Apr 28, 2016 at 10:02 AM
To: casey.a.hines@boston.gov

Hi Casey,
Thank you for having this comment section. My name is Kit Pyne. I live at 108 E Brookline St # 2. I love living in the South End of Boston for its quaintness and lovely historical architecture. The development that has been proposed is a monstrosity looming over our beautiful neighborhood. The legal 11 story height is already too tall for this area never mind the 19 stories desired by the developers. This is just greed! The extra open spaces they offer as a compromise is insulting. It does not contribute much for the neighborhood but gives better light and views for it's
own new residents. **KP 01**

The studio and 1 bedroom apartments are a bad idea also. It is setting up an environment for transient, short term dwellers not families. **KP 02**

The street parking and traffic situation are going to become much worse. I hope you have a good plan in place to deal with this extra capacity. Single renters most likely won't spend their cash on garage parking. **KP 03**

The alleyways through this back streets area may suffer from this increased traffic. These alleys can't handle this and it will be very disturbing to the residents who live on them. I live over one of the alleys and the trucks come within inches of my window. In the winter the plows run into our building's side wall. **KP 04**

I am all for developing this Harrison Albany block but would like to see it fit nicely into our beautiful neighborhood like so many of the new Harrison Ave projects have built in our recent past.
Our small neighborhood already deals with enough problems of building from the medial area. Now that this plot is not slated for medical research anymore, please be considerate of our concerns of clinging to stay part of the quaint South End Neighborhood.
Thank you.
Kit Pyne

Sent from my iPhone

KIT PYNE

KP 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

KP 02 Unit Types

Please see Section 9.2.2 regarding unit types.

KP 03 Parking and Traffic

Please see Sections 9.2.5.3 and 9.2.5.7 regarding traffic impacts and parking.

KP 04 Alleyways

Please see Sections 9.2.5.2 and 9.2.5.4 regarding Andrews Street and Service Drive.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Apr 28, 2016 at 4:17 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 882

Form inserted: 4/28/2016 4:17:13 PM

Form updated: 4/28/2016 4:17:13 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Daniel

Last Name: Rabinovich

Organization: None

Email: Dan_Rabinovich@yahoo.com

Street Address: Harrison Ave

Address Line 2:

City: Boston

State: MA

Phone: (508) 639-2080

Zip: 02118

Comments: I object to the proposed height of 19 stories. **DR 01**

PMContact: Casey.A.Hines@Boston.gov

DANIEL RABINOVICH

DR 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Mon, Apr 25, 2016 at 7:26 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 844

Form inserted: 4/25/2016 7:26:25 PM

Form updated: 4/25/2016 7:26:25 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Juan

Last Name: Ramirez

Organization:

Email: jcrt2000@gmail.com

Street Address: 700 Harrison Ave.209

Address Line 2:

City: Boston

State: MA

Phone: (774) 273-0712

Zip: 02118

Comments: Hi all, I 'd like to express some concerns regarding the 19-story building as it may affect our neighborhood as a 700 Harrison resident. Please, be mindful of your plans as well as the influx of new vehicles in the area. I'm sure all of us are happy to welcome families into our community (as we were when we came here). I just would hope that every effort is taken into continue making the neighborhood a beautiful area and as friendly as it is without the need to disrupt the transit and shadowing of the area . Sincerely, -Juan C. **JR 01** **JR 02**

PMContact: Casey.A.Hines@Boston.gov

JUAN RAMIREZ

JR 01 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

JR 02 Shadows

Please see Section 4.2 for a shadow study.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 10:41 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 859

Form inserted: 4/26/2016 10:40:33 PM

Form updated: 4/26/2016 10:40:33 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Jen

Last Name: Roy

Organization:

Email: jenroy@gmail.com

Street Address: 735 Harrison Avenue

Address Line 2: W403

City: Boston

State: MA

Phone: (617) 784-5745

Zip: 02118

Comments: As someone who owns a BRA-subsidized condo unit in the South End, and as someone who has been able to thrive and expand my family in my home, I can speak to the value of a well-designed new building of residences in the neighborhood. I know many neighbors in my exact same position, raising young families, and feeling an obligation to help improve the sense of community in the neighborhood by staying here, contributing to the neighborhood, and raising their families in the city. We all have such a sense of pride in the community and want to see it only get better. I object the current proposal for the Harrison Albany Block development. I object the proposed height of a 19 story residential tower coming into our beautiful, historical neighborhood. Our area is rich with historical buildings and while I am not opposed to residential growth in the neighborhood, I think that such large tower of units will not create a strong sense of community in our end of the neighborhood. I also object that the building proposal offers only 1 and 2 bedroom rentals to be created. As a mother trying to raise my young family in the South End, I would very much like to see the area attract more middle-class families, not just young professionals looking to rent and then move out of the neighborhood once they are ready to start a family. The proposed building does not provide the type of residences needed by families to be able to grow in their space and stay in the city. It is very concerning to me that this very large project is proposing to build only rentals and only 1 and 2 bedroom units, when there is such a high demand for larger condos that can accommodate growing families (2/3+ bedrooms with multiple bathrooms) and currently such a limited number of available condos that can accommodate growing families' needs in our neighborhood.

JRO 01

JRO 02

JRO 03

JRO 04

also would like to see the proposed "Neighborhood Open Space" component be used for a well-designed playground for young children in the neighborhood. There are currently no playgrounds located on Harrison Avenue. The most community-building, and most adored playgrounds in the South End are Sparrow Park (near Columbus Avenue on West Newton Street), Peter's Park (between Washington and Shawmut Avenue near East Berkley Street) and Ringgold Park (on Ringgold St. between Hanson & Waltham Streets). These parks bring together a strong community of parents, child care-takers and children who love, look after, and utilize these spaces on a daily basis. There are strong "friends of the park" groups that have been founded at all of those parks because they are so beloved and provide value to the community. Harrison Avenue needs to have a safe, gated, outdoor playspace such as those to attract the young families and child care-takers to this area of the neighborhood. There are currently 3 daycare and preschool facilities on Harrison Avenue within a half mile on of the new proposed site of "Neighborhood Open Space" on the corner of Dedham and Harrison Avenue. I would love for the developer to consider the needs and input of the existing young families of our neighborhood and childcare businesses when designing this new outdoor space. I would love to be able to share my knowledge of the needs of the young children in our end of the neighborhood.

PMContact: Casey.A.Hines@Boston.gov

JEN ROY

JRO 01 Height and Density

Please see Sections 2.1 and 9.2.1 regarding changes to the proposed building heights and number of residential units.

JRO 02 Unit Types

Please see Section 9.2.2 regarding unit types.

JRO 03 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

JRO 04 Playground

The neighborhood open space has been revised in response to community concerns, and the revised plan proposes an addition to the Gambro Building that fills in the surface parking lot with retail on the ground floor and office use above, in lieu of a community park. This would have been a possible location for the playground, but unfortunately there is not another feasible location on site to accommodate this type of space.

Please see Section 9.2.4 regarding the latest site design.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Mon, Apr 25, 2016 at 9:04 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 839

Form inserted: 4/25/2016 9:03:25 AM

Form updated: 4/25/2016 9:03:25 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: James

Last Name: Seligman

Organization:

Email: jamesseligman@rcn.com

Street Address: 700 HARRISON AVE

Address Line 2: UNIT 405

City: BOSTON

State: MA

Phone: (617) 947-7310

Zip: 02118

Comments: The influx of additional cars, particularly with a project of this density, is of concern. We support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential **JS 01**
parking permit stickers. Architectural Design - We look forward to seeing and commenting on proposed design **JS 02**
plans with the goal of seeing an architecturally interesting and innovative plan. We strongly support a **JS 03**
development that is primarily condominium versus rental units. We support full disclosure of air quality impacts,
and strongly support insistence that the project construction and building operation fully comply with all clean air **JS 04**
guidelines. The project must include evidence and legally binding assurance that all green space will be property
maintained. We also strongly support a stipulation that the project fund a significant improvement and **JS 05**
maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to
provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout
the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets.
We strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, **JS 06**
particularly 2 bedroom/2 bathroom, with some larger units as well. We urge this in order to encourage long term
and family residency, and to discourage transient occupancy. Construction limited to Monday-Friday, 7 AM to 4 **JS 07**
PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project
property itself. We support all the recommendations for local support, local suppliers, etc. The project should be **JS 08**
required to have the City of Boston designated proportion of affordable units on site. If the proposed project will

negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects. Relocation of Andrew Street. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East Brookline and East Canton Streets. Height of 19 stories. We do not object to the proposed height. **JS 09** **JS 10**

PMContact: Casey.A.Hines@Boston.gov

JAMES SELIGMAN

JS 01 Residential Parking

Please see Section 9.2.5.7 regarding resident permit parking.

JS 02 Design

Please see Section 9.2.4 regarding the design.

JS 03 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

JS 04 Air Quality/Construction

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

JS 05 Green Space Maintenance/Franklin Park

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

JS 06 Unit Types

Please see Section 9.2.2 regarding unit types.

JS 07 Construction

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

JS 08 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

JS 09 Noise and Air Pollution

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

JS 10 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding Andrews Street.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 9:08 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 857

Form inserted: 4/26/2016 9:08:20 PM

Form updated: 4/26/2016 9:08:20 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Reena

Last Name: Singh

Organization:

Email: reenaesingh@gmail.com

Street Address: 485 Harrison Ave

Address Line 2:

City: Boston

State: MA

Phone: (617) 292-4749

Zip: 02118

Comments: Dear BRA: I am writing to state my opposition to the proposed plans for the Harrison Albany Block. In particular, I am opposed to Building A and its height of 19 floors. This goes against the zoning for the neighborhood and would dramatically change our neighborhood. As a resident in this are of the South End, it is important to keep the feeling of the neighborhood even with all the development. A tower of this size would block sun and air rights to the neighboring buildings. I encourage the BRA to not approve these plans as written. Thank you, Reena Singh

RS 01

PMContact: Casey.A.Hines@Boston.gov

REENA SINGH

RS 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 10:14 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 850

Form inserted: 4/26/2016 10:13:47 AM

Form updated: 4/26/2016 10:13:47 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Adam

Last Name: Stern

Organization:

Email: avstern@comcast.net

Street Address: 700 Harrison Ave

Address Line 2: Unit 406

City: Boston

State: MA

Phone: (508) 612-7353

Zip: 02118

Comments: I strongly feel there needs to be concessions made in the master plan of this massive development - the current plan for solely 1bed and studio rentals is just downright ridiculous. As a Boston resident and home owner that had the fortunate opportunity to purchase an affordable unit at 700 Harrison this impacts all of us in the south end community positively but also negatively unless our voices are heard. I agree with all the following statements: Height of 19 stories. We object to the proposed height. The influx of additional cars, particularly with a project of this density, is of concern. We support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers. Architectural Design - We look forward to seeing and commenting on proposed design plans with the goal of seeing an architecturally interesting and innovative plan. We strongly support a development that is primarily condominium versus rental units. We support full disclosure of air quality impacts, and strongly support insistence that the project construction and building operation fully comply with all clean air guidelines. The project must include evidence and legally binding assurance that all green space will be property maintained. We also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets. We strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as

AS 01
AS 02
AS 03
AS 04
AS 05
AS 06
AS 07
AS 08

well. We urge this in order to encourage long term and family residency, and to discourage transient occupancy. Construction limited to Monday-Friday, 7 AM to 4 PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project property itself. We support all the recommendations for local support, local suppliers, etc. The project should be required to have the City of Boston designated proportion of affordable units on site. If the proposed project will negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects. Relocation of Andrew Street. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East Brookline and East Canton Streets. Kind regards, Adam Stern

AS 09

AS 10

AS 11

AS 12

PMContact: Casey.A.Hines@Boston.gov

ADAM STERN

AS 01 Unit Types

Please see Section 9.2.2 regarding unit types.

AS 02 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

AS 03 Traffic and Resident Parking

Please see Sections 9.2.5.3 and 9.2.5.7 regarding traffic impacts and parking.

AS 04 Design

Please see Section 9.2.4 regarding the design.

AS 05 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

AS 06 Air Quality/Construction

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

AS 07 Green Space Maintenance/Franklin Park

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

AS 08 Unit Type

Please see Section 9.2.2 regarding unit types.

AS 09 Construction

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

AS 10 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

AS 11 Noise and Air Quality

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

AS 12 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding Andrews Street.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 27, 2016 at 1:14 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 865

Form inserted: 4/27/2016 1:14:37 PM

Form updated: 4/27/2016 1:14:37 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Cinda

Last Name: Stoner

Organization: Resident

Email: cstoner1@verizon.net

Street Address: 107 East Brookline St.

Address Line 2:

City: Boston

State: MA

Phone: (617) 267-1276

Zip: 02118

Comments: From: "Cinda Stoner" To: Subject: Harrison-Albany Block Comments Date: Wednesday, April 27, 2016 1:02 PM The following are my comments for the above project. 1. The height of the 19 story building is unacceptable. The height of any of those building should not exceed the 120 foot zoning. A 19 story building does not fit in to the character of the neighborhood. **CS 01** 2. The construction management plan should be worked out with the surrounding community that would be directly impacted by the construction activity, i.e. East Canton, East Dedham, East Brookline, Plympton, Wareham, Albany, and Harrison. **CS 02** 3. The construction schedule in the PNF states that the typical hours will be from 7AM to 6PM Monday – Friday, with most shifts ending at 3:30 PM. It goes on to indicate that if longer hours or additional shift or Saturday work is required, the construction manager will request a work permit to the proper agencies. This is a 5 year project. I have lived through many construction projects on East Brookline St. since 1980. the BioSquare, BMC Atrium building, and other buildings. This community was able to work with the BRA and the developers of the BioSquare to create a Cooperation agreement that considered the impacts that these projects would have on us and came up with hours that adhered to a 7 AM to 4 PM Mondays to Friday and that Saturday work was limited to interior work, no exterior work, and could only begin at 9 AM. No pile driving was allowed prior to 8 AM and after 4 PM on weekdays. In addition, there was a prohibition on the use of East Brookline, East Newton, and East Concord Streets, the surrounding streets, by construction vehicles. 4. In addition there has to be consideration as to the **CS 03** hours during which the materials to this project will be delivered to this site and that delivery should be limited to

the Albany and East Dedham corner. 5. The slurry wall system should be used rather than the steel sheetpile wall system. The slurry wall system will be less disruptive to the neighborhood in terms of noise and vibrations. **CS 04**

6. Before this project even begins our buildings should pinned and monitored as well as buildings should be photographed outside and inside with copies of the photographs given to owners. This community needs predictability around this construction. We are entitled to the enjoyment our our properties though this long construction process. There are other concerns such as type of units, studio, 1BR, 2BR, and 3 BR, affordability, parking, community benefits, that I will address when the new plan is presented to the community, but the comments that I have addressed above applies whatever project goes forward. Thank you, Cinda Stoner 107 East Brookline St. 617-267-1276 cstoner1@verizon.net **CS 05**

PMContact: Casey.A.Hines@Boston.gov

CINDA STONER

CS 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

CS 02 Construction Management Plan

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

CS 03 Construction Deliveries

A CMP in compliance with the City's Construction Management Program and with input from nearby residents will be submitted to the BTD once final plans are developed and the construction schedule is fixed. The CMP will cover numerous items including construction deliveries.

CS 04 Slurry Wall System

With the construction of a three level below grade parking, deep foundation pile driving will not be required. However, a final decision has not been made on the method of earth retention associated with installation of the garage – sheet piling / slurry wall.

CS 05 Building Monitoring

A comprehensive preconstruction and construction phase monitoring program is anticipated that would include as follows:

- **Preconstruction Condition Surveys (PCS)** – photo and video documentation of existing conditions of accessible exterior building facades (and possibly interior areas of certain buildings, depending upon proximity to the Project).
- **Groundwater Level Monitoring** – Obtaining groundwater level measurements from a network of existing (and new) observation wells prior to, during and following construction.
- **Vibration Monitoring** – Establish baseline/background/pre-construction vibration levels and monitor vibration levels during building demolition and pre-excavation activities (in advance of installation of earth support).
- **Building Movement Monitoring** – Establish baseline/pre-construction elevation reference points on select buildings surrounding the Project Site, and obtain

measurements at these elevation reference points instrument locations during and following construction.

- **Dust Monitoring** – Establish dust monitoring stations around the Project perimeter in advance of building demolition, and continue monitoring through completion of the excavation of "regulated" soils.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Mon, Apr 25, 2016 at 10:40 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 842

Form inserted: 4/25/2016 10:39:15 AM

Form updated: 4/25/2016 10:39:15 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Peiyeh

Last Name: Tsai

Organization:

Email: Zpianoe@gmail.com

Street Address: 700 Harrison ave

Address Line 2: 612

City: Boston

State: MA

Phone: (212) 300-5055

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public. Height of 19 stories. We object to the proposed height. The influx of additional cars, particularly with a project of this density, is of concern. We support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers. Architectural Design - We look forward to seeing and commenting on proposed design plans with the goal of seeing an architecturally interesting and innovative plan. We strongly support a development that is primarily condominium versus rental units. We support full disclosure of air quality impacts, and strongly support insistence that the project construction and building operation fully comply with all clean air guidelines. The project must include evidence and legally binding assurance that all green space will be property maintained. We also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets. We strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as well. We urge this in order to encourage long term and family residency, and to discourage transient occupancy. Construction limited to Monday-Friday, 7 AM to 4 PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project property itself. We support all the recommendations for local support, local suppliers, etc. The project should be

PT 01 PT 02 PT 03 PT 04 PT 05 PT 06 PT 07

required to have the City of Boston designated proportion of affordable units on site. If the proposed project will negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects. Relocation of Andrew Street. The proposed project should be required to produce an independent assessment of the impact of the proposed relocation of Andrew Street, including but not limited to altered traffic patterns of police and emergency vehicles, vehicles that enter/exit the 700 Harrison Avenue garage, and the alley between East Brookline and East Canton Streets. **PT 08** **PT 09** **PT 10**

PMContact: Casey.A.Hines@Boston.gov

PEIYEH TSAI

PT 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

PT 02 Traffic and Resident Parking

Please see Sections 9.2.5.3 and 9.2.5.7 regarding traffic impacts and parking.

PT 03 Design

Please see Section 9.2.4 regarding the design.

PT 04 Air Quality/Construction

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

PT 05 Green Space Maintenance/Franklin Park

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

PT 06 Unit Types

Please see Section 9.2.2 regarding unit types.

PT 07 Construction

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

PT 08 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

PT 09 Noise and Air Pollution

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

PT 10 Relocation of Andrew Street

Please see Section 9.2.5.2 regarding Andrews Street.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 26, 2016 at 4:18 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 854

Form inserted: 4/26/2016 4:18:44 PM

Form updated: 4/26/2016 4:18:44 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Greg

Last Name: Winter

Organization:

Email: winter.gregory@gmail.com

Street Address: 85 E. Brookline St. #4

Address Line 2:

City: BOSTON

State: MA

Phone: (617) 818-8940

Zip: 02118

Comments: This is a HUGE mistake to push this type of population density into a small footprint. It will ruin the neighborhood. You are also giving ONE developer far too much power to push this much residential inventory. I own my condo two blocks away and vehemently oppose this project. The BRA seems to be on a tear recklessly approving any new big building project. The city needs to be more careful about what it approves to make Boston more livable. We need more green space and retail in this area. With Ink Block completed and the new building at Harrison x Malden St, this is WAY too much residential development for a small area. We will have massive traffic and congestion issues. I am not opposed to smart development but this is a BAD idea. GW 01 GW 02 GW 03

PMContact: Casey.A.Hines@Boston.gov

GREG WINTER

GW 01 Green Space and Retail

Please see Section 9.2.4 regarding green space and the proposed retail.

GW 02 Density

Please see Section 9.2.1 regarding density.

GW 03 Traffic

Please see Section 9.2.5.3 regarding traffic impacts.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 27, 2016 at 10:44 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 863

Form inserted: 4/27/2016 10:44:11 AM

Form updated: 4/27/2016 10:44:11 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Jun

Last Name: Xie

Organization:

Email: junboston@gmail.com

Street Address: 700 Harrison Ave.

Address Line 2: 302

City: Boston

State: MA

Phone: (617) 230-8930

Zip: 02118

Comments: 1. object to the proposed height of 19 stories. 2. support a restriction, similar to that imposed upon Atelier 505, which would preclude residents from applying for residential parking permit stickers, because the influx of additional cars, particularly with a project of this density, is of concern. 3. strongly oppose the current proposal of all studio and one bedroom units, and strongly support larger units, particularly 2 bedroom/2 bathroom, with some larger units as well. This is in order to encourage long term and family residency, and to discourage transient occupancy 4. strongly support a development that is primarily condominium versus rental units. The project should be required to have the City of Boston designated proportion of affordable units on site. 5. support full disclosure of air quality impacts, and strongly support insistence that the project construction and building operation fully comply with all clean air guidelines. 6.Construction limited to Monday-Friday, 8 AM to 4 PM, no weekends, holidays, a rodent mitigation program, and very limited staging areas other than on the project property itself. 6. The project must include evidence and legally binding assurance that all green space will be property maintained. Also strongly support a stipulation that the project fund a significant improvement and maintenance program for Franklin Park. This should include, but not be limited to extensive tree pruning to provide sunlight throughout the park, replacement of all lawn surfaces, additional permanent lighting throughout the park, an irrigation system to maintain lawn and trees, and designated sand/gravel areas for relieving pets. 7. If the proposed project will negatively impact abutting properties in terms of noise and/or air pollution, the proposed project should be required to mitigate any negative effects.

JX 01
JX 02
JX 03
JX 04
JX 05
JX 06
JX 07
JX 08
JX 09

JUN XIE

JX 01 Height

The Project has been reduced in height to a maximum of 120 feet. Please see Section 9.2.1 for more details regarding height and scale.

JX 02 Traffic and Resident Parking

Please see Sections 9.2.5.3 and 9.2.5.7 regarding traffic impacts and parking.

JX 03 Unit Types

Please see Section 9.2.2 regarding unit types.

JX 04 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

JX 05 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

JX 06 Air Quality/Construction

Please see Section 3.5 of the Expanded PNF for an air quality analysis. A summary is provided in Section 4.5 of this DPIR. Please see Section 4.11.8 regarding construction-related air quality mitigation.

JX 07 Construction

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

JX 08 Green Space

The property owner will be responsible for installing and maintaining all open space on the Project Site. The Proponent will work with the BRA to determine appropriate mitigation, which may include a financial contribution to support nearby parks.

JX 09 Noise and Air Pollution

Please see Sections 3.5 and 3.10 of the Expanded PNF regarding air quality and noise impacts. Summaries of the results of the air quality analysis and noise analysis are provided in Sections 4.5 and 4.10 of this DPIR, respectively.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Mon, Apr 25, 2016 at 10:34 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 847

Form inserted: 4/25/2016 10:34:42 PM

Form updated: 4/25/2016 10:34:42 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Lawrence

Last Name: Zhao

Organization:

Email: law.zhao@gmail.com

Street Address: 700 Harrison Ave

Address Line 2: Unit 203

City: Boston

State: MA

Phone: (781) 626-1184

Zip: 02118

Comments: I opposed the current plan as it has been presented to the public. **LZ 01**

PMContact: Casey.A.Hines@Boston.gov

LAWRENCE ZHAO

LZ 01 Opposition

Comment noted.

Raul Duverge <raul.duverge@boston.gov>

Harrison Albany Project Comments

1 message

Hsimmonds@aol.com <Hsimmonds@aol.com>
To: raul.duverge@boston.gov

Thu, Aug 4, 2016 at 9:54 AM

Here are my comments.

I think the project is still too high for the neighborhood. In addition, it appears that this project is in the Back Streets section of the original plan with as of right zoning of 70 feet. It is not clear to me that even if you come under the PDA, does that mean that you can do away with the original intent, business and commercial businesses, as well as the height? Can you do both? Who determines that and where is it stated? **HSR 01**

The affordability component, 20%, is too low. I know the mayor has implemented a new number. This developer and all others should be required to adhere to this. I know you know that 50% of the city's residents make less than $35,000. If the developer says that if is not financially feasible to put all the affordable apartments on site, they should be required to prove that. Perhaps it means that there is just less profit for them. You can increase the affordability amount and decrease the cost by not requiring luxury units, stainless steel appliances, granite countertops, etc. for the affordable units. People just want a decent and affordable place to live that isn't necessarily luxury. If you need to go to the Federal government to do this, then you should do so. **HSR 02** **HSR 03**

The developer considers the affordability component as a community benefit. It is not. What we need are soundproof windows and air-conditioning for at least the residents on East Canton and East Dedham streets who want it. 5 years of noisy, dusty construction is too much to require people to put up with. And I'm sure other residents, and even the BRA, can come up with other community benefits. The community benefits should be first directed to the immediate abutters before benefits to the rest of the community are considered. It is not clear to me when these benefits are considered and determined. **HSR 04**

The mix of apartments is still unacceptable. My understanding is that there will be 65% studios and one bedrooms and 35% 1 BR plus den, 2 BR plus den, and 3 BR. I believe the developer said that with regard to the bedrooms plus den, the den could also be used as a bedroom. If it doesn't have a window, I believe that is illegal. In addition, the developer also said that the den could be used as a bedroom for a child. Still illegal and is not conducive for a family to stay there as the small child grows up. We want neighbors who will stay in the South End for years. This does not take this into account. **HSR 05**

The project is still too dense. The apartments should be bigger and there should be fewer of them. I understand the project is denser than Ink Block which is not on the edge of a smaller residential area as is this one. Also, I read recently that the developer of 321 Harrison Ave. changed from residential units to commercial because there are already too many residential units in the neighborhood. And other complexes are giving a few months of free rent. Why does Leggat-McCall think we need all these apartments? They will probably end up empty or the high rents will have to be reduced. I think Leggat-McCall missed the boat on this; the horse is already out of the barn. **HSR 06** **HSR 07**

A less dense project would reduce the need for all those parking spaces. I heard on the radio today that GE is only putting in 10 or so parking spaces for its new headquarters expecting people to use public transportation. Why does this project need so many parking spaces? If you concede that they should be allowed to replace the existing parking spaces, that still leaves 500 or so additional spaces for 680 or so apartments. This needs to be drastically reduced. Is this a residential project or a parking garage project? This is just a pure profit maker at the expense of those of us who live here and have to bear the increased traffic. Furthermore, there should be a bike rack, a Hubway station, and Zip cars available. In addition, you have to take into account the increased traffic from the soon to be built development on the Flower Exchange. HSR 08 HSR 09 HSR 10

Residents of the development should not be given resident parking permits. Some of them undoubtedly will not want to pay for parking on site, so where will they park? On our already overcrowded streets, undoubtedly as far away as my street. It is occurring elsewhere for smaller buildings, never mind the behomoth this building will be. In addition, tenants in the affordable units should be offered a below market parking space. HSR 11 HSR 12

Residents of East Canton and East Dedham should be given free or discounted parking spaces in this building if residents in this building are not restricted from parking on our streets. In addition, whatever extra parking spaces are there should be reserved for South End neighbors. HSR 13

There also should be sound barriers for the mechanicals on top of the buildings. HSR 14

Boston Residents jobs ordinance needs to be complied with and enforced. HSR 15

With regard to the construction impacts, Leggat McCall needs to know that this is a fragile neighborhood with old houses and there should be no pile driving. The slurry method of building should be required. The houses should also be pinned ahead of time and photographs taken inside and outside before and after. Parking for both construction vehicles and construction employees should be provided off site and they can be bussed in from there. To think that they will take public transportation is unrealistic. And if the past is any indication, some of them will be coming in from New Hampshire and elsewhere. The construction impacts should be worked out with the abutters. Likewise, the trash pickup times need to be worked out with abutters. HSR 16 HSR 17 HSR 20 HSR 18 HSR 19

Helaine Simmonds
49 East Springfield St.
Boston, MA 02118
617-267-2723
hsimmonds@aol.com

9.6 Impact Advisory Group Comments Received on the Redesigned Project

HELAINE SIMMONDS

HSR 01 Height

Please see Section 9.2.1 regarding the height of the Project.

HSR 02 Affordability

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project..

HSR 03 Affordable Unit Amenities

The Proponent is required to follow guidelines for unit finishes and layouts as defined and approved by the City of Boston.

HSR 04 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

HSR 05 Unit Mix

Please see Section 9.2.2 regarding the unit mix.

HSR 06 Project Density

As recognized by the Mayor, and justified further with various market studies, Boston is in need of more housing. Most apartment buildings do give 1-1.5 months of free rent to incentivize renters to sign leases; though this is a common strategy in competitive markets across the country, this is not a sign of decreasing demand.

HSR 07 Market Demand

Please see response to comment HSR 06.

HSR 08 Parking

Please see Section 9.2.5.5.

HSR 09 Bike Racks, Hubway and Zipcar

According to the BTD Bicycle Parking Guidelines, if a Hubway station is not nearby, BTD may require a Hubway station, and requires the Project to provide bicycle storage for residents, employees and guests. It is typical, and expected for this Project, that BTD would require investigating having parking on site for a car share service (such as Zipcar).

HSR 10 Flower Exchange Traffic

As with all traffic studies that comply with the BTD "Transportation Access Plan Guidelines", the transportation study for this Project includes the traffic associated with all other known potential developments (in the permitting process or under construction) at the time of filing. Any future potential development that begins the permitting process (such as the Flower Exchange) will include all previously considered development projects for the area. It is not possible to include hypothetical traffic from a Project that has not been proposed and a building program has not been made public.

HSR 11 Resident Parking Permits

Please see Section 9.2.5.7 regarding resident permit parking.

HSR 12 Parking for Affordable Units

The Proponent does not anticipate including discounted parking with affordable units. The Proponent intends to include a car sharing program in the Project's parking garage, which will provide tenants with cost-efficient access to a vehicle.

HSR 13 Discounted Parking for Neighbors

Please see Section 9.2.5.7 regarding parking for neighbors.

HSR 14 Mechanical Sound Barriers

During the final design phase of the Project, the mechanical equipment and noise controls will be specified to meet the applicable City of Boston noise limits.

HSR 15 Jobs Ordinance

The Proponent and the selected Construction manager will comply with the Boston Residents Jobs Program.

HSR 16 Pile Driving

With the construction of a three level below grade parking, deep foundation pile driving will not be required. However, a final decision has not been made on the method of earth retention associated with installation of the garage – sheet piling / slurry wall.

HSR 17 Document Existing Houses

A preconstruction survey will be made of the exterior of all abutting properties, and the conditions will be monitored as constriction progresses. On a case-by-case basis, interior surveys will also be made.

HSR 18 Construction Parking

The CMP will outline the requirements for construction worker parking.

HSR 19 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

HSR 20 Trash Pickup Times

Trash will be stored and picked up from within the loading dock areas, and are not anticipated to cause impacts to the surrounding neighborhood.

July 26, 2016

Raul Duverge, Project Manager
BRA
1 City Hall Square, 9th Floor
Boston, MA 02201

IAG Member Comment on Harrison Albany Block Project

While many aspects of the project have improved in its numerous iterations, it is still far too dense. As others pointed out in the IAG meetings, neighborhood meetings, and emails, it is far denser than the surrounding neighborhoods and, in fact, may be the densest development in all of the South End. Many of the other problems raised by others in the various physical and online forums, such as car congestion and the lack of setbacks and variation in heights, would be greatly reduced if the project was smaller both in terms of area and units, and thus there were less residents and cars and more room for setbacks and variations in massing and open space. I recommend a reduction from the proposed 680 units to 500 units. That said, I do not have a strong opinion on whether the project should top out at 70 or 120 feet—120 feet with more setbacks and open space might be better than a more uniform set of shorter buildings. **GSR 01** **GSR 02**

I am part of what I think is a general consensus among the IAG members and the public that more rather than less of the affordable units should be located onsite, that the project would better serve present and future residents if it had fewer studios and one-bedroom units and more two- and three-bedroom units, and that the introduction of ownership opportunities would improve the stability of the project and neighborhood. **GSR 03** **GSR 04** **GSR 05**

Finally, I think it is far too early to discuss mitigations of potential impacts. The negative impacts of such a large project on the abutters and surrounding neighborhood are still far too great to be bought off by charitable donations, camera installations, and lighting improvements. **GSR 06**

George Stergios
35 Worcester Square

GEORGE STERGIOS

GSR 01 Density

Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA.

GSR 02 Number of Units

Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA. The proposed number of units falls within this allowed density.

GSR 03 Affordable Units

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

GSR 04 Unit Mix

Please see Section 9.2.2 regarding the unit mix.

GSR 05 Ownership Opportunities

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

GSR 06 Impacts

The Proponent will work with the BRA, IAG and community to determine the most appropriate mitigation.

Raul Duverge <raul.duverge@boston.gov>

Newmarket Legatt McCall Comment Letter

1 message

Sue Sullivan <suesullivan5@comcast.net> Fri, Aug 5, 2016 at 9:01 AM
To: Raul.Duverge@boston.gov

August 4, 2016

Mr. Timothy Burke, Chairman

Boston Redevelopment Authority

Boston City Hall

Boston, MA 02201

Attention: Raul Duverge

Chairman and members,

As the cohesive business organization in the Newmarket area, representing over 200 members, it is regularly standard procedure for individuals to come to the Newmarket Business Association to discuss upcoming projects they are proposing as well as variances or permits they have requested.

The proponents of the Harrison-Albany Project, Legatt McCall, have met with the NBA for this purpose. In addition, the Association's Executive Director, Sue Sullivan, is a member of the Impact advisory Group for this project.

The owners seek to develop a large, multi-use project that includes mostly residential with some retail space, and parking. While we obviously are always concerned about a change from the industrial nature of a backstreets area, we determined that, unlike the Wareham, Plympton and Malden street area, which has a significant number of industrial/backstreets business located

there, this location does not result in a loss of existing industrial space and also abuts a significant residential area. For these reasons, we are in support of the overall nature of the Project. SS 01

Clearly, neighbors in the area have had varied concerns with the Project over the past several months, particularly on issues revolving around height and traffic mitigation.

Through the IAG process and discussions, I believe that Legatt McCall has worked to mitigate the height of the Project. While an important component, the current design does not detrimentally affect the surrounding businesses and we, as an Association, are comfortable with it. Certainly, over the next few years, the Albany Street landscape will change significantly given the number of potential developments, and we do not believe that the building, over time, will stick out as being of unusual scale for the area.

The NBA has serious concerns regarding traffic mitigation in the area, however, our concerns are based in current ongoing traffic issues that need to be addressed with the Boston Transportation Department. This Project is not the issue, but will contribute to the problems, as will every other project that comes along. SS 02

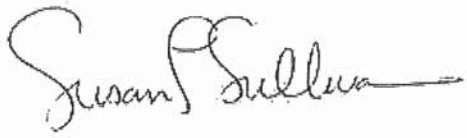
The Newmarket Business Association believes that the issues surrounding this need to be dealt with NOW! We need to have everyone at the table… City Transportation Dept., State Transportation Dept., Boston Medical, BU School of Medicine, the NBA and all local neighborhood stakeholders, including Legatt McCall.

In light of Legatt McCall's ongoing willingness to work with the community, the Newmarket Business Association is pleased to offer its full support for this project, however, this support is contingent upon the immediate scheduling of meetings with the above meeting groups to work to resolve these ongoing traffic issues.

Additionally, please note that having read the comments made by Joe Wovek, another member of the Impact Advisory Group, I would like to state that the position of the NBA is closely aligned with those comments.

Should there be any questions or concerns, I can be contacted at 617-233-7565

Sincerely,



Susan L. Sullivan

Executive Director

Newmarket Business Association

SUE SULLIVAN

SS 01 Overall Support

Comment noted.

SS 02 Existing Traffic

Please see Section 3.6. With the current improvements at the intersection of Harrison Avenue/Monsignor Reynolds Way/Malden Street (associated with the Girard development), the only study area signalized intersections that will be operating at poor levels during the peak hours are the two Frontage Road intersections. These delays are due to the regional highway connections. Several unsignalized approaches will continue to operate at LOS F during the peak hours; however, this is a common experience for an unsignalized intersection in an urban environment. The Proponent is working with BTD to determine if any of these unsignalized intersections meet signalization warrants and whether signalization would be appropriate.

Raul Duverge <raul.duverge@boston.gov>

Comments on Harrison-Albany Block project

1 message

Joe Wolvek, Gibson Sotheby's Int'l Realty <joe.wolvek@gibsonsir.com> Thu, Aug 4, 2016 at 4:01 PM
To: Raul Duverge <raul.duverge@boston.gov>, samuel.chambers@boston.gov, shane.pac@boston.gov, william.conroy@boston.gov
Cc: martin.walsh@boston.gov

August 4, 2016,

Joe Wolvek, IAG member,
Harrison-Albany Block.

Trustee, 700 Harrison Avenue.

Associate Director of Sales,
Gibson Sotheby's International Realty
556 Tremont Street,
Boston MA 02118

To whom it may concern,

After much thought, I have decided to add my voice in favor of the current revised massing design of the Harrison-Albany Project, contingent upon several items which I will discuss below. **JWR 01**

Rather than further micromanage this part of the process, I think we need to move on and get the best project we can.

My approval is contingent on a few factors. First, the Boston Design Commission and the IAG need to approve of the final design and materials of the project (as well as, of course, all the applicable city, state, and federal approvals). As the first (and certainly not the last) large scale project in the Back Streets, this project should be a well-designed, attractive project. If it's a dreary project without a coherent design and cheap materials, it will do lasting damage to the neighborhood. **JWR 02**

Secondly, we need to have a mutually agreed upon and enforceable construction plan which includes, among other things, an agreed upon daily and weekly schedule, noise management, parking and vehicle management, and dust and airborne soil/environmental management. Also, I think we need to agree that slurry walls are to be used as opposed to pile driving. The proximity of neighbors as well as the presence of vulnerable mid 1800's and Victorian buildings makes that imperative. **JWR 03** **JWR 04**

Thirdly, and very importantly is a traffic management plan. Right now, even prior to the **JWR 05**

construction and occupancy of all the planned projects along Harrison and Albany, traffic is getting bad.

Traffic jams on Albany in the 3 blocks leading to the light under the elevated I-93 structure starting at 3 PM on the weekdays are a common occurrence. Traffic on Harrison Avenue is similar. Traffic on Sundays on Harrison Ave is bad. **JWR 06** **JWR 07**

I believe that the City of Boston needs to recognize that the traffic trend here is untenable. We can't fill up every square foot of available land without making some plans for the future. We need some substantial infrastructure upgrades, and I don't mean just tinkering with signal timing or a few crosswalks. And we can't just tell the people who live here that they should use mass transit, because there is virtually no mass transit here. The Silver Line is stretched to the max already, and it is slow and undependable, as are the other bus lines. Once these projects are built, the transit situation will be totally untenable and the city and state need develop a real plan to deal with mass transit and street traffic.

Also, I believe that making an individual developer provide a small amelioration to the traffic problem is not going to provide any meaningful relief. It needs to be coordinated by the city and state, and all the developers of the new projects in the Albany Harrison corridor need to contribute substantially to a fund created for this purpose. I believe that since these developers are going to profit these projects (which I certainly don't have a problem with!), the cost of these infrastructure projects should not be solely on the taxpayer's dime. **JWR 08**

We need to have the representatives of appropriate city and state agencies for road and highway infrastructure, as well as representatives of the MBTA meet with the IAGs from this project as well as the other projects (maybe a combined meeting?) and/or the Neighborhood Committees and hear our concerns prior to giving a green light to this project.

Best regards,

Joe Wolvek

JOSEPH WOLVEK

JWR 01 Support Revised Massing

Comment noted.

JWR 02 Design and Materials

In the revised plan, there will be 687 units instead of 710. The two new apartment buildings are 11 stories and are within the height allowed under a PDA. There is also a proposed five story addition to 575 Albany Street which will be 120 feet in height as well. The Proponent has maintained all of the setbacks and retail from the previous scheme, and in fact has added more of both to improve the pedestrian experience

Please see Section 9.2.4.

JWR 03 Construction Plan

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

JWR 04 Slurry Walls

With the construction of a three level below grade parking, deep foundation pile driving will not be required. However, a final decision has not been made on the method of earth retention associated with installation of the garage – sheet piling / slurry wall.

JWR 05 Traffic Management Plan

Please see Section 9.2.5.3 regarding traffic impacts.

JWR 06 Albany and Harrison Traffic

Traffic congestion at the Frontage Road intersections is due to traffic traveling through the area to connect to the regional highways. The residential portion of this development are not anticipated to travel towards the regional highways during weekday p.m. peak period.

JWR 07 Sunday Traffic on Harrison

Traffic congestion on Harrison Avenue on Sundays is due to the Open Markets in the South End attracting visitors from outside of the area. The proposed (mostly) residential development will not attract additional vehicle traffic on Sundays to the Project Site, nor to the open markets.

JWR 08 Infrastructure Projects

The Proponent is in discussions with BTD, and is open to having further discussions along with the community to assist in moving toward an improved transportation environment.

Derek Valentine
(203)232-8794

Boston Redevelopment Authority
Raul Duverge, Project Manager
One City Hall Square
Boston, MA 02201

Mr. Duverge,

This letter serves to express my support for the "Harrison/Albany Block" project as a South End resident and abutter with property at 80 East Brookline Street. I have had the pleasure of serving on the IAG as well as interacting with the Proponent, Leggat McCall (hereafter "the developer") over the past several months. I have found the development team to be very responsive to neighborhood concerns and encourage BRA approval pending attention to a few of shortfalls that will make this good project a great project.

Urban Design

The Project will transform a full city block of surface parking into a vibrant residential community with ground floor retail and publically accessible parkland. The proposed building scale does not mimic that of the traditional four- to five- story South End row house architecture, but does complement it quite nicely. The Developer has drastically reduced the maximum building height to within the confines of the PDA, with special attention to stepping it down where it meets the existing historic fabric on East Canton Street. A lower density development would not do enough to establish the critical mass in this currently desolate corner of the South End. It would also be short-sighted in light of the Mayor's initiative to add housing on underutilized parcels across the City in an effort to increase affordability though supply.

While I support the conceptual development plans, the Developer still has work to do on the design and finishes of the buildings. The perception of the massing of the buildings will largely be affected by the mix of exterior cladding materials and the quality of the architecture. The finished product should look like it has evolved over time and should reflect the historic and nuanced architectural styles of the South End. The overall quality of the design and materials should be indistinguishable from high quality condominium buildings throughout the neighborhood, although we understand that this project will be rental housing. DV 01

Land Use

I am in support of a primarily residential project on the site of the general density and bulk presented during the IAG process. Any efforts to modify the development program to a commercial/industrial use would be vehemently opposed, as I do not believe it is consistent with the DV 02

residential surroundings in the area. The residential streets of East Brookline, East Canton, and East Dedham have long felt like part of the Medical Campus and not like a true neighborhood. The development of additional residential units in this area will help to redefine the neighborhood with a residential identity while easing the housing crunch in a neighborhood with notoriously low vacancy rates and high prices. The PDA Guidelines were specifically intended to provide flexibility on larger parcels such as the subject site and implementation of the PDA is essential in maintaining vibrancy in the South End while increasing housing stock in a meaningful way.

That said, I am somewhat concerned about the diversity of the unit types. While the Developer was responsive to neighborhood feedback and did increase the number of one plus- bedroom, two-bedroom, and three-bedroom units, it is my opinion that the unit mix should consist of a majority of these unit types. Buildings comprised mainly of studios and one-bedroom units tend to take on the character of plush off-campus dorms. In a portion of the neighborhood already suffering from low owner occupancy and disinvestment, any additional feeling of transiency can further undermine stability. **DV 03**

Transportation and Parking

There has been much talk by the opposition about the additional traffic that would result from the project. Empirical evidence shows us that the tenants in new construction buildings within the urban core of Boston are a self-selecting group of urbanites; many of whom do not own a car. This is why the BTD has transportation mode split numbers that reflect the true trip generation in each zone of the City. A residential project in the South End will have a much smaller traffic impact than a commercial project of similar size.

Accomplishing the projected mode splits goals will require a robust investment in infrastructure by the Developer. The southern tier of the South End is well removed from subway lines and many bus routes, but does boast the Silver Line and other well-used MBTA bus routes. The Developer should initiate discussions with the MBTA about existing service routes and frequency and should determine what infrastructure might be required to improve service for their tenants. This may be a simple as bus shelters, lighting, and street furniture or as complex as impact fees to increase service frequency and quality. **DV 04**

East Brookline Street and East Canton Street have long been a bastion for free and easy parking for South End residents (and others). When I moved to East Brookline Street, it was a rare day when I couldn't find a parking space in front of my building. The realist should acknowledge that this is not sustainable. Land is far too valuable to allow it to sit fallow as unused surface parking. Will it get tougher to park on East Brookline Street when 700 units are added to the neighborhood? Well, yes. But it is far too easy now and this is having the unintended consequence of encouraging the use of single-occupant autos at the expense of other modes. I would vastly prefer to have 700+ new neighbors over an endless expanse of surface parking, even if it means circling the block a few more times.

Please accept the above as support, with conditions, for the Harrison/Albany Block project being pursued by Leggat McCall.

Sincerely,

Derek Valentine, IAG Member/Abutting Property Owner

DEREK VALENTINE

DV 01 Design and Materials

Please see Section 9.2.4 regarding the design and materials.

DV 02 Commercial/Industrial Use

The Project will continue to provide commercial uses in the Gambro Building. However, the Project continues to propose two residential buildings with retail space, and the renovation of 575 Albany Street into a residential building with ground floor retail space.

DV 03 Unit Mix

Please see Section 9.2.2 regarding the unit mix.

DV 04 MBTA Service Routes

Please see Section 9.2.5.1 regarding transit routes. The Proponent would be happy to take part in discussions relative to improvements to the public transportation system in the area.

Raul Duverge <raul.duverge@boston.gov>

Re: Harrison Albany Block IAG- Follow up

1 message

Washington Gateway Main Street <wgms.director@gmail.com> Thu, Jul 28, 2016 at 12:37 PM
To: Raul Duverge <raul.duverge@boston.gov>

Thanks Raul

I am busy planning an event tonight so I won't be able to get in formal comments as part of the IAG, but I can comment on the following:

I would like to see better architecture on this project (the tower was more interesting, but I don't know that going that high is appropriate). **WGR 01**
There should be larger units overall. While the proponent has made good efforts to increase the unit sizes there are still too many studio and 1-bedrooms and there should be more 2 and three. These should be legitimate 2-3 bedrooms. **WGR 02**
There should be more commercial/office in the proposal to respond to the mixed use nature of the immediate surrounding neighborhood and also to make the proposed commercial more successful **WGR 03**
I support any other IAG members parking requests for the neighborhood as well **WGR 04**

Thank you
Jennifer Effron

Washington Gateway Main Street
46 Waltham St., #304A
Boston, MA 02118
Office: 617-542-1234
wgms.director@gmail.com
www.gatewaymainstreet.org

On Thu, Jul 28, 2016 at 12:24 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

> Good Afternoon,
>
> As requested, attached to this email is the Harrison Albany Strategic Plan . This was completed in June 2012 after a robust community planning process and led to the re-zoning of the area.
>
> Feel free to review this document in anticipation of future project related meetings. If you have any questions do not hesitate to contact me.
>
> Harrison-Albany-Corridor-Strategic-Plan-June-20...
>
> --
>
> Sincerely,
>
> 
>
> **Raul Duverge**
> *Project Manager*
> 617.918.4492
>
> **BRA/EDIC**
> One City Hall Square | Boston, MA 02201

WASHINGTON GATEWAY MAIN STREET

WGR 01 Design

Please see Section 9.2.4 regarding the design.

WGR 02 Unit Sizes

Please see Section 9.2.2 regarding the unit mix.

WGR 03 Commercial/Office Uses

The Proponent has studied the market and concludes little commercial demand for new construction space at this time. Based on community feedback, additional commercial space has been added to the Gambro Building which increases the overall area of proposed commercial space.

WGR 04 Parking

Please see Section 9.2.5.7 regarding parking for neighbors.

Blackstone/Franklin Square Neighborhood Association
PO Box 180940
Boston, MA 02118
bfsna@blackstonefranklin.org

July 8, 2016

Raul Duverge, Project Manager
Boston Redevelopment Authority
1 City Hall Square, 9th Floor
Boston, MA 02201

RE: Second Public Comment Regarding Harrison Albany Block Project

On behalf of Blackstone/Franklin Square Neighborhood Association (the "Neighborhood Association"), I submit this second letter of comments regarding revisions to the development proposal by Leggat McCall (the "Proponent") known as Harrison Albany Block in the South End (the "Project"). This letter supplements, and does not replace, our comment letter dated June 3, 2016 regarding the original version of the Project. All comments from our prior letter are incorporated into this letter.

The comments below are based on feedback gathered from (1) the Proponent's "Harrison Albany Block Cover Letter for new scheme" addressed to the Boston Redevelopment Authority dated June 2016, (2) a presentation to the Impact Advisory Group on June 8, 2016 that members of the Neighborhood Association attended, and (3) a public meeting on June 23, 2016 that members of the Neighborhood Association attended.

We applaud the Proponent on numerous improvements in the revised Project. Specifically, we are pleased with the lowering of height to comply with the zoning under the 2012 Harrison Albany Corridor Strategic Plan (the "Strategic Plan"); distribution of massing to Harrison Avenue and Albany Street; increased proportion of multiple bedroom units; improved architectural distinction on East Canton Street; and activation of the corner of Harrison Avenue and East Dedham Street with commercial space instead of open space.

However, we continue to have concerns with a number of major Project elements that remain unaddressed.

Scale and Density

Despite the welcome reduction in height, it came as a major surprise that that the revised Project still contained 680 units, a reduction of only 30 units from the 710 in the original proposal. This was even more striking in light of representations that the Proponent made on multiple occasions that a revised Project would contain 500 to 600 units. *See, e.g.,* "Leggat

McCall to Revise Albany Block Project," *Boston Sun*, May 20, 2016, http://thebostonsun.com/2016/05/20/leggat-mccall-to-revise-albany-block-project/ ("'You'll be looking at between 500 and 600 units,' [Bill Gause] said.") ***In light of these representations, we demand that the Proponent revise the Project to conform to its committed reduction to 500 to 600 units.*** **BSNA 01**

Moreover, the density of the revised Project is simply still too high and should be reduced because it fails to take into consideration the character of the existing historical neighborhood. For comparison, the Ink Block apartments, in combination with its Sepia/Senia condo components, brought 533 units (380 rentals and 153 apartments) to 6.2 acres in an uninhabited part of the South End in the New York Streets area, an area zoned for up to 150 feet under a PDA. This yielded a density of ***86 units per acres***.

Here, in the Back Streets area and under more restrictive zoning heights, the Project's 680 units on 3.1 acres yield a density of ***219 units per acre***. In other words, the Project is entering an existing historical neighborhood with a ***unit density that is 2.5 times that of the Ink Block***, which entered an uninhabited and undeveloped area. If anything, these densities should be reversed to preserve the character of the existing neighborhood while creating a vibrant new one from scratch. Even a reduction to 500 units would still create a project that is nearly double the density of the Ink Block.

In recent years the South End has seen a number of major residential developments completed or under construction: Ink Block apartments, Siena condos, Troy apartments, 600 Harrison Avenue, and 345 Harrison Avenue. There are also a number of proposed developments, including but not limited to this Project, Sepia condos, the Cosmopolitan (771 Harrison Avenue), 370-380 Harrison Avenue, and an anticipated mixed use development at the Flower Exchange site. There is no other area in Boston (save perhaps the Seaport) with as much large-scale development and such high level of residential density as the South End. ***Even then, not one of these developments (save for the unknown future of the Flower Exchange) is of the immense scale as this Project.***

Naturally, the Neighborhood Association is concerned with the impact of such a large development in light of so many other developments. ***We recommend a project of smaller scale, that better reflects the existing scale of the neighborhood and that is more in character with other developments recently built or under construction.*** As one Neighborhood Association member has aptly expressed in pioneer terms, this colonization—if it is to activate this block as the Proponent wishes to do—needs to be more of a settlement as opposed to an invasion. The revised Project amounts to an invasion.

Massing and Design

The Proponent has represented that the Project revisions focus on the massing of the building and less on the actual design elements. To that end, we refrain from discussing design in extensive detail and reserve it for future comment, except to encourage greater boldness in design elements at the appropriate stage of the community process. **BSNA 02**

With regards to massing, we view the revisions as an improvement over the original proposal. However, we encourage continued refinement. ***Specifically, we recommend greater creativity in massing on East Dedham Street, incorporating variations in heights and setbacks, as is done on East Canton Street.***

It is a bit disingenuous for the Proponent to suggest that it tried to address design aesthetic concerns by creating variations in height in the original design. The fact is those heights did not comply with zoning. The variations in height should be achieved subject to the zoning limitations, even if it means that additional portions of Buildings A and B do not reach the maximum allowable height. Along these lines, we must note our disappointment that the significant setbacks for the pool deck area in original Project have been reduced in the revised Project. ***We recommend that those setbacks be reinstated.*** BSNA 03 BSNA 04

While East Canton Street has a set of building of uniform height across the street from which to derive inspiration, the primary consideration on the East Dedham side is a vacant parking lot and a couple residential buildings. Against this canvas, ***we encourage greater creativity to add architectural distinction to this side of the street, as has been done on the East Canton side.*** BSNA 05

We reiterate again that there is still too much private open space on the ground level reserved exclusively for residents. This space could be better utilized to improve massing in the ways we have recommended. BSNA 06

Affordable Housing

Members of the Neighborhood Association have urged that all affordable housing be built on site. The Proponent has stated that doing so would be cost prohibitive. ***We request that the maximum number of affordable units be constructed on-site, absent evidence that proves this to be financially infeasible.*** BSNA 07

The question of where to locate much needed affordable housing creates tension between two important policy considerations. On the one hand, preserving affordable housing on site and in the neighborhood achieves the important goal of maintaining a diverse community. On the other hand, allowing affordable housing to be built off-site in areas with lower construction costs potentially allows for the creation of a greater number of units to meet the housing needs of a greater number of individuals or families. Both are worthy goals. We cannot say which goal is more important, but we offer some guidelines that take into consideration the cost to the Proponent.

The Proponent has stated that it is not economically feasible to construct all affordable units on-site as their construction costs will exceed revenues. We request verification through a ***financial statement*** before accepting that claim on its face. Absent such verification, we request that all affordable units be constructed on site, as part of the 500 to 600 units the Proponent originally committed to building in its revised Project.

It is well understood that economic incentive is essential to construct a project that can give life to a vacant block. ***In recognition of the need for a profitable development, we recommend that if the Proponent plans to construct a project at the high end of the unit range—e.g., 600 units—then all affordable units should remain on-site. If the Proponent is willing to construct a project at the low end of the range—e.g., 500 units—then it is reasonable for a portion of the units to be constructed off-site but in the South End, owing to the expense of building less profitable units.*** This sliding scale strikes a balance between two important policy goals while taking into consideration the Proponent's economic needs and the community's desire for a project of appropriate density.

Condos vs. Apartments

We vehemently reiterate our request that the Project contain a mix of condos and apartments. Ownership opportunities are essential to balance the housing needs of more transient populations with the needs of those who intend to settle down and invest in the neighborhood for the long term. Given a project of this magnitude, a mix of unit types is the right approach to create opportunities for both renting and owning, and to allow South End renters to become South End first-time homeowners. ***We urge the BRA to use all available tools at its disposal to ensure that condos are a component of this project.*** **BSNA 08**

Parking and Traffic

Parking and traffic continue to be major concerns by members of the community. We reiterate our recommendations in our prior letter. ***In addition, we request that the Proponent promise that South End residents will be eligible to rent available spaces in the parking garage.*** The Proponent has only said so far that it is a "consideration." Given grave concerns about the Project's impact to street parking availability, we urge that the consideration turn into a ***commitment***. **BSNA 09**

Finally, ***we call on Boston Transportation Department to conduct a series of neighborhood meetings concerning traffic impact and mitigation, including presenting a timeline to implement recommendations in the Strategic Plan, in light of the numerous residential construction projects completed or proposed in the South End***. Such a meeting was offered by William Conroy at the June 23 public meeting.

Our comments and recommendations are not exhaustive and we reserve the right to provide additional comments as future versions of the Project arise and as minor elements of the Project come into focus. We look forward to continuing to work with the Proponent to ensure that the Project will activate and enhance the Back Streets area of the South End while ensuring harmony with the existing neighborhood. Please do not hesitate to contact me via email at bfsna@blackstonefranklin.org if you have any questions or need any additional information.

Very truly yours,

Eric J. Huang
President, Blackstone/Franklin Square Neighborhood Association

cc: Casey Hines, BHA
William Gause, Leggat McCall
Susan Tracy, The Strategy Group
Martin J. Walsh, Mayor, City of Boston
Michael Flaherty, Annissa Essaibi-George, Bill Linehan, Ayanna Pressley, and Michelle Wu, Boston City Councilors
Samuel Chambers, South End Neighborhood Liaison
Sheila Dillon, City of Boston Chief of Neighborhood Development
Gina Fiandaca, Commissioner, Boston Transportation Department
Jennifer Effron, Executive Director, Washington Gateway Main Street
Steve Fox, Chair, South End Forum
George Stergios, President, Worcester Square Area Neighborhood Association
Blackstone/Franklin Square Neighborhood Association Board

9.7 Public Comments Received on the Redesigned Project

BLACKSTONE/FRANKLIN SQUARE NEIGHBORHOOD ASSOCIATION

BSNA 01 Density

The Project program has been determined through extensive analysis, and includes a number of units based on what is economically viable. As noted in Section 9.2.1, the FAR allowed on the site is 6.5, while the Project proposed an FAR of only 5.34.

BSNA 02 Design

Please see Section 9.2.4 regarding the design.

BSNA 03 Height and Massing

The revised design is compliant with the dimensions allowed within a PDA and differentiates the massing at the street edge to provide a pedestrian experience that feels diverse and appropriate in scale. Additionally, the new buildings have a setback at the amenity level and provide significant setbacks at the lower levels. The revised design responds to the existing context through scale and materiality at the lower levels and using lighter materials that fade away as the buildings rise up above the historic fabric.

Please see Section 9.2.4 for more details about the design.

BSNA 04 Setbacks

The setbacks from the previous scheme have been maintained throughout the Project, and additional setbacks have been added to the base of Building B at both East Canton and East Dedham streets. Additionally, both buildings are set back at various heights along the Pedestrian Green. The amenity deck is now located on level 11, providing an additional variation in height along the westernmost wings of both Building's A and B.

Please see Section 9.2.4 for more details about the design.

BSNA 05 East Dedham Design

There have been significant improvements to the East Dedham Street facades, including many changes of scale and materiality along the entire street that respond to the existing context and define a new sense of place for the Project.

Please see Section 9.2.4 for more details about the design.

BSNA 06 Private Open Space

Please see Section 9.2.4 regarding the site design.

BSNA 07 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

BSNA 08 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

BSNA 09 Parking Garage

Please see Sections 9.2.5.6 and 9.2.5.7 regarding parking.

SINCE 1979 IN THE SOUTH END CITY LIGHTS PERFORMING ARTS SCHOOL HAS OFFERED **FREE** EDUCATION IN PERFORMING ARTS TO **ALL BOSTON YOUTH**. OUR WORK HAS INCLUDED RECORDING YOUNG SINGERS, RAPPERS, AND MUSICIANS.

CONSTRUCTION HAS DISRUPTED OUR RECORDING ACTIVITY. KNOWING THAT THE DEVELOPMENT ON OUR SOUTH END BLOCKS WILL CONTINUE FOR MANY YEARS, CITY LIGHTS HAS DECIDED TO SWITCH GEARS TO SERVE OUR KIDS.

WE WILL RETOOL, MOVING FROM MUSICAL AND SOUND RECORDING TO SOUND AND FILM EDITING AND DJ SOUND PRODUCTION WITH OUR

STUDENTS.

WE HAVE COMMITED HELP FROM LOCAL 33 AND 103 CARPENTRY AND ELECTRICAL UNIONS IN THIS EFFORT.

OUR NEEDS ARE IN THE AREA OF EQUIPMENT.

WE SERVE CLOSE TO 100 CHILDREN EACH YEAR.

WE ARE A SMALL ORGANIZATION.

WE ARE ALL VOLUNTEER, AND AND A SMALL CONTRIBUTION **GOES A LONG WAY** HERE AT CITY LIGHTS.

BCLF 01

BOSTON CITY LIGHTS MUSIC PRODUCTION PROGRAM FUNDING PACKAGE

Boston City Lights Foundation is a free performing arts program that has offered Boston area at-risk youth classes and performance opportunities since 1979, with free training in all forms of dance, singing, acting, fencing, and theatre production. Our all-volunteer staff has worked with hundreds of children and teenagers in Boston and, via a satellite program, in Maine. Our students learn art, discipline, and a wide range of performance skills; they go on to professional entertainment positions or to college programs and other successful careers, often returning later to start their own children in our programs or to teach..

Boston City Lights Foundation has begun expanding its reach with a new music production program that will train young students in basic music theory, electronic music production/history and sound engineering/design. While City Lights will continue to serve Boston youth as described above, we see a clear trend of interest among today's youth for developing music production skills and knowledge, and we want to capture that interest and draw students to an in-depth professional experience. Developing these abilities—learning to create and to produce—serves three purposes: fostering students' music knowledge and artistic ability; helping them learn marketable skills; finally, helping them develop discipline, focus, and self-esteem.

With today's advancements in production programs and software it's relatively inexpensive to provide the tools necessary to Boston youth seeking to learn to create music of a professional grade. We are equipping a music laboratory space and are asking companies and individuals to sponsor a workstation package that will allow individual students to participate in our free program. Our goal is to have a total of six workstations that our students can learn on and also use to create music during open lab hours. We will also be providing DJ lessons for students interested. In today's electronic music world, many producers such as Calvin Harris and Diplo will tour playing their own music. DJ culture is very linked with music production culture. Learning how to play to various crowds and having an ear to what works at clubs and parties is a very helpful tool when it comes to making pop music. The equipment for this aspect of our program is a separate package for which we are also seeking funding.

MUSIC PROUCTION WORKSTATION PACKAGE

27-inch iMac - $1,799.00

This is the center piece of the workstation. This computer is powerful enough to handle all aspects of our program quickly and efficiently for our students.

Apogee Duet IOS Interface - $595.00

This interface is how we get sound from out iMac to our speakers and headphones. Sometimes referred to as the "sound card".

M-Audio Oxygen 49 MKIV - $169.00

This is our music controller. This will allow our students to play the numerous digital sounds melodically and rhythmically. Its basically the universal instrument for digital music.

Yamaha HS5 Powered Monitor - $400.00 (for 2) Sony MDR Headphone - $79.99

Each student will be able to work on music through headphones and will also be able to share their work out loud through these studio quality monitors.

TOTAL: $3,042.99

DJ TRAINING WORKSTATION PACKAGE

Pioneer DJMS9 DJ MIXER - $1,699.00

Professional DJ mixer that allows our students to learn basic mixing, Serato DJ software and incorporate effects into the DJ process.

Pioneer DJ CDJ-900NXS - $2,800.00 (for 2)

Digital DJ deck that allows our students to play and mix CD or MP3 that is inserted with advanced playback options. These are an industry standard in the DJ world.

TOTAL: $4,499.00

BOSTON CITY LIGHTS FOUNDATION

BCLF 01 Contribution

The Proponent will work with the BRA to determine appropriate mitigation.

Raul Duverge <raul.duverge@boston.gov>

Leggat McCall Harrison Albany Project

1 message

Harrison Albany Alliance <harrisonalbanyalliance@gmail.com> Fri, Jul 8, 2016 at 11:07 PM
To: Raul Duverge <raul.duverge@boston.gov>
Cc: Sheila Dillon <Sheila.Dillon@boston.gov>, Michelle.Wu@boston.gov, daniel.koh@boston.gov, bill.linehan@boston.gov, Michael.F.Flaherty@boston.gov, A.E.George@boston.gov, mayor@boston.gov, Ayanna.Pressley@boston.gov, TJackson@boston.gov, Byron.Rushing@mahouse.gov, gary.webster@boston.gov, john.ulrich@boston.gov, John.Barros@boston.gov, sara.myerson@boston.gov, Tito jackson <tito.jackson@boston.gov>, Samuel Chambers <samuel.chambers@boston.gov>, Tim Davis <tim.davis@boston.gov>, ryan.spitz@boston.gov, Shaikh.Hasib@boston.gov, Alexa Pinard <alexa.pinard@boston.gov>, Michael.Cannizzo@boston.gov, Jonathan.Greeley@boston.gov, bfsna@blackstonefranklin.org, George Stergios <wsana2010@gmail.com>, Stephen Fox <stephenfox@verizon.net>, gina.fiandaca@boston.gov, Seth Daniels <seth@reverejournal.com>, Megan Turchi <megan.turchi@boston.com>, MICHELE MANISCALCO <pozspin@hotmail.com>, John Connelly <john@kcgmail.com>

Dear Mr. Duverge:

Please see the attached letter from abutters and concerned neighbors.

Leggat McCall Properties (LMC), Boston Redevelopment Authority, and the South End Community share the common desire for the Harrison-Albany project (The Project) to be successful. Success lies in integrating the project into the South End both through design and matching the needs of the community.

There are several issues with the concept and design of this project that need to be addressed. The Project does not comply at all with the zoning for the area and the proposed height and density for the residential use being put forth do not fit with the surrounding neighborhood. The unit-size, type and affordability do not fulfill the community's needs either. Further, the open spaces and commercial spaces are ill placed. And finally, the already failing traffic flow and lack of parking will be even worse as a result of this development.

To get the Project back on track, we suggest the following:

The Project should better reflect the intended zoning

The Project is contrary to the vision of the Harrison Albany Corridor Strategic Plan. While the Strategic Plan and zoning envisioned new residential and related uses in the New York Streets area, its vision for the Back Streets is for affordable commercial and industrial space. The PDA designation with its increased height and FAR was meant to coordinate with the heights of the nearby medical neighborhood and facilitate Back Streets uses. PDA guidelines never were intended to be the standard for residential development in this area. The location of The Project is not suitable for the creation of a new residential neighborhood and the design does not fit in with the nearby residential neighborhood. As presently configured, The Project is too dense and too tall, overwhelming the neighborhood while introducing a completely incompatible and jarring aesthetic.

HAAR 01

HAAR 02

The Project should be physically reconfigured to fit in with the surrounding neighborhood.

If LMC persists with a residential project it must make significant changes. The project's design and configuration is very similar to the New York Streets, but lacks the location and amenities to compete with it. LMC is providing units of the same size and at the same price point in an already saturated and very competitive market. LMC claims its target population is graduate students who are already housed in the neighborhood, but we have serious doubts that such students will choose to live in the

HAAR 03

less affordable proposed housing.

Density

The Project is more than two and a half times denser than comparably sized residential areas in the neighborhood. The maximum number of units on a totally residential South End street is about 250. LMC is seeking to put in 700 units plus retail and commercial. East Brookline, the nearest residential street located parallel to The Project between Harrison Avenue and Albany Street accommodates a maximum of 174 units in 35 attached buildings. HAAR 04

Unit Affordability and Size

The project should be required to build all of the affordable housing on-site. Further, the South End needs more middle income housing. There is already a glut of high-end market rate studio and one-bedroom units. (70% of the rentals, 1,000 units, already approved or constructed in the NY Streets area are either one bedrooms or studios, and more are in the works.) There are not enough two and three bedroom units to satisfy a wide range of tenants – singles willing to share to save money, dual income couples or families, and empty nesters. Homeownership is also an important component. Homeowners provide stability that is needed in this area, which is surrounded by institutional uses. HAAR 05 HAAR 06

Transportation and Parking Issues need to be addressed

Transportation presents huge challenges in this area. Already, the Berkeley Street and Mass Ave. entrances to the Mass Pike and I 93 have traffic backups that are rated unacceptable. And these entrances will be further strained by other developments nearby including projects in the New York Streets, South Bay and Flower Market. In addition, the Silver Line, the project's closest transportation to downtown, is already strained and overcrowded during peak. Before this project (or any new project) is approved, LMC must work with the City to better accommodate the huge influx of new residents on our roads, highways and public transportation. A transportation plan is needed that demonstrates how increased demand for vehicle flows (including cycling), parking and public transit will be accommodated. Any new projects of this size create a significant impact that cannot be ignored. HAAR 07

Further, any spaces over and above the 205 currently on the property (which we assume can be handled under existing conditions) should be reserved for residents of The Project and other South End residents. Only about 25% of South End residents drive to work. As a consequence, they use their cars less thereby contributing less to traffic problems. In addition, as more residents move their cars indoors, on-street parking is freed up for retail customers. (This was a successful and profitably strategy at Washington Street projects such as Rollins Square, Wilkes Passage, and Gateway Terrace.) HAAR 08

Doing it right . . .

In the late 1990s The Project's architects, CBT, redesigned and reconfigured Rollins Square, a mixed income, award-winning project that was commended for its collaboration with the community. This is CBT's description of it on their website:

> Designed as a grouping of six-story buildings and four-story townhouses surrounding a central park, the complex fosters a sense of community while allowing for a range of diverse domestic environments varying in size from one-bedroom apartments to three-bedroom duplexes…
> The project's design is informed by the Victorian architectural traditions of the South End, as well as three existing row houses that were located on the site and integrated with the new construction. Because the project is broken down into a series of smaller parts, Rollins Square harmonizes with the existing cityscape without overwhelming it.

We can't express guidelines for The Project any better.

Very truly yours,

Washington Gateway Main Street Design Committee Chair
Sheila Grove
Harrison Albany Alliance
Natalie Truong, Abutter
Ken O'Donoghue, IAG Member, Abutter
Helaine Simmons, IAG Member

First Name	Last Name	Street Number	Street Name	Apartment Number
Hoang	Nguyen	700	Harrison	308
Jianhua	Tang	700	Harrison	302
Amitabh	Gautam	700	Harrison	511
Sarah	Chang	700	Harrison	210
Adm	Stern	700	Harrison	406
Paul	Cotto	700	Harrison	516
Tricia	Azzarello	85	East Brookline	#1
Geoffrey and Megan	Whitley	408	Harrison	408
Kenda	Kuncaitis	700	Harrison	306
Bryan	Guarnier	605	Harrison	
Emmanuelle	Nunes	3	East Brookline	
Heather	Burchler	700	Harrison	313
Russell	Hansen	735	Harrison	W403
Tachin	Chang	700	Harrison	113
Jack	Gantos	38	West Newton Street	
Jasun	Mahaffey	204	Harrison	204
Jen	Roy	735	Harrison	W403
Hi Wan	Chuek	700	Harrison	402
Heather	Williams	735	Harrison	402
Peter	Houston	85	East Brookline	1
Timothy	Lambe	700	Harrison	314
Pei	Tsai	612	Harrison	612
Jay	Japra	601	Albany	504
Eugene	Ho	700	Harrison	205
Rosa	Lopez	79	East Canton	6
Renee	Blocker	42	Harrison Archways	4208
Patrick	French	88	East Brookline	2
Kyle	Szary	412	Harrison	700
Henry	Hornblower	700	Harrison	109
Henry	Zeng	700	Harrison	311

Kit	Pyne	108	East Brookline	2
Juan Carlos	Ramirez-Tapia	700	Harrison	209
Alan	Artenstein	700	Harrison	307
Mary	Bertin	700	Harrison	212
enrique	mejia	700	Harrison	201
Deborah	Hull	72	East Dedham	3A
Jeffrey	Hull	72	East Dedham	3a
Rasha	Al-Aswad	700	Harrison	415
Amy	Hanzl	72	East Dedham	3b
John	Hanzl	72	East Dedham	3b
Brad	Busino	64	East Brookline	8
Michael	Robinson	700	Harrison	514
Lawrence	Zhao	700	Harrison	203
Helen	Fassil	700	Harrison	204
Max	Ehrsam	700	Harrison	412
Li Hong	Lei	700	Harrison	214
Michael	Jackson	64	East Brookline	3
Maura	FitzGerald	64	East Brookline	7
Stephanie	Shapiro Berkson	70	East Brookline	#3
Helaine	Simmonds	49	East Springfield St.	1
Allen	Carney	64	East Brookline	7
David	Meguerdichian	103	East Brookline	4
Karen	Chan	700	Harrison	411
Hong Lei	Li	700	Harrison	214

http://www.mysouthend.com/opinion/letters/news/200615/issues_regarding_the_leggat_mccall_harrison_albany_project

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Harrison Albany ltr 616 Final.docx
25K

HARRISON ALBANY ALLIANCE

HAAR 01 Harrison Albany Corridor Strategic Plan

The revised plan is generally consistent with the guidelines in the Harrison Albany Corridor Strategic Plan, including its height and FAR limitations. The residential use is an allowed use under a PDA. This, along with the Mayor's housing goals for 2030, was the basis for the decision to pursue a primarily residential development. The revised design provides more than the required open space, including a thoughtfully designed Pedestrian Green with activated retail edges that will be a benefit to the community. All street edges are being designed to the standards of the Harrison Albany Corridor Strategic Plan.

HAAR 02 Height, Density and Design

The revised plan differentiates the massing at the street edge to provide a pedestrian experience that feels diverse and appropriate in scale. Additionally, the new buildings include a setback at the amenity level and provide significant setbacks at the lower levels. The revised design responds to the existing context through scale and materiality at the lower levels, and using lighter materials that fade away as the buildings rise above the historic fabric.

Please see Sections 9.2.1 and 9.2.4 for more information regarding the height, density and design.

HAAR 03 Unit Types and Price

Please see Section 9.2.2 regarding the unit mix.

HAAR 04 Density

The Project program has been determined through extensive analysis, and includes a number of units based on what is economically viable. As noted in Section 9.2.1, the FAR allowed on the site is 6.5, while the Project proposes an FAR of only approximately 5.34, 17% below is the maximum allowed under a PDA.

HAAR 05 Unit Types and Affordability

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

The proposed unit mix includes units as identified to be in demand based on extensive market analysis, and there is a limited demand for larger units in new buildings.

HAAR 06 Homeownership

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

HAAR 07 Transportation Plan

The transportation study contained in the Expanded PNF and this DPIR adhere to the BTD Transportation Access Plan Guidelines and BRA Article 80 Large Project Review process. This study included an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, loading operations, transit services, and pedestrian activity.

HAAR 08 Parking

Please see Section 3.6 and 9.2.5.7 regarding parking.

Washington Gateway
main street

Boston Main Streets
Martin J. Walsh
Mayor of Boston

Boston Main Streets Foundation

July 8, 2016

Re: Leggat McCall Harrison Albany Project

Leggat McCall Properties (LMC), Boston Redevelopment Authority, and the South End Community share the common desire for the Harrison-Albany project (The Project) to be successful. Success lies in integrating the project into the South End both through design and matching the needs of the community.

The area should remain a Back Street.

First and foremost, The Project is contrary to the vision of the Harrison Albany Corridor Strategic Plan. Its location at the intersection of the two highways serving Boston, I93 and I90, as well as its proximity to the airport, make it ideally suited for Back Streets businesses (those businesses serving other businesses.) This is why the Strategic Plan and zoning designated this area for affordable commercial and industrial space. Residential and Back Street uses that frequently operate during the night and early morning hours and involve noisy machinery as well trucking, do not easily mix, so allowing residential at this site endangers future and existing commercial uses in this area. WGR2 01

Great cities are the HUB of business activities, a major source of jobs. If we lose our Back Street businesses, our economy will suffer. Before we consider residential development for this area, it should be demonstrated that the area is not suitable for commercial/industrial uses and/or sufficient other areas in downtown Boston equally suitable for these uses have been set aside to accommodate them.

Residential concept and design

However, if LMC is allowed to proceed with residential on the site, there are several issues with the concept and design of this project that need to be addressed:

Project does not comply at all with the zoning for the area and the proposed height and density for the residential use being put forth do not fit with the surrounding neighborhood. The unit-size, type and affordability do not fulfill the community's needs

46 Waltham Street, 304A
Boston, MA 02118
617-542-1234 wgms.director@gmail.com

either. Further, the open spaces and commercial spaces are ill placed. In addition, the already failing traffic flow and lack of parking will be even worse as a result of this development.

To get the Project back on track, we suggest the following:

The Project should better reflect the intended zoning WGR2 02

The PDA designation with its increased height and FAR was meant to coordinate with the heights of the nearby medical neighborhood and facilitate Back Streets uses. PDA guidelines never were intended to be the standard for residential development in this area. The location of The Project is not suitable for the creation of a new residential neighborhood and the design does not fit in with the nearby residential neighborhood.

The Project should be physically reconfigured to fit in with the surrounding neighborhood. WGR2 03

If LMC is permitted to persist with a residential project it must still make significant changes to the current plan. As presently configured, The Project is too dense and too tall, overwhelming the neighborhood while introducing a completely incompatible and jarring aesthetic. The project's design and configuration is very similar to the New York Streets, but lacks the location and amenities to compete with it. LMC is providing units of the same size and at the same price point in an already saturated and very competitive market. LMC claims its target population is graduate students who are already housed in the neighborhood, but we have serious doubts that such students will choose to live in the expensive proposed housing.

Density

The Project is more than two and a half times denser than comparably sized residential areas in the neighborhood. The maximum number of units on a totally residential South End street is about 250. LMC is seeking to put in 700 units plus retail and commercial. East Brookline, the nearest residential street located parallel to The Project between Harrison Avenue and Albany Street accommodates a maximum of 174 units in 35 attached buildings.

Unit Affordability and Size

Washington Gateway
main street

The project should be required to build all of the affordable housing on-site. Further, the South End needs more middle income housing. There is already a glut of high-end market rate studio and one-bedroom units. (70% of the rentals, 1,000 units, already approved or constructed in the NY Streets area are either one bedrooms or studios, and more are in the works.) There are not enough two and three bedroom units to satisfy a wide range of tenants – singles willing to share to save money, dual income couples or families, and empty nesters. Homeownership is also an important component. Homeowners provide stability that is needed in this area, which is surrounded by institutional uses. WGR2 04

Transportation and Parking Issues need to be addressed

Transportation presents huge challenges in this area. Already, the Berkeley Street and Mass Ave. entrances to the Mass Pike and I 93 have traffic backups that are rated unacceptable. And these entrances will be further strained by other developments nearby including projects in the New York Streets, South Bay and Flower Market. In addition, the Silver Line, the project's closest transportation to downtown, is already strained and overcrowded during peak. Before this project (or any new project) is approved, LMC must work with the City to better accommodate the huge influx of new residents on our roads, highways and public transportation. A transportation plan is needed that demonstrates how increased demand for vehicle flows (including cycling), parking and public transit will be accommodated. Any new projects of this size create a significant impact that cannot be ignored. WGR2 05

Further, any spaces over and above the 205 currently on the property (which we assume can be handled under existing conditions) should be reserved for residents of The Project and other South End residents. Only about 25% of South End residents drive to work. As a consequence, they use their cars less thereby contributing less to traffic problems. In addition, as more residents move their cars indoors, on-street parking is freed up for retail customers. (This was a successful and profitably strategy at Washington Street projects such as Rollins Square, Wilkes Passage, and Gateway Terrace.) WGR2 06

Doing it right . . .

46 Waltham Street, 304A
Boston, MA 02118
617-542-1234 wgms.director@gmail.com

Washington Gateway
main street

In the late 1990s The Project's architects, CBT, redesigned and reconfigured Rollins Square, a mixed income, award-winning project that was commended for its collaboration with the community. This is CBT's description of it on their website:

Designed as a grouping of six-story buildings and four-story townhouses surrounding a central park, the complex fosters a sense of community while allowing for a range of diverse domestic environments varying in size from one-bedroom apartments to three-bedroom duplexes…
The project's design is informed by the Victorian architectural traditions of the South End, as well as three existing row houses that were located on the site and integrated with the new construction. Because the project is broken down into a series of smaller parts, Rollins Square harmonizes with the existing cityscape without overwhelming it.

We can't express the desired approach to The Project any better.

Very truly yours,

Sheila Grove
Design Review Committee Chair

46 Waltham Street, 304A
Boston, MA 02118
617-542-1234 wgms.director@gmail.com

WGR2 01 Back Streets/Harrison Albany Corridor Plan

The revised plan is generally consistent with the guidelines in the Harrison Albany Corridor Strategic Plan, including its height and FAR limitations. The residential use is an allowed use under a PDA. This, along with the Mayor's housing goals for 2030, was the basis for the decision to pursue a primarily residential development. The revised design provides more than the required open space, including a thoughtfully designed Pedestrian Green with activated retail edges that will be a benefit to the community. All street edges are being designed to the standards of the Harrison Albany Corridor Strategic Plan.

WGR2 02 Intended Zoning

As described in detail in Section 9.2.1, the Project complies with dimensional, density, and other limitations and requirements applicable to a project in a PDA.

WGR2 03 Surrounding Neighborhood/Density

The revised plan differentiates the massing at the street edge to provide a pedestrian experience that feels diverse and appropriate in scale. Additionally, the new buildings include a setback at the amenity level and provide significant setbacks at the lower levels. The revised design responds to the existing context through scale and materiality at the lower levels, and using lighter materials that fade away as the buildings rise above the historic fabric.

As noted in Section 9.2.1, the FAR allowed on the site is 6.5, while the Project proposed an FAR of only 5.34.

WGR2 04 Affordable Units/ mix of unit sizes/condominiums

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

The Proposed unit mix includes units as identified to be in demand based on extensive market analysis, and there is a limited demand for larger units in new buildings.

WGR2 05 Transportation Plan

The transportation study contained in the Expanded PNF and this DPIR adhere to the BTD Transportation Access Plan Guidelines and BRA Article 80 Large Project Review process. This study included an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, loading operations, transit services, and pedestrian activity.

WGR2 06 Parking

Please see Section 9.2.5.7 regarding parking.

49 East Springfield Street
Boston, MA 02118

April 22, 2016

Casey A. Hines
Senior Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Re: Opposed to Harrison Albany Block

Dear Casey,

Ink Block is bad enough! And the Flower Exchange development is looming up. Why do we need another huge project designed to end the South End as I, at least, know it? Why isn't it possible to build a human-scale development with practical uses? No matter what, the Lawrence model homes on East Canton St. and the remaining building on East Dedham will be overwhelmed. And, if there is a mix of people—races, ages, etc.—at Harrison Albany, I will be very surprised. Should I start packing? AB 01

Sincerely,

Alison Barnet

ALISON BARNET

AB 01 **Opposes project**

Comments noted.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Jun 23, 2016 at 4:03 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1077

Form inserted: 6/23/2016 4:03:32 PM

Form updated: 6/23/2016 4:03:32 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Heather

Last Name: Buechler

Organization:

Email: msheatherb@comcast.net

Street Address: 700 Harrison Ave

Address Line 2:

City: Boston

State: MA

Phone: (617) 388-4576

Zip: 02118

Comments: The south end is zoned for buildings to be no more than seven stories high. This construction will overwhelm the south end and as community members we prefer owner occupied units versus rentals **HB 01** **HB 02**

PMContact: Casey.A.Hines@Boston.gov

HEATHER BUECHLER

HB 01 Height

Please see Section 9.2.1 regarding the Project's height.

HB 02 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Jun 22, 2016 at 1:58 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1073

Form inserted: 6/22/2016 1:58:08 PM

Form updated: 6/22/2016 1:58:08 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Andrew

Last Name: Burnes

Organization: HallKeen Management Inc.

Email: aburnes@hallkeen.com

Street Address: 1400 Providence Highway

Address Line 2:

City: Norwood

State: MA

Phone: (617) 759-1701

Zip: 02062

Comments: I am the Managing General Partner of the East Canton Street Apartments, directly across the street from the proposed development. We are one of the abutting properties that will be most impacted by the proposed development. Most significantly, we are very concerned about the density (and the multiple impacts there from) and the construction impacts. The proposed development is out of scale with the other side of East Canton and we have many concerns about the material submitted in the PNF. I will submit additional comments after we have had our consultants thoroughly review the proposal. **AN 01** **AN 02**

PMContact: Casey.A.Hines@Boston.gov

ANDREW BURNES

AN 01 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

AN 02 Density

Please see Section 9.2.1.

Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Fri, Jul 8, 2016 at 4:10 PM
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1102

Form inserted: 7/8/2016 4:10:13 PM

Form updated: 7/8/2016 4:10:13 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Jennifer

Last Name: Watson

Organization:

Email: jenniferwatson906@gmail.com

Street Address: 64 E. Brookline St. #4

Address Line 2:

City: Boston

State: MA

Phone: (617) 943-2307

Zip: 02118

Comments: We are writing as a group of residents and owners at 64 E. Brookline Street to comment on recent revisions to the proposed Harrison Albany Block project. While we appreciate the willingness of the developer to engage in a dialogue with the community and the attempt to modify the project in response, the proposed changes do not in any substantial way mitigate the serious concerns we submitted during the prior comment period in our April 28, 2016 letter, namely: the overall volume of the project and related massing, light and shadow impacts; traffic and parking impacts; the transient resident population of the buildings; and construction impacts. The project remains, as we stated in our April comments, too much square footage, too many people and too many vehicles on too small a site. Bradley Busino and Michael Rush Allen Carney and Maura FitzGerald Mike Elder Jennifer Watson and David Stone **BR 01** **BR 02** **BR 03** **BR 04** **BR 05**

PMContact: Raul.Duverge@Boston.gov

64 East Brookline Street, Boston, MA 02118

April 28, 2016

Re: Public comment regarding the "Harrison Albany Block" proposal

As a group of residents and owners at 64 East Brookline Street, we write to express substantial concern about overall impacts of the "Harrison Albany Block" project as currently proposed by Proponent Leggat McCall, while also recording support for a couple of specific items we see as positives. We are among the project's nearest and mostly directly affected residents, but believe the issues we raise here are shared widely across our neighborhood, based on what's been said at the Boston Redevelopment Authority's two public meetings and our own conversations with abutters and neighbors.

The sheer magnitude of the proposed project—upward of three quarters of a million square feet, with 710 residential units, including a structure of 19-stories, and a 745 space parking garage, all concentrated on a single block—represents something wholly new to our part of the city. We think it's too much square footage, too many people and too many vehicles placed onto too small a site. We're concerned not only for this specific proposal's effects but because we believe whatever is approved for the site may set precedent for development on other similar parcels in this part of the South End—in other words, decisions made with respect to this project will have a multiplier effect around our neighborhood. We would like to see the overall volume of the proposed project decreased.

Our specific concerns and comments:

- *Traffic impacts.* As both drivers and T users, we seriously doubt the ability of existing local transportation infrastructure, especially Harrison Avenue and the Silver Line, to accommodate all this project's new vehicles and commuters, let alone those generated by other projects already underway or on the way. In that context, we need neighborhood-wide transportations solutions, not a piecemeal approach. As residents of East Brookline Street, we are also specifically concerned that that ingress/egress to the project's (very large) garage be designed so as to minimize motorists' temptation to use the private alley that abuts our building and other existing low volume cross-block connectors as time-saving cut-throughs, which would be unsafe for the many pedestrians who now use them and disruptive.
    - In this latter context, we view as a positive the Proponent's proposal to locate their Service Road at the Albany Street end of the parcel, designed such that vehicles may enter or exit their garage from either East Canton or East Dedham streets (meaning less reason to circle one way streets or cut through alleys in order to achieve the desired direction of travel).

- *Massing and light and shadow*. The absolute and relative heights of the two principal structures, Buildings A and B, and their setbacks and exact locations on the site matter greatly to us, in that our building and outdoor spaces and garden, and the City of Boston community garden that abuts us, receive much of their sun and light from the direction of the project, as do our immediate neighbors. We find the PNF unpersuasive as to impacts on ambient light levels on East Canton Street and call for greater analysis in this regard.
    - While we believe that the proposed 19-story height for Building A is excessive, we do support the Proponents' decision to locate the bulk of the project's height and square footage at the Albany Street end of the parcel (where its shadow and light impact appears to affect the fewest possible abutters). We would not favor design revisions that shift mass/height off of Building A and onto Building B.

- *A transient population.* The proposal is largely for studio and one-bedroom rental units, a formula that caters to transient and student populations rather than those who would put down roots in our neighborhood so as to start a family and/or own a home. We advocate for a greater share of larger units suitable to families and/or owner occupied units (condominiums), so as to maintain and enhance a sense of community.

- *Construction impacts.* The Proponents describe a timeline that anticipates five years of construction a few hundred feet from us. In that context, it would be critically important that the Boston Redevelopment Authority insist upon stringent mitigation measures, including limits on the hours, days and nature of work, truck traffic and noise and dust, worker parking and rodent control, as well as safeguarding against damage to neighboring structures.

- *On-street parking.* Our corner of the South End has a very high proportion of metered spaces, meaning tenants of the envisioned 700+ new units who have cars but cannot or will not pay hundreds of dollars a month for garaged parking will overtax the constricted supply of resident-only spaces.

We seek that whatever development may be approved to be built on this site acknowledge and honor how our corner of the South End is already a vibrant neighborhood, one that residents like us have chosen and value in large part precisely because it is so eclectic. We, for example, live in a converted factory, on a street that features many classic South End style brick residences but is also home to a parking garage and offices for Boston Medical Center, with everything from Franklin Square, to Cathedral Homes, to recent (comparatively small scale) construction like 700 Harrison around the corner or down the street.

By sharp contrast with Ink Block and The Troy, which were built in a void, this proposal would overpower existing low density residential streets on which a 70-foot height and an FAR of 4 might be more traditionally appropriate. Our neighborhood would be much the worse were the Harrison Albany Block to transform into over-sized, anonymous edifices out of touch with the special fabric and life of our part of this city.

Thank you.

/s/

Bradley Busino and Michael Rush
Allen Carney and Maura FitzGerald
Mike Elder
Jennifer Watson and David Stone

BRADLEY BUSINO, MICHAEL RUSH, ALLEN CARNEY, MAURA FITZGERALD, MIKE ELDER, JENNIFER WATSON AND DAVID STONE

BR 01 Density and Massing

Please see Section 9.2.1 regarding the massing and density.

BR 02 Light and Shadow Impacts

Please see Sections 4.2 and 4.3 regarding shadow impacts and daylight impacts.

BR 03 Traffic and Parking Impacts

Please see Sections 9.2.5 regarding traffic impacts and parking.

BR 04 Transient Population

The proposed unit mix has been identified through extensive market research, and the Proponent has found a lower level of demand for large rental units. Due to the capital structure of the ownership, for sale condominiums are not an option at this time. The buildings could, however, be converted to condominiums at a future date.

BR 05 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Fri, Jul 8, 2016 at 8:26 PM
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1103

Form inserted: 7/8/2016 8:26:12 PM

Form updated: 7/8/2016 8:26:13 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Joe

Last Name: Byrne

Organization: Carpenters Union

Email: jbyrne@nercc.org

Street Address: 322 West 4th St

Address Line 2: unit 3

City: South Boston

State: MA

Phone: (617) 259-4812

Zip: 02127

Comments: On behalf of the Boston Carpenters Local 33 I would like to speak in favor of the Harrison/Albany Street Project. I personally attended many community meetings and I do believe the developer has modified the project in order to reflect what the neighborhood has asked of them. It will create jobs for our 10,000 members in Boston by replacing a parking lot with much needed housing including some affordable units. The area is also in dire need of some new retail and restaurant space as it many blocks away from 'Restaurant Row' on Tremont Street. For these reasons I sincerely ask the board to approve this project. Thank you for your consideration, Joe Byrne Business Representative Carpenters Local 33 617-259-4812 **JB 01** **JB 02**

PMContact: Raul.Duverge@Boston.gov

JOE BYRNE

JB 01 Support

Comment noted.

JB 02 Retail and Restaurant

The Project includes four retail spaces along East Dedham Street.

Raul Duverge <raul.duverge@boston.gov>

Harrison Albany Block comment

1 message

Karen Chan <karenfpchan@msn.com> Fri, Jul 8, 2016 at 2:51 AM
To: "Raul.Duverge@Boston.gov" <raul.duverge@boston.gov>

Mr. Duverge,

This project is an overdeveloped plan for this area and it is not benefit to our neighbors in South End. **KCR 01**

People need to have more a low to moderate and also an affordable housing to live. **KCR 02**
People need to have more causal restaurants and shop nearby. **KCR 03**
But now there are more over millions dollar new condos and higher class restaurants in here.

Moreover, homeowners are more stable and responsible person than renters. **KCR 04**

I like to live in South End as there are lot of parks and gardens, small street and small attractive condos that I can enjoy to walk by, it makes this place more peaceful and livable.
The condos size and style in South End are matching Back Bay area but not like their expensive price. Here is all low block buildings and not like large and tall commercial building in Copley place.

When I came to Boston, it is truly an old city. The old Fenway Park, old subway, old library, old Boston Common, old universities, old Back Bay, and old South End. Here when we celebrate Independent Day few days ago and that what makes Boston so special. And the background of South End is part of the history and we are too. Not this high density project building in this spot. Do not want to have a new tall next to 700 Harrison and if the building I live will be wrapped around by the tall buildings in future. **KCR 05**

I do have a special feeling in the July 4th this year. If Gambro building will be added two more stories on top, then I will not able to see the firework from my window. The new addition on top of Gambro will definitely block me to see the view of Downtown through my unit window. The Gambro building is for commercial use but this space I am living is where I can enjoy the incredible view with large window in every moment. So that I am concerning there no more story to be added on Gambro. **KCR 06**

This project size of 700+ newcomers that is not suitable to fit into this narrow street at this one block. That will bring more cars pass through both one way street on E. Canton and E. Dedham. I drive to enter into E. Dedham on Harrison all the times, that is the parking lot exit of police station. A few time the police cars drove out of exit from their parking lot too fast and almost hit my car. There also a dangerous spot when driving left turn out of E. Canton to Harrison, I saw a car hit accident at night in this intersection. And cars will block traffic when left turn to E. Brookline on Harrison at traffic light with bus stop at same location and school bus stopping in this area. **KCR 07** **KCR 08** **KCR 09**
The new building will increase traffic jam. Within a few blocks, there a few daycare centers, it is not safe for small children with traffic. **KCR 10**

Even though 11-story is still taller than any others condos around. It is also not enough resident parking all year long especially in snow season and street cleaning.
I had a bad experience in a snow day on street parking. My car had a problem to start a few times. The tow truck could not tow my car away to a repair shop as the street not wide enough with the snow and so did not have enough space to tow my car on E. Canton. At that time it was only one car could drive through on E. Canton. I had to wait a few days someone drove away their car to empty spaces in front of my car and across the street of my car at the same time. And while I waited for a tow truck, I had to be sure no more cars to be allowed to park near my car in a freezing weather.
I do not know how and where to get resident parking with this crowed street in future. **KCR 11**

I want to thank you the project manager Raul Duverge in BRA. You are doing the job to put together the feedback for the community in the meeting on June 23. And also thank you the office of City to held the public meetings.

Thank you for your attention,
Karen Chan
Homeowner of 700 Harrison Ave

KAREN CHAN

KCR 01 Density

Please see Sections 9.2.1 regarding the Project's conformance with the dimensions allowed for a project in a PDA.

KCR 02 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

KCR 03 Casual Restaurants and Shops

The Project includes four retail spaces on East Dedham Street.

KCR 04 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

KCR 05 Height

Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA.

KCR 06 Gambro Building Height

Under South End zoning, the maximum allowed height for a project in a PDA is 70 feet for a distance of 100 feet back from Harrison Avenue. Many comments from the community on the prior design proposal suggested shifting some of the height from the taller building and re-distributing it on top of the existing buildings on the site. The Gambro Building and 575 Albany Street are now proposed to include additional space in order to provide a feasible Project while lowering the height of the previously proposed 200 foot building. The Gambro Building is currently under a long term lease and will not be re-built for several years.

KCR 07 Traffic on East Canton and East Dedham

Please see Sections 9.2.5.3 regarding traffic impacts.

KCR 08 **Traffic at East Canton and Harrison Intersection**

Please see Sections 9.2.5.2.

KCR.09 **Traffic at East Brookline and Harrison Intersection.**

Please see Sections 9.2.5.2.

KCR 10 **Traffic**

Please see Sections 9.2.5.3 regarding traffic impacts.

KCR 11 **Parking**

Please see Section 9.2.5.7 regarding parking.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Jun 21, 2016 at 11:15 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1069

Form inserted: 6/21/2016 11:15:05 AM

Form updated: 6/21/2016 11:15:05 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Sarah

Last Name: Chang

Organization:

Email: sockpuppettes@yahoo.com

Street Address: 700 Harrison Ave

Address Line 2:

City: Boston

State: MA

Phone: (508) 331-8203

Zip: 02118

Comments: The current zoning of the Harrison Albany project space is 7 stories. Building three 11 story towers overwhelms this neighborhood and creates an overcrowded and dense population. The Harrison Albany project spans 3 acres with 691 units, while the Ink Block project spans 6 acres with 475 units. That's a lot of people you are moving into the area! This project should harmonize with the existing cityscape without overwhelming the nearby residents, current open space, facilities, and need for parking. Also, PLEASE DO NOT RIP UP THE BEAUTIFUL TREES on E. CANTON They are they most beautiful strip of street in the South End. What a shame to remove the canopy of mature trees. **SCH 01** **SCH 02**

PMContact: Casey.A.Hines@Boston.gov

SARAH CHANG

SCH 01 Density

Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA.

SCH 02 Existing Trees

The Proponent intends to investigate the potential to preserve the trees along East Canton Street, though anticipates it will not be possible given their proximity to the proposed buildings. The Proponent will engage an arborist to identify whether this is possible. If this proves impossible, the Proponent will seek to plant new trees that are as mature as feasible and as approved by the City of Boston.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Jun 30, 2016 at 9:06 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1086

Form inserted: 6/30/2016 9:05:55 PM

Form updated: 6/30/2016 9:05:55 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Toni

Last Name: Elka

Organization: Future Chefs

Email: toni@futurechefs.net

Street Address: 560 Albany Street

Address Line 2:

City: Boston

State: MA

Phone: (617) 451-3883

Zip: 02118

Comments: Dear BRA, I am writing in my role as the Executive Director of Future Chefs. Future Chefs is pursuing an opportunity to be an anchor community program in one of the buildings. Despite our interest in securing space I believe that the project is good for the city and the community for the following reasons: There is an opportunity for affordable artist housing and new cultural space, it will create a lively street culture though retail and restaurant use where there is currently a parking lot and it will also provide much needed rental housing in an area where professionals can live and work, hopefully mitigating traffic coming into and out of the community during rush hours. I've sat in on all of the meetings and feel that the developers are responding to the community concerns in a respectful and considerate way, especially given the emotion of some long term residents who are grieving changes that seem inevitable. I've witnessed mutual respect in the conversations and cooperative review process. The developers came down on the height of one of the tall buildings in response to the community concern (although some people thought the original design was more interesting at the skyline) and are almost doubling the 20% requirement for open space. They are proposing improvements to the street design internal to the development and have added family sized units in response to the community residents' request. I do hope that the developers will continue to demonstrate respect towards those who will be inconvenienced by the construction, perhaps by maintaining a transparent process for vetting the inevitable issues that will arise, maybe by setting up ombudsperson for processing complaints. I also hope that the residents continue to stay engaged as thought partners who are empowered to help the project move ahead with integrity. Finally, I hope to see some community gardening :) and/or a community greenhouse on one of the roofs... **TE 01** **TE 02**

PMContact: Casey.A.Hines@Boston.gov

TONI ELKA, FUTURE CHEFS

TE 01 Support

Comments noted.

TE 02 Community Gardening on Roof

The Project team will consider this recommendation once detailed outdoor space plans commence.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Jun 28, 2016 at 9:37 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1083

Form inserted: 6/28/2016 9:37:21 PM

Form updated: 6/28/2016 9:37:21 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Brian

Last Name: Halley

Organization:

Email: Brian.halley@gmail.com

Street Address: 2 Worcester Square

Address Line 2:

City: Boston

State: MA

Phone: (617) 287-5610

Zip: 02118

Comments: I oppose this project as a nearby South End resident due to the developer's refusal to put all affordable units on site. We value diversity in this neighborhood, and we are struggling under the weight of over-priced housing. The BRA should not be letting developers like this one opt out of this requirement by paying into a fund. A development of this massive scale should include ample affordable housing - certainly 20% as required, at a bare minimum. **BH 01**

PMContact: Casey.A.Hines@Boston.gov

BRIAN HALLEY

BH 01 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Jul 7, 2016 at 2:12 PM
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1096

Form inserted: 7/7/2016 2:12:40 PM

Form updated: 7/7/2016 2:12:40 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Amy

Last Name: Hanzl

Organization:

Email: home.hanzl@gmail.com

Street Address: 72 East Dedham St

Address Line 2: 3B

City: Boston

State: MA

Phone: (617) 571-7275

Zip: 02118

Comments: I was happy to see that the developer reduced the height of the building exceeding 120' but still feel that the density of this project is too large for the neighborhood. This size and scope worked in areas like the NY Streets / Ink Block that were totally undeveloped but something this large changes the character of the neighborhood and brings in way too many people and cars for the neighborhood to be able to support it. Especially knowing that the Flower Market and the parking lot across the street will eventually be developed. In regards to specifics: - this building should not be allowed to get resident parking permits (like the Alteir). There are not enough parking spots for residents as is and as rental units, people will not want to pay on top of the already high market rate rentals for parking. They will be using the parking for others not those living in the building or at least not a lot of them. -the design is pretty uninspired. They should have varying heights to the buildings and varying set backs. What they are proposing is pretty much two duplicate buildings that do not lend to the character of the neighborhood. East Canton will have a residential feel while they are proposing all the retail and entrances on East Dedham. If they put some retail on East Canton and some ground floor access units on East Dedham, it would help blend the streets instead of separating them. -The developer keeps saying that they have to do rentals but does the BRA have to approve this just because this is all they can do? If they were able to do partial condos then maybe they could get more money for them and not have to build as many units. People who purchase homes have greater ties to the neighborhood and are more likely to purchase parking spaces as well which would help with the street parking situation. These are my main concerns with the development - the most being the amount of people that will be brought into the neighborhood. This is also setting precedent for what is going to be developed around it and if they get approved to bring in over 600 units then the other developments will push for that as well. How can you bring in over 1,500-2,000 people on one street in a part of Boston which people consider a neighborhood. This is not the Seaport or downtown but looks like it is going to become that and may cause many long time residents to want to leave the area.

AH 01 AH 02 AH 03 AH 04 AH 05

AMY HANZL

AH 01 Density

Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA.

AH 02 Parking Permits

Please see Sections 9.2.5.7 regarding resident permit parking.

AH 03 Heights and Setbacks

Please see Sections 9.2.4 regarding the design.

AH 04 Ground Floor Uses

The Proponent would like to preserve East Canton Street's quiet, leafy, residential atmosphere and feels that a retail use would diminish the beautiful street. The design reflects the nature of the brick lodging buildings, which are already successful in place making, and enhances the street by responding to the rhythm and material of the context.

Please see Section 9.2.4 for more details regarding the design.

AH 05 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Fri, Jul 8, 2016 at 11:49 AM
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1101

Form inserted: 7/8/2016 11:48:52 AM

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Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: John

Last Name: Hanzl

Organization:

Email: jhanzl65@gmail.com

Street Address: 72 East Dedham St

Address Line 2: #3B

City: Boston

State: MA

Phone: (617) 901-7424

Zip: 02118

Comments: This development project is a critical one for the South End, not only because of the enormous scale and scope of the project, but because it will set the tone and aesthetic for what will be developed in the future in this area. The eventual development of the equally large parking lot on the other side of East Dedham Street will look to this project for design queues and precedence – as will what happens to the Flower Market property on the other side of Albany. Therefore, it is my strong desire to see this project establish a unity and design integration with the existing neighborhood. Not the least because I am one of only four people who currently reside on East Dedham Street, and who will be directly impacted by the project and the path it establishes into the future. With regards to specifics pertaining to this project, the following are my comments: - I like that the developer has taken into consideration the community feedback, and like several aspects of the second pass of the design. I like the addition of height of the Gambro building as that will work well with the neighboring buildings on Harrison Ave. However, I would like to see more massing along the Albany St end with more tapering of mass along the E Dedham / E Canton "corridor". Taken to the ultimate extreme – I'd love to see extreme height right at Albany St (think Millennium Tower) with the rest of the block a mix of open space and residential units more in line with the massing of East Canton St. - The existing design of Building A and Building B places the gentler setbacks and greenspace views all along E Canton while presenting a solid wall of building all along E Dedham. I would propose to rotate the design of the building (I think B?) closer to Harrison 180 degrees to present the opening of the greenspace to E Dedham St. - The overall design of these two buildings should have more of a stepping back / balconies / angles as height increases to ease the sense of mass from the street level on both E Dedham and E Canton. Thank you. **JHR 01** **JHR 02** **JHR 03** **JHR 04**

PMContact: Raul.Duverge@Boston.gov

JOHN HANZL

JHR 01 Design Integration

Please see Sections 9.2.4 regarding the design.

JHR 02 Massing

Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA.

JHR 03 Rotate Design

Rotating one of the buildings was considered, but the consensus was that both courtyards needed to face south to minimize shadow impacts and maximize light and air on the surrounding context. The Project team also feels strongly that East Canton Street is successful already, and can be improved through massing, rhythm, and materiality while East Dedham Street provides an opportunity to create a new sense of place with a more contemporary attitude.

JHR 04 Stepping Back, Balconies and Angles

The revised design reflects the provision of setbacks and balconies where appropriate in order to ease the impacts of the massing above.

Please see Section 9.2.4 for more details about the design.

Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Fri, Jul 8, 2016 at 11:45 AM
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1100

Form inserted: 7/8/2016 11:45:23 AM

Form updated: 7/8/2016 11:45:23 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Deborah and Jeff

Last Name: Hull

Organization:

Email: dkhull5@gmail.com

Street Address: 72 East Dedham Street

Address Line 2: 3A

City: Boston

State: MA

Phone: (617) 285-6509

Zip: 02118

Comments: Please accept our comments regarding the Harrison Albany Block Proposal. My husband Jeff and I live at 72 East Dedham Street on the 3rd floor in the front of the building, directly across from the proposed park and driveway that would become Andrews Street. We are abutters. We have lived in the South End since 1978 and on East Dedham Street since 1996. We raised 3 children here who attended the Boston Public Schools. We attended the IAG meeting on June 8, 2016. Thank you for this opportunity and we look forward to working with the BRA to reach a satisfactory situation that will suit our street. Our Comments on the Harrison Albany Block Proposal There is still not enough change. Lower is good but the revision is not low enough. 7 stories like on East Canton Street is best. More affordable housing is **DH 01**
needed in the formula. Find a way. There should be 20% affordable housing instead of the 10% onsite, 10% offsite **DH 02**
formula. The South End needs to remain a varied income neighborhood. Young people of lower to mid income who wish
to live in Boston in the South End are unable to afford the market rate units being built. Also, condos need to be included **DH 03**
in the project, one of the buildings. Convince the investors that it is what is needed. East Dedham needs to be similar to **DH 04**
East Canton in terms of setback and the green courtyards. The inclusion of 2 bedroom units and 3 bedroom units is a **DH 05**
must. I would like to see some of the commercial tenants be a daycare center, services such as dry cleaner, tailor, **DH 06**
barbershop, shoe repair instead of only cafes, restaurants, and boutiques. A gallery or performance space or recording
studio would be a good option at 575 Albany Street. As a long time resident of East Dedham Street, a direct abutter, I **DH 07**
am very worried about my family's quality of life during and after construction. Traffic and congestion is a major concern moving so many people into the neighborhood. I am concerned about the safety and integrity of our building during the 5-8 years of this 2-3 phase construction plan and want the BRA and other officials to assist us and other abutters to enforce that Leggat McCall Properties and the construction company are respectful to our needs and concerns. This colonization of Harrison Albany Block, in pioneer terms, if it is to activate this block as Leggatt McCall wishes to do, needs to be more of a settlement as opposed to an invasion. In summary the project is an overload, too tall too dense

too much traffic

DH 08

PMContact: Raul.Duverge@Boston.gov

DEBORAH AND JEFF HULL

DH 01 Height on East Canton Street

With the significant setbacks of the buildings at the upper floors, along with the focused attention to detail and materiality of the buildings' facades at the lower floors, the design focuses attention to the pedestrian experience while the impact of the building mass at the upper floors is lighter and subtler, diminishing its presence on the street.

Please see Section 9.2.4 for more details about the design.

DH 02 Affordable Housing

Please see Section 9.2.1 regarding affordable housing. The Proponent will comply with the requirements as described in Section 9.2.1, and will provide affordable units in a manner that ensures the economic viability of the Project.

DH 03 Condominiums

The concept of including home ownership in the mix of unit types has been raised at numerous public meetings. As previously discussed, the capital source for the Project (union pension funds) cannot be used to develop condominiums. In the future, it is possible that portions of the Project could be converted to condominiums.

DH 04 Setback and Courtyards

The design of East Dedham Street has been advanced to include 10 foot setbacks from the street at varying heights on both Buildings A and B. The setbacks provide a more pedestrian scale, while the varying heights create some diversity in the building facades further minimizing the wall effect along East Dedham Street.

Please see Section 9.2.4 for more details about the design.

DH 05 Unit Types

Please see Section 9.2.2 regarding the unit mix.

DH 06 Commercial Tenants

Commercial retail tenants have not yet been identified, though the suggestions will be taken into account when the Proponent begins the marketing process.

DH 07 Construction Impacts

Please see Sections 4.11 and 9.2.6 regarding the CMP and construction-related mitigation.

DH 08 Traffic

Please see Sections 9.2.5.3 regarding traffic impacts.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Jun 22, 2016 at 7:25 PM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1074

Form inserted: 6/22/2016 7:25:38 PM

Form updated: 6/22/2016 7:25:38 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Alvin

Last Name: Lee

Organization: Tidewater Research

Email: Polynices3050@yahoo.com

Street Address: 700 Harrison Ave, #210

Address Line 2:

City: Boston

State: MA

Phone: (617) 826-9884

Zip: 02118

Comments: As is, the current zoning for the Albany Harrison block is regulated at 7 stories--which is appropriate for what the residential area could bear. Reducing the total unit count by a few units in the project does not change the overall impact of the increase in population density that comes with the new proposed 11 story buildings. Despite a revision, the new proposal is less interesting than the original proposal and the developers haven't address what mitigating effects they will employ to reduce the impact of road traffic and pollution the project will draw into the area. The meager reduction in the total number of units is not sufficient enough to offset the negative impacts a project of its caliber would cause in the area. The increased retail space is a nice change in place of the open space on the corner of Harrison Ave and East Dedham St. Given that residential street parking is more limited now due to the addition of new meters on E. Canton St., residential parking is a greater issue within the scope of the new development. The proposal and its immensity does not fit the current residential landscape unless it is scaled back even further. A final note, the trees that line E. Canton are what gives the street its character and killing them because of construction would be a travesty.

AL 01

AL 02

AL 03

AL 04

PMContact: Casey.A.Hines@Boston.gov

ALVIN LEE

AL 01 Density

Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA.

AL 02 Traffic and Pollution

Please see Sections 9.2.5.3 and 3.6 regarding traffic impacts. Section 3.5 of the Expanded PNF included an air quality study.

AL 03 Parking

Please see Sections 9.2.5.7 regarding parking.

AL 04 Trees

The Proponent intends to investigate the potential to preserve the trees along East Canton Street, though anticipates it will not be possible given their proximity to the proposed buildings. The Proponent will engage an arborist to identify whether this is possible. If this proves impossible, the Proponent will seek to plant new trees that are as mature as feasible and as approved by the City of Boston.

Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov> Thu, Jun 16, 2016 at 10:48 AM
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1047

Form inserted: 6/16/2016 10:48:17 AM

Form updated: 6/16/2016 10:48:17 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Kyle

Last Name: Szary

Organization:

Email: kyle.szary@gmail.com

Street Address: 700 Harrison Ave. #412

Address Line 2:

City: Boston

State: MA

Phone: (617) 869-5608

Zip: 02118

Comments: Three 11 stories towers still overwhelms this neighborhood; there should absolutely be no variation from the current zoning of 7 stories. Density of the Harrison Albany project (3 acres with 691 units) is still larger than Ink block (6 acres with 475 units). As a good neighbors, a project should harmonize with the existing cityscape without overwhelming it. Additionally, the parking situation has NOT been addressed. Without adequate incentives for residents to use underground spaces, the streets will be flooded with additional residential permits. Just TODAY the City, without notice, made all of one side of E. Canton Street metered. Where in the world are those of us who can't afford $85,000 for a parking space supposed to go? Serious question. **KS 01** **KS 02**

PMContact: Casey.A.Hines@Boston.gov

KYLE SZARY

KS 01 Density

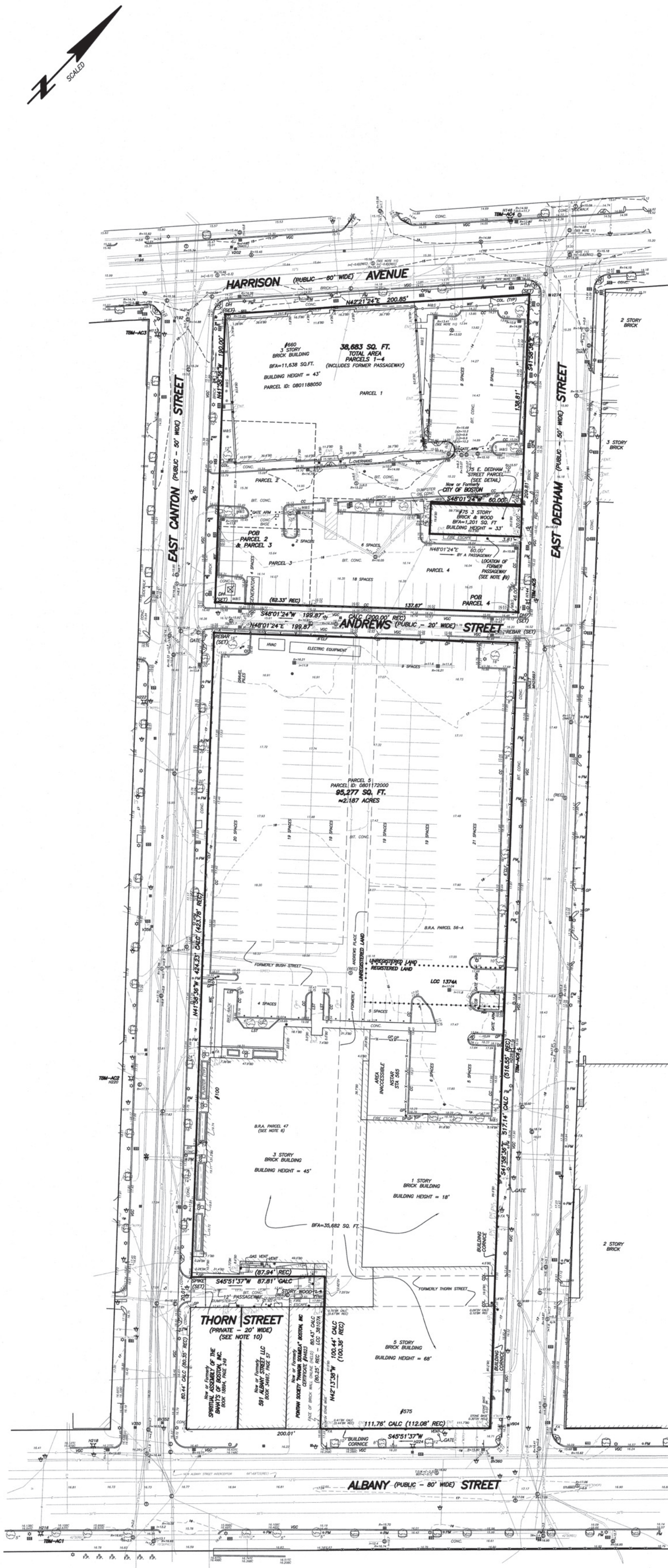
Please see Sections 9.2.1 regarding the Project's density and conformance with the dimensions allowed under a PDA.

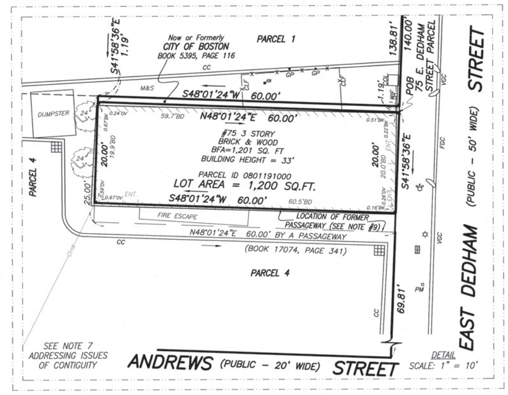
KS 02 Parking

Please See Section 9.2.5.7 regarding parking.

Appendix A

Site Survey





NOTES:

1) BENCH MARK INFORMATION:

BENCH MARK USED:
TBM-MED-1: RIGHT BOLT OVER MAIN OUTLET OF HYDRANT ON THE SOUTH SIDE OF ALBANY STREET AT #650 ALBANY STREET. ELEVATION = 18.67
TBM-MED-2: RIGHT BOLT OVER MAIN OUTLET ON HYDRANT ON THE NORTH SIDE OF ALBANY STREET AT THE INTERSECTION OF EAST NEWTON STREET. ELEVATION = 19.28

TEMPORARY BENCH MARKS SET:
TBM-AC1: X-CUT IN RIGHT BOLT OVER MAIN OUTLET ON HYDRANT ACROSS FROM #601 ALBANY STREET, AS SHOWN HEREON. ELEVATION=19.12
TBM-AC2: X-CUT IN RIGHT BOLT OVER MAIN OUTLET ON HYDRANT IN FRONT OF #99 EAST CANTON STREET, AS SHOWN HEREON. ELEVATION=20.48
TBM-AC3: X-CUT IN RIGHT BOLT OVER MAIN OUTLET ON HYDRANT AT INTERSECTION OF EAST CANTON, AS SHOWN HEREON. ELEVATION=17.56
TBM-AC4: X-CUT ON LEFT BOLT OVER MAIN OUTLET ON HYDRANT ON NORTH SIDE OF HARRISION AVENUE, AS SHOWN HEREON. ELEVATION=16.41
TBM-AC5: X-CUT IN RIGHT BOLT OVER MAIN OUTLET ON HYDRANT AT INTERSECTION OF EAST DEDHAM AND ANDREWS STREET, AS SHOWN HEREON. ELEVATION=18.87
TBM-AC6: X-CUT IN RIGHT BOLT OVER MAIN OUTLET ON HYDRANT ON EAST DEDHAM STREET AS SHOWN HEREON. ELEVATION=20.67

2) ELEVATIONS REFER TO BOSTON CITY BASE.

3) CONTOUR INTERVAL EQUALS ONE (1) FOOT.

4) BY GRAPHIC PLOTTING ONLY, THE PARCEL SHOWN HEREON LIES WITHIN A ZONE "X" (UNSHADED), AN AREA OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A) FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR SUFFOLK COUNTY, MASSACHUSETTS, MAP NUMBER 25025C0097G, CITY OF BOSTON COMMUNITY NUMBER 250286, PANEL NUMBER 0079G, HAVING AN EFFECTIVE DATE OF SEPTEMBER 25, 2009.

5) UTILITY INFORMATION SHOWN IS BASED ON BOTH A FIELD SURVEY AND PLANS OF RECORD. THE LOCATIONS OF UNDERGROUND PIPES AND CONDUITS HAVE BEEN DETERMINED FROM THE AFOREMENTIONED RECORD PLANS AND ARE APPROXIMATE ONLY. WE CANNOT ASSUME RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES THAT ARE OMITTED OR INACCURATELY SHOWN ON SAID RECORD PLANS, SINCE SUB-SURFACE UTILITIES CANNOT BE VISIBLY VERIFIED. BEFORE PLANNING FUTURE CONNECTIONS, THE PROPER UTILITY ENGINEERING DEPARTMENT SHOULD BE CONSULTED AND THE ACTUAL LOCATION OF SUB-SURFACE STRUCTURES SHOULD BE DETERMINED IN THE FIELD. CALL, TOLL FREE, THE DIG SAFE CALL CENTER AT 1-888-344-7233 SEVENTY-TWO HOURS PRIOR TO EXCAVATION.

6) STREET LIGHTING RECORDS HAVE NOT BEEN RECEIVED FROM THE CITY OF BOSTON.

7) SEE "ALTA ENDORSEMENT - FORM 19-06 - CONTIGUITY - MULTIPLE PARCELS" ISSUED BY CHICAGO TITLE INSURANCE COMPANY, ATTACHED TO AND MADE A PART OF POLICY No. 1421-0158.

8) THIS DOCUMENT IS AN INSTRUMENT OF SERVICE OF FELDMAN LAND SURVEYORS ISSUED TO OUR CLIENT FOR PURPOSES RELATED DIRECTLY AND SOLELY TO FELDMAN LAND SURVEYORS' SCOPE OF SERVICES UNDER CONTRACT TO OUR CLIENT FOR THIS PROJECT. ANY USE OR REUSE OF THIS DOCUMENT FOR ANY REASON BY ANY PARTY FOR PURPOSES UNRELATED DIRECTLY AND SOLELY TO SAID CONTRACT SHALL BE AT THE USER'S SOLE AND EXCLUSIVE RISK AND LIABILITY, INCLUDING LIABILITY FOR VIOLATION OF COPYRIGHT LAWS, UNLESS WRITTEN CONSENT IS PROVIDED BY FELDMAN LAND SURVEYORS.

9) REFER TO MEMORANDUM BY MARSH, MORIARTY, ONTELL AND GOLDER P.C. DATED JULY 22, 2014, BULLETIN ITEM #7, WHICH STATES "THEREFORE ALL RIGHTS IN SAID PASSAGEWAY HAVE BEEN MERGED OUT."

10) THE CITY OF BOSTON ONLINE STREET BOOK LISTS THORN STREET AS A PRIVATE WAY "CLOSED FROM 123 E DEDHAM WESTERLY"

11) INVERTS ON 3 MANHOLES AND 2 CATCH BASINS IN AND NEAR HARRISON AVENUE WERE UNABLE TO BE VERIFIED. MANHOLES WERE OPENED BUT VISIBILITY IN THE MANHOLES AND CATCH BASINS WAS OBSTRUCTED BY STEAM.

LEGEND

SEWER MANHOLE
DRAIN MANHOLE
ELECTRIC MANHOLE
TELEPHONE MAHOLE
CABLE TV MANHOLE
STEAM MANHOLE
GAS SHUT OFF/GAS GATE
WATER SHUT OFF/WATER GATE
BOLLARD
HYDRANT
CATCH BASIN
UTILITY POLE
LIGHT POLE
BOSTON WATER VALVE
HANDICAP RAMP
MAILBOX
SIGN
PM PARKING METER
DRILL HOLE
FA FIRE ALARM
OBSERVATION WELL
SHRUB(S)
DECIDIOUS TREE
WALK LIGHT
CURB RETURN
SO SHUT OFF (UNKNOWN)
ELECTIC HANDHOLE
FP FLAG POLE
CO CLEAN OUT
GP GATE POST
ELECTRIC METER
GAS METER
TRANSFORMER
SECURITY CAMERA
STANDPIPE/SIAMESE CONNECTION
HANDICAP PARKING SPACES
ECB EMERGENCY CALL BOX

BC	BOTTOM OF CURB
BD	BUILDING DIMENSION
BFA	BUILDING FOOTPRINT AREA
BIT	BITUMINOUS
BK	BACK
BOT=	BOTTOM ELEVATION
CALC	CALCULATED
CC	CONCRETE CURB
CLF	CHAIN LINK FENCE
CONC	CONCRETE
DH	DRILL HOLE
ENT	ENTRANCE
FFE	FINISHED FLOOR ELEVATION
FGC	FLUSH GRANITE CURB
I=	INVERT ELEVATION
INACC.	INACCESSIBLE
LD	LOADING DOCK
LST	LANDSCAPE TIMBER
M&S	MULCH AND SHRUBS
NVP	NO VISIBLE PIPES
OV	OVER
POB	POINT OF BEGINNING
R=	RIM ELEVATION
REC	RECORD
SQ. FT.	SQUARE FEET
TBM	TEMPORARY BENCH MARK
TC	TOP OF CURB
TOD	TOP PF DEBRIS
TOW	TOP OF WATER
TR=	CENTERLINE OF TROUGH
TT=	TOP OF TRAP
TYP	TYPICAL
VGC	VERTICAL GRANITE CURB
WIF	WROUGHT IRON FENCE

REFERENCES

SUFFOLK COUNTY REGISTRY OF DEEDS

BOOK	PAGE
9945	340
18894	249
34967	57
42755	255
46331	180
50018	97
53388	194
53863	236
53863	240

PLAN BOOK	PAGE
931	194
6023	103
17546	46

PLAN NO.
25 OF 2006

MASSACHUSETTS LAND COURT
LCC 1374A
38107A

CERTIFICATE OF TITLE
94623
112665

CITY OF BOSTON ENGINEERING DEPARTMENT

FIELD BOOK	PAGE
757	52-61, 124-125

STREET LINE MAP
SOUTH END PROJECT R-56, SHEET S-23

I CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY AND THE LATEST PLANS AND DEEDS OF RECORD.

KARL A. MCCARTHY, PLS (MA# 38714)
kam@feldmansurveyors.com

10-13-2015
DATE

COMMONWEALTH OF MASSACHUSETTS
KARL A. McCARTHY
NO. 38714
REGISTERED PROFESSIONAL LAND SURVEYOR

ORIGINALLY PREPARED AT 1"=20'

10/13/2015	REVISED BAR SCALE

EXISTING CONDITIONS PLAN
660 HARRISION AVENUE, 75 EAST DEDHAM STREET & 575 ALBANY STREET
BOSTON, MASS.

FELDMAN LAND SURVEYORS
112 SHAWMUT AVENUE
BOSTON, MASS. 02118

SEPTEMBER 2, 2015
PHONE: (617)357-9740
www.feldmansurveyors.com

FELDMAN
LAND SURVEYORS

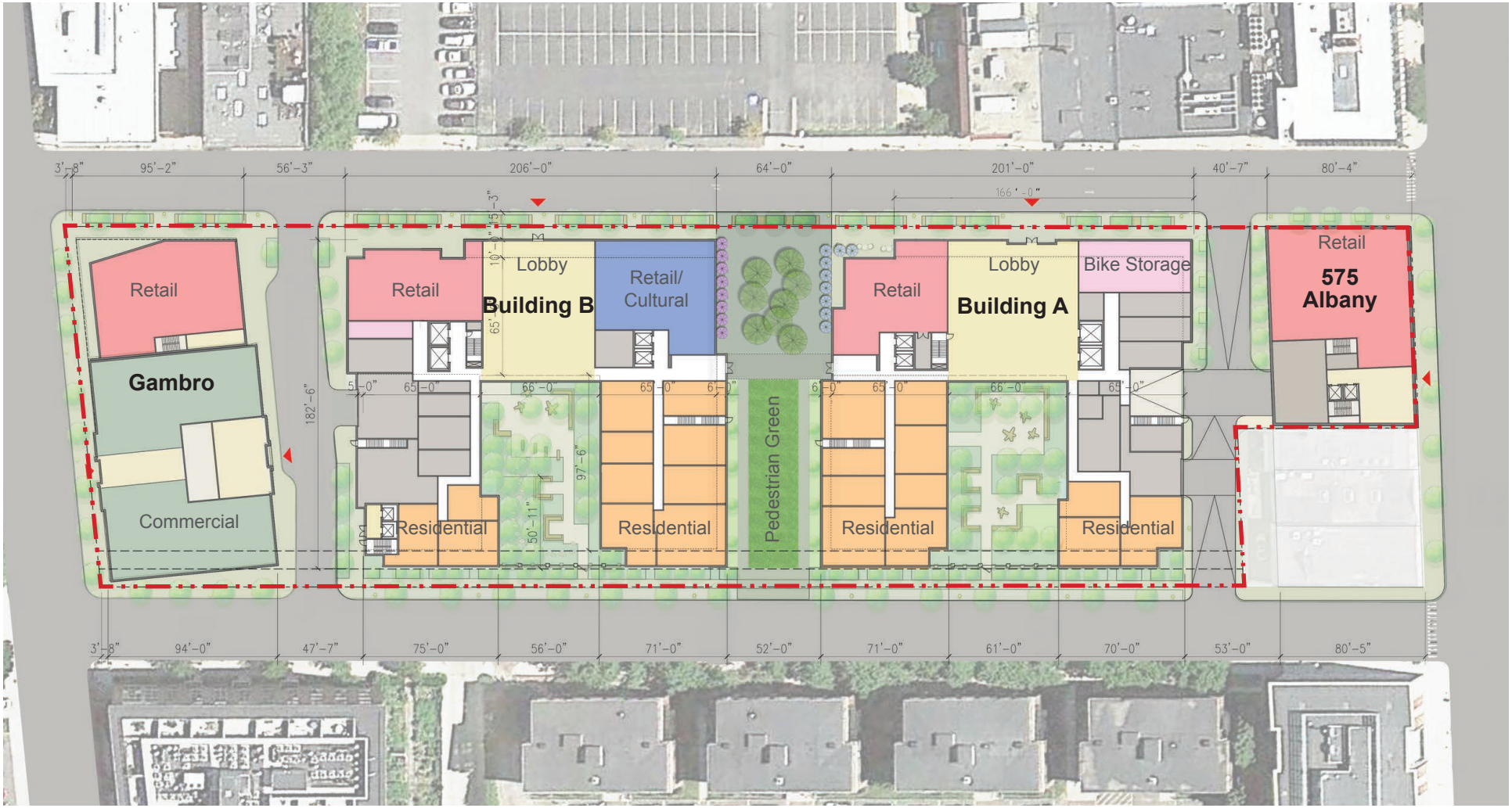
30 0 15 30 60 120
SCALE: 1"=30'

RESEARCH	FIELD CHIEF AC	PROJ MGR KAM	APPROVED	SHEET NO. 1 OF 1
CALC SCH	CADD SCH	FIELD CHECKED	CRD FILE	JOB NO. 14776

FILENAME: S:\PROJECTS\14700s\14776\DWG\14776-EC.dwg

Appendix B

Floor Plans, Sections and Elevations



Retail
Commercial
Residential
Retail/Cultural
Circulation

Bike Storage
Services

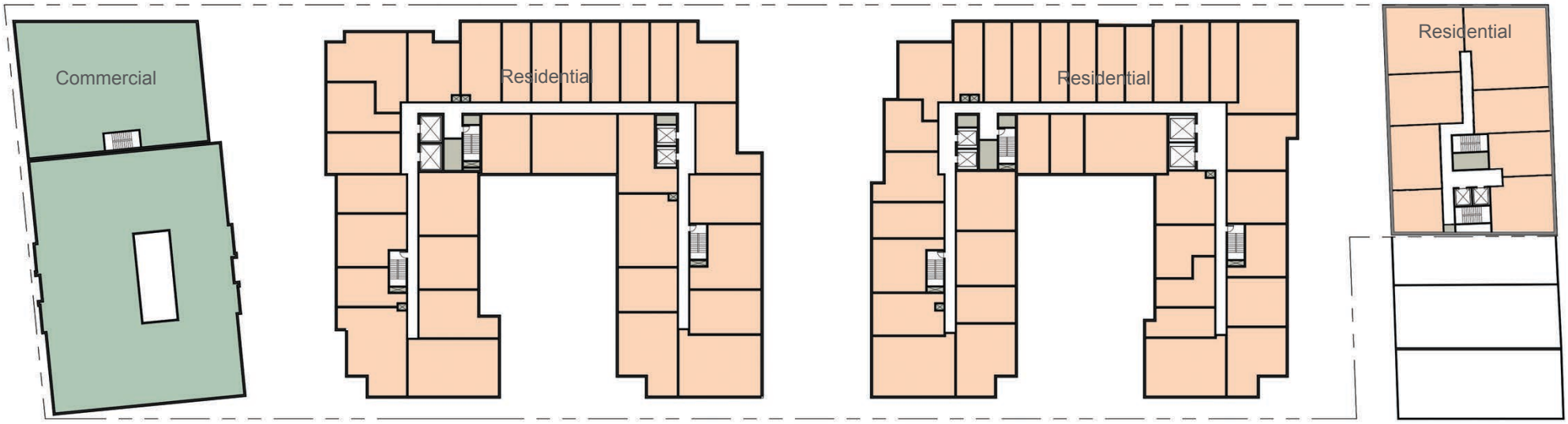
N

Harrison Albany Block **Boston, Massachusetts**

cbt

Ground Floor Plan

Gambro | Building B | Building A | 575 Albany

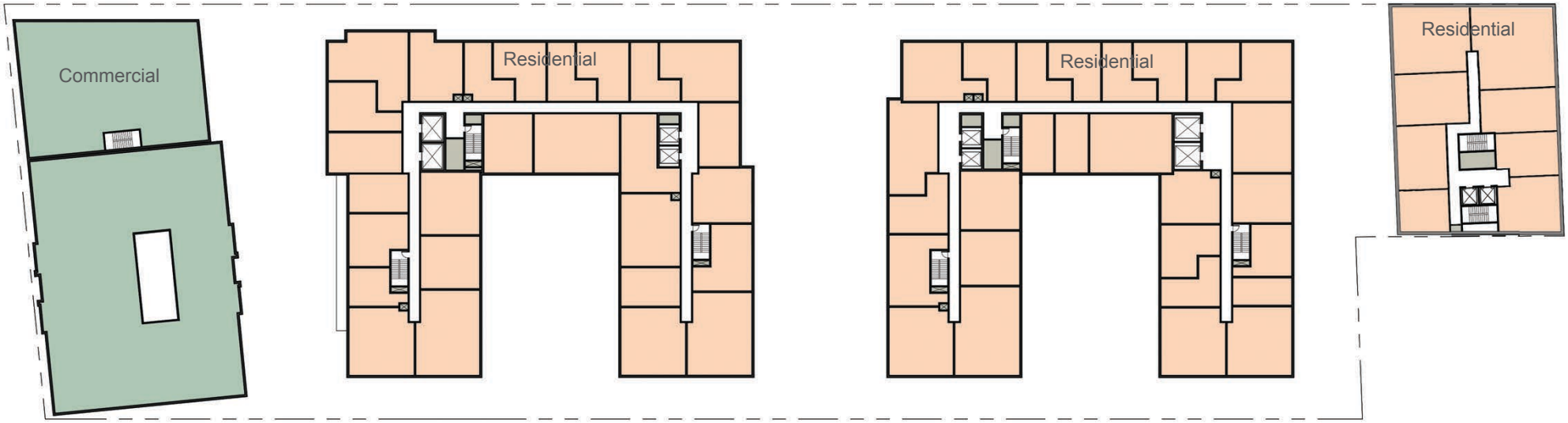


Typical Lower Level

Legend

- Residential
- Commercial
- Circulation
- Services

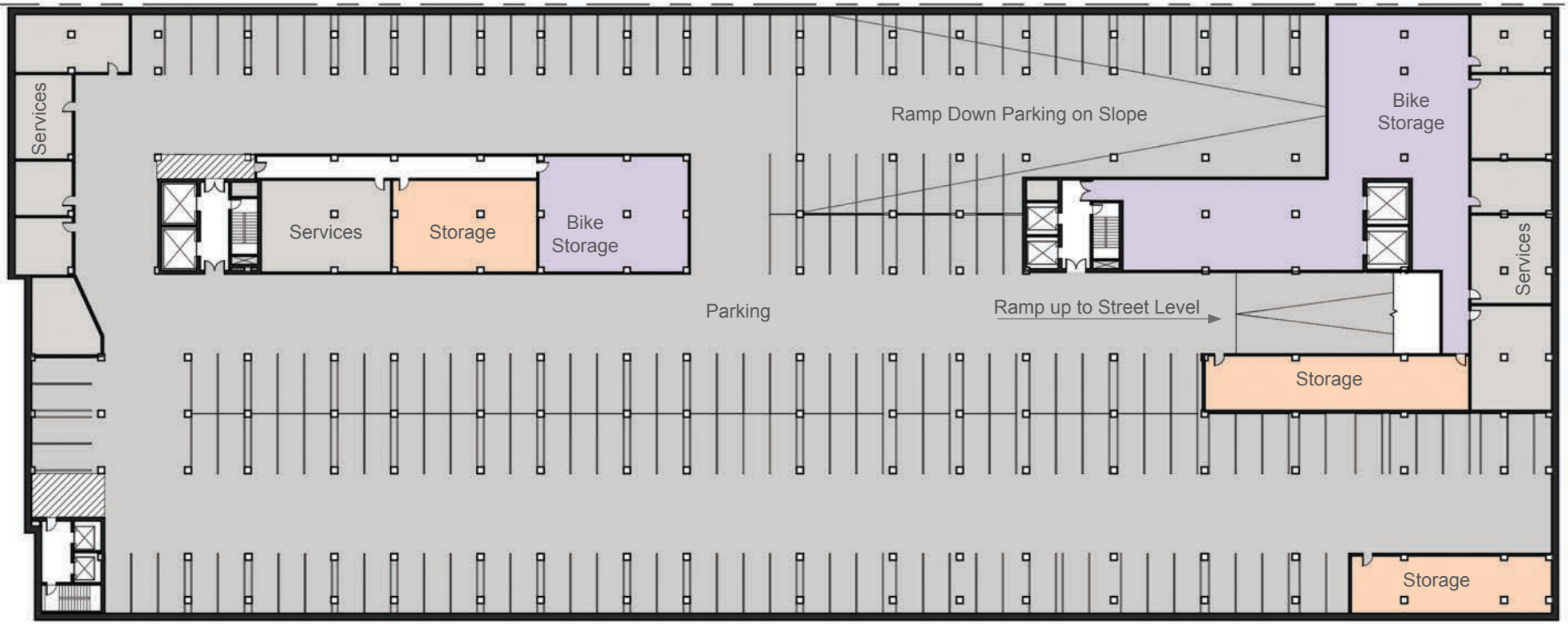
Gambro | Building B | Building A | 575 Albany



Typical Upper Levels

Legend

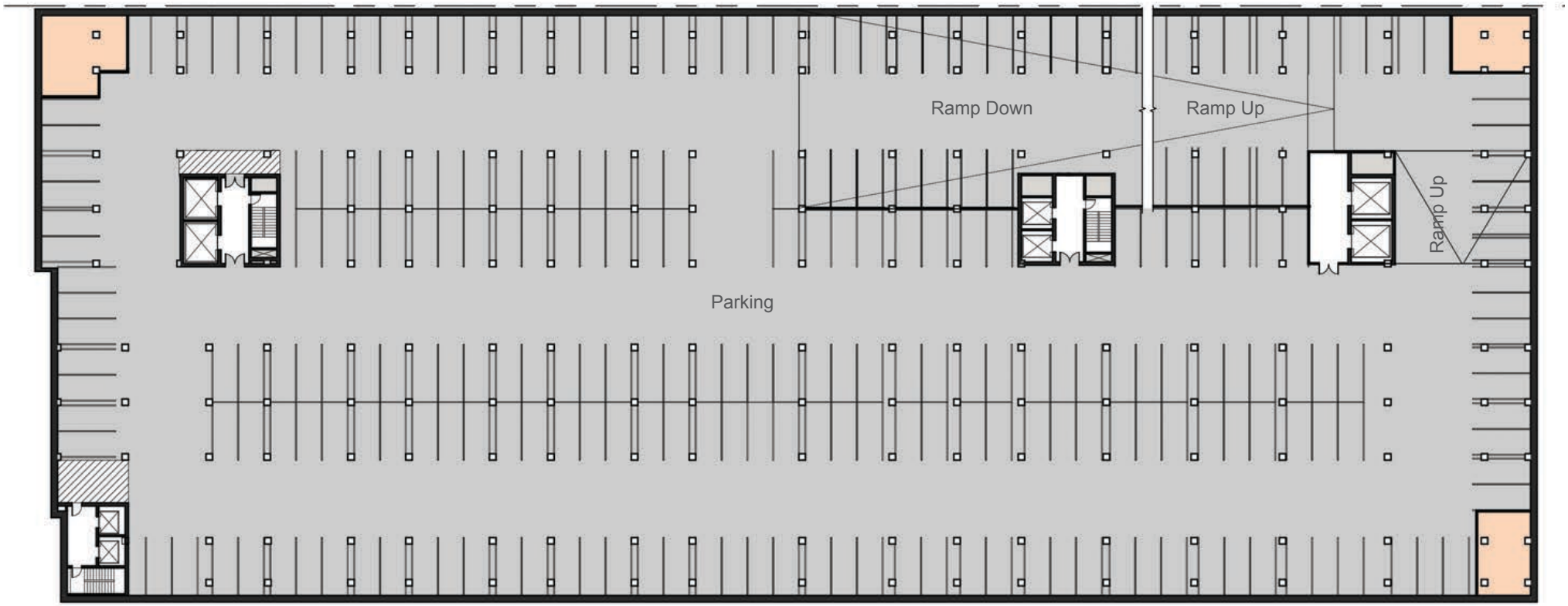
- Residential
- Commercial
- Circulation
- Services



Parking Level 1

Legend

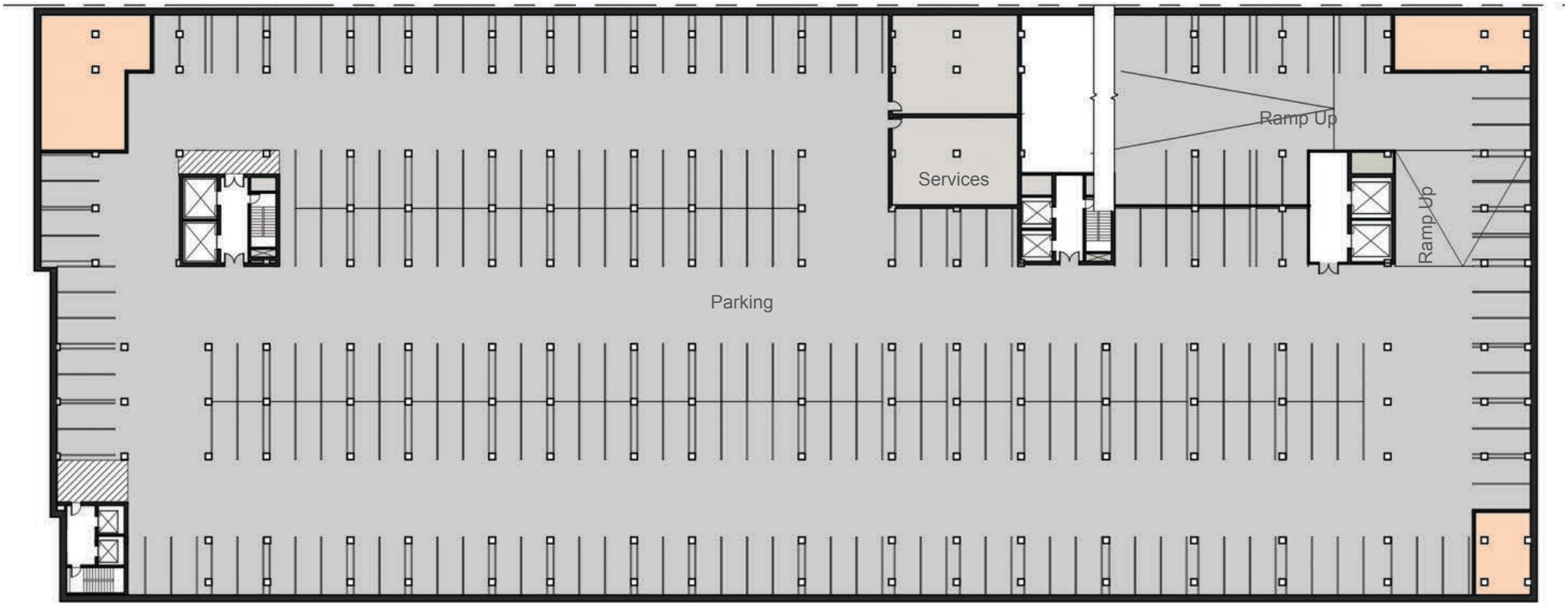
- Parking
- Storage
- Bike Storage
- Circulation
- Services



Parking Level 2

Legend

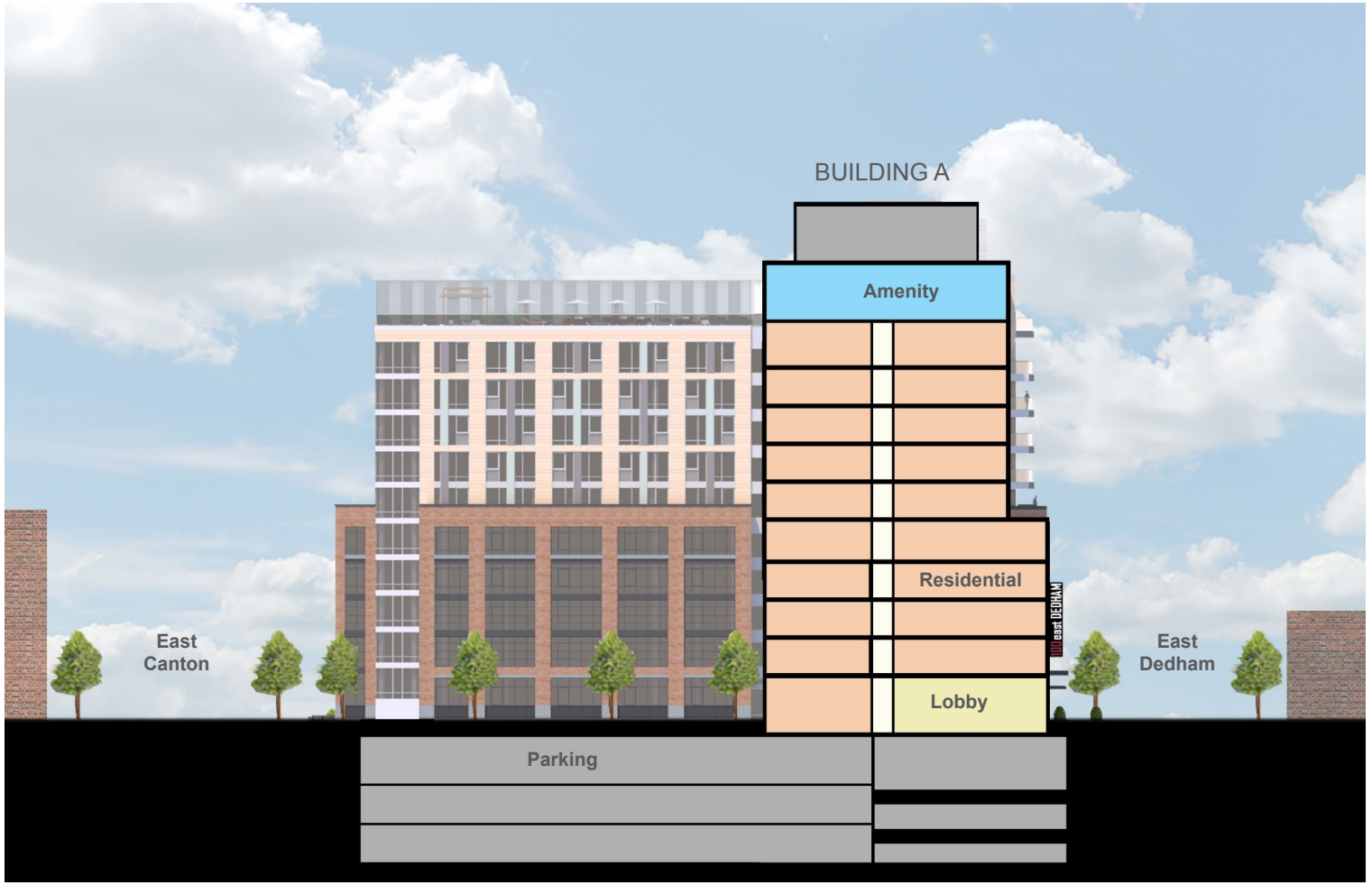
- Parking
- Storage
- Circulation
- Services



Parking Level 3

Legend

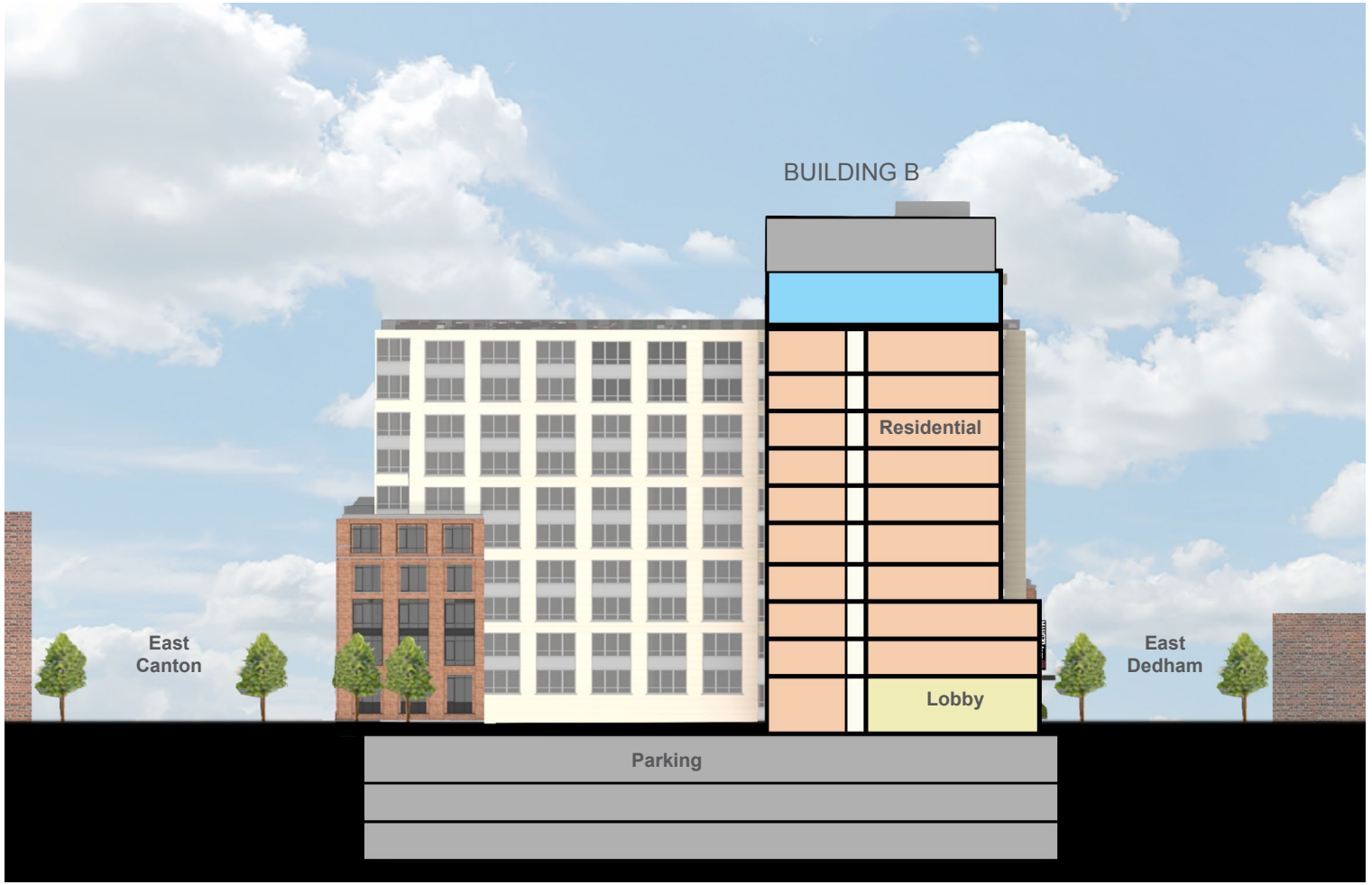
- Parking
- Storage
- Circulation
- Services



Harrison Albany Block Boston, Massachusetts

cbt

N-S Section Building A



Retail
Commercial
Residential
Amenity
Circulation
Services

Harrison Albany Block Boston, Massachusetts

cbt

N-S Section Building B

Harrison Albany Block Boston, Massachusetts

cbt

Building A West Elevation / Pedestrian Green

Harrison Albany Block Boston, Massachusetts

cbt

Building A East Elevation / Service Drive

Harrison Albany Block Boston, Massachusetts

cbt

Building B West Elevation / Andrews Street

Harrison Albany Block Boston, Massachusetts

cbt

Building B East Elevation / Pedestrian Green

Harrison Albany Block Boston, Massachusetts

cbt

Gambro West Elevation / Harrison Avenue


East
Canton
Albany Street
East
Dedham

Appendix C

Transportation

Available Upon Request

Appendix D

Wind

NO BUILD

Annual						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 2	1.5	0.4	0.0	0.0	0.0	Standing
Sensor 3	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 4	4.4	1.3	0.2	0.0	0.0	Walking
Sensor 5	1.2	0.1	0.0	0.0	0.0	Standing
Sensor 6	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 7	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 8	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 9	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 10	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 11	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 12	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 13	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 14	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 22	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	3.0	0.7	0.1	0.0	0.0	Standing
Sensor 25	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 26	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 27	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 31	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 32	3.7	0.7	0.1	0.0	0.0	Standing
Sensor 33	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 34	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 35	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 36	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 37	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 38	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 39	0.7	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.5	0.0	0.0	0.0	0.0	Sitting

Annual						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 41	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 43	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 44	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 51	2.0	0.4	0.0	0.0	0.0	Standing
Sensor 52	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 53	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 54	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	1.5	0.3	0.0	0.0	0.0	Standing
Sensor 57	5.7	1.6	0.2	0.0	0.1	Walking
Sensor 58	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 62	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 68	1.0	0.2	0.0	0.0	0.0	Standing
Sensor 69	3.6	1.1	0.2	0.0	0.1	Walking
Sensor 70	9.9	4.5	1.6	0.2	0.6	Uncomfortable
Sensor 71	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 72	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 73	3.1	1.0	0.2	0.0	0.0	Walking
Sensor 74	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 75	1.1	0.3	0.0	0.0	0.0	Standing
Sensor 76	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 77	1.9	0.4	0.0	0.0	0.0	Standing
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.1	0.0	0.0	0.0	0.0	Sitting

Annual

SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 86	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 87	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	2.5	0.5	0.1	0.0	0.0	Standing
Sensor 91	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 92	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 93	1.2	0.3	0.0	0.0	0.0	Standing
Sensor 94	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 95	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 96	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 97	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 98	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 99	1.9	0.5	0.1	0.0	0.0	Standing
Sensor 100	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 101	2.9	0.8	0.1	0.0	0.0	Standing
Sensor 102	1.3	0.3	0.0	0.0	0.0	Standing
Sensor 103	3.9	1.4	0.3	0.0	0.0	Walking
Sensor 104	1.3	0.3	0.0	0.0	0.0	Standing
Sensor 105	1.4	0.3	0.0	0.0	0.0	Standing
Sensor 106	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 107	1.8	0.2	0.0	0.0	0.0	Standing
Sensor 108	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 109	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 110	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 117	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 118	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 119	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 120	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 121	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 122	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 123	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 126	0.3	0.0	0.0	0.0	0.0	Sitting

Annual						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 127	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 128	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 129	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 130	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 134	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 135	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 136	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 140	4.5	1.0	0.1	0.0	0.0	Walking
Sensor 141	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 142	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 143	0.3	0.0	0.0	0.0	0.0	Sitting

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 2	2.3	0.5	0.1	0.0	0.0	Standing
Sensor 3	1.5	0.2	0.0	0.0	0.0	Standing
Sensor 4	5.9	1.7	0.2	0.0	0.0	Walking
Sensor 5	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 6	1.0	0.1	0.0	0.0	0.0	Standing
Sensor 7	1.5	0.3	0.0	0.0	0.0	Standing
Sensor 8	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 9	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 10	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 11	0.7	0.0	0.0	0.0	0.0	Sitting
Sensor 12	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 13	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 14	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 22	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	3.9	0.9	0.1	0.0	0.0	Standing
Sensor 25	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 26	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 27	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 31	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 32	4.3	0.7	0.0	0.0	0.0	Standing
Sensor 33	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 34	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 35	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 36	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 37	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 38	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 39	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 41	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 43	1.7	0.2	0.0	0.0	0.0	Standing

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 51	2.5	0.5	0.0	0.0	0.0	Standing
Sensor 52	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 53	1.2	0.1	0.0	0.0	0.0	Standing
Sensor 54	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	1.9	0.3	0.0	0.0	0.0	Standing
Sensor 57	5.7	1.4	0.1	0.0	0.0	Walking
Sensor 58	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 62	1.5	0.2	0.0	0.0	0.0	Standing
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 68	1.4	0.2	0.0	0.0	0.0	Standing
Sensor 69	5.1	1.7	0.3	0.0	0.1	Walking
Sensor 70	13.8	6.6	2.4	0.2	0.8	Uncomfortable
Sensor 71	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 72	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 73	4.7	1.5	0.3	0.0	0.0	Walking
Sensor 74	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 75	1.6	0.4	0.0	0.0	0.0	Standing
Sensor 76	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 77	2.6	0.5	0.0	0.0	0.0	Standing
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 86	1.4	0.2	0.0	0.0	0.0	Standing

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	3.3	0.7	0.1	0.0	0.0	Standing
Sensor 91	1.0	0.1	0.0	0.0	0.0	Sitting
Sensor 92	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 93	1.6	0.3	0.0	0.0	0.0	Standing
Sensor 94	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 95	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 96	1.6	0.3	0.0	0.0	0.0	Standing
Sensor 97	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 98	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 99	2.8	0.7	0.1	0.0	0.0	Standing
Sensor 100	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 101	4.1	1.1	0.1	0.0	0.0	Walking
Sensor 102	1.9	0.5	0.1	0.0	0.0	Standing
Sensor 103	5.8	2.0	0.3	0.0	0.0	Walking
Sensor 104	1.9	0.3	0.0	0.0	0.0	Standing
Sensor 105	1.9	0.4	0.0	0.0	0.0	Standing
Sensor 106	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 107	1.8	0.1	0.0	0.0	0.0	Standing
Sensor 108	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 109	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 110	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 117	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 118	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 119	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 120	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 121	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 122	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 123	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 127	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 128	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 129	0.1	0.0	0.0	0.0	0.0	Sitting

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 134	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 135	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 136	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 140	4.6	0.9	0.0	0.0	0.0	Standing
Sensor 141	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 142	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 143	0.3	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 2	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 3	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 4	1.7	0.2	0.0	0.0	0.0	Standing
Sensor 5	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 6	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 7	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 8	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 9	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 10	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 11	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 12	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 13	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 14	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 22	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	1.0	0.1	0.0	0.0	0.0	Sitting
Sensor 25	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 26	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 27	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 31	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 32	0.7	0.0	0.0	0.0	0.0	Sitting
Sensor 33	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 34	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 35	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 36	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 37	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 38	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 39	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 41	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 43	0.2	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 51	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 52	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 53	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 54	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 57	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 58	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 62	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 68	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 69	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 70	5.5	1.9	0.4	0.0	0.1	Walking
Sensor 71	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 72	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 73	1.0	0.2	0.0	0.0	0.0	Standing
Sensor 74	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 75	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 76	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 77	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 86	0.1	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 91	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 92	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 93	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 94	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 95	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 96	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 97	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 98	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 99	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 100	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 101	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 102	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 103	1.6	0.3	0.0	0.0	0.0	Standing
Sensor 104	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 105	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 106	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 107	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 108	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 109	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 110	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 117	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 118	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 119	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 120	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 121	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 122	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 123	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 127	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 128	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 129	0.0	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 134	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 135	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 136	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 140	0.7	0.0	0.0	0.0	0.0	Sitting
Sensor 141	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 142	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 143	0.0	0.0	0.0	0.0	0.0	Sitting

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 2	1.2	0.3	0.0	0.0	0.0	Standing
Sensor 3	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 4	3.1	0.8	0.1	0.0	0.0	Standing
Sensor 5	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 6	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 7	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 8	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 9	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 10	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 11	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 12	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 13	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 14	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 22	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	1.8	0.4	0.0	0.0	0.0	Standing
Sensor 25	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 26	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 27	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 31	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 32	2.1	0.3	0.0	0.0	0.0	Standing
Sensor 33	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 34	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 35	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 36	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 37	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 38	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 39	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 41	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 43	0.9	0.1	0.0	0.0	0.0	Sitting

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 51	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 52	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 53	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 54	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 57	3.8	0.7	0.0	0.0	0.0	Standing
Sensor 58	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 62	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 68	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 69	2.9	0.9	0.2	0.0	0.0	Standing
Sensor 70	8.0	3.6	1.2	0.1	0.4	Uncomfortable
Sensor 71	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 72	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 73	2.5	0.7	0.1	0.0	0.0	Standing
Sensor 74	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 75	0.8	0.2	0.0	0.0	0.0	Sitting
Sensor 76	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 77	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 86	0.7	0.1	0.0	0.0	0.0	Sitting

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	1.6	0.3	0.0	0.0	0.0	Standing
Sensor 91	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 92	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 93	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 94	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 95	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 96	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 97	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 98	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 99	1.4	0.3	0.0	0.0	0.0	Standing
Sensor 100	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 101	2.1	0.5	0.0	0.0	0.0	Standing
Sensor 102	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 103	3.1	1.0	0.1	0.0	0.0	Standing
Sensor 104	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 105	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 106	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 107	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 108	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 109	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 110	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 117	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 118	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 119	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 120	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 121	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 122	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 123	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 127	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 128	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 129	0.0	0.0	0.0	0.0	0.0	Sitting

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 134	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 135	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 136	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 140	2.7	0.4	0.0	0.0	0.0	Standing
Sensor 141	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 142	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 143	0.1	0.0	0.0	0.0	0.0	Sitting

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	1.3	0.4	0.1	0.0	0.0	Standing
Sensor 2	1.9	0.8	0.2	0.0	0.1	Standing
Sensor 3	1.5	0.6	0.1	0.0	0.1	Standing
Sensor 4	4.9	1.8	0.6	0.1	0.2	Walking
Sensor 5	2.2	0.3	0.0	0.0	0.0	Standing
Sensor 6	1.5	0.3	0.1	0.0	0.0	Standing
Sensor 7	1.5	0.6	0.1	0.0	0.0	Standing
Sensor 8	1.4	0.3	0.0	0.0	0.0	Standing
Sensor 9	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 10	1.2	0.3	0.0	0.0	0.0	Standing
Sensor 11	1.5	0.2	0.0	0.0	0.0	Standing
Sensor 12	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 13	1.4	0.4	0.1	0.0	0.0	Standing
Sensor 14	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 16	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 22	0.8	0.0	0.0	0.0	0.0	Sitting
Sensor 23	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 24	3.7	1.2	0.4	0.0	0.2	Walking
Sensor 25	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 26	1.2	0.3	0.1	0.0	0.0	Standing
Sensor 27	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 29	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 31	1.2	0.3	0.1	0.0	0.0	Standing
Sensor 32	5.4	1.3	0.3	0.0	0.1	Walking
Sensor 33	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 34	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 35	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 36	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 37	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 38	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 39	1.4	0.2	0.0	0.0	0.0	Standing
Sensor 40	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 41	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 42	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 43	1.8	0.5	0.1	0.0	0.0	Standing

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 45	0.8	0.2	0.0	0.0	0.0	Sitting
Sensor 46	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 50	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 51	2.7	0.8	0.2	0.0	0.1	Standing
Sensor 52	1.5	0.2	0.0	0.0	0.0	Standing
Sensor 53	2.4	0.3	0.0	0.0	0.0	Standing
Sensor 54	0.6	0.2	0.0	0.0	0.0	Sitting
Sensor 55	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 56	2.2	0.6	0.1	0.0	0.1	Standing
Sensor 57	10.5	3.1	0.3	0.0	0.1	Walking
Sensor 58	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.3	0.1	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.8	0.2	0.0	0.0	0.0	Sitting
Sensor 62	1.7	0.5	0.1	0.0	0.0	Standing
Sensor 63	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 66	0.3	0.1	0.0	0.0	0.0	Sitting
Sensor 67	0.7	0.2	0.0	0.0	0.0	Sitting
Sensor 68	1.6	0.5	0.1	0.0	0.0	Standing
Sensor 69	3.8	1.4	0.5	0.1	0.3	Walking
Sensor 70	9.9	4.3	1.9	0.4	1.0	Uncomfortable
Sensor 71	1.1	0.3	0.0	0.0	0.0	Standing
Sensor 72	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 73	3.1	1.4	0.5	0.0	0.1	Walking
Sensor 74	1.1	0.4	0.1	0.0	0.0	Standing
Sensor 75	1.4	0.6	0.2	0.0	0.1	Standing
Sensor 76	1.0	0.4	0.1	0.0	0.1	Standing
Sensor 77	2.3	0.9	0.2	0.0	0.1	Standing
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 86	1.7	0.5	0.1	0.0	0.1	Standing

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 90	3.3	1.0	0.3	0.0	0.2	Walking
Sensor 91	1.1	0.4	0.1	0.0	0.0	Standing
Sensor 92	1.0	0.3	0.0	0.0	0.0	Standing
Sensor 93	1.6	0.6	0.2	0.0	0.1	Standing
Sensor 94	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 95	1.3	0.4	0.1	0.0	0.0	Standing
Sensor 96	1.6	0.5	0.1	0.0	0.1	Standing
Sensor 97	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 98	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 99	2.5	0.8	0.2	0.0	0.1	Standing
Sensor 100	1.4	0.4	0.1	0.0	0.0	Standing
Sensor 101	3.2	1.3	0.4	0.0	0.1	Walking
Sensor 102	1.7	0.6	0.1	0.0	0.0	Standing
Sensor 103	3.7	1.8	0.6	0.1	0.2	Walking
Sensor 104	1.8	0.7	0.1	0.0	0.1	Standing
Sensor 105	1.8	0.6	0.1	0.0	0.1	Standing
Sensor 106	1.2	0.3	0.0	0.0	0.0	Standing
Sensor 107	3.2	0.5	0.0	0.0	0.0	Standing
Sensor 108	1.0	0.3	0.0	0.0	0.0	Standing
Sensor 109	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 110	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 113	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 116	1.1	0.3	0.1	0.0	0.0	Standing
Sensor 117	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 118	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 119	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 120	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 121	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 122	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 123	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 124	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 125	1.2	0.1	0.0	0.0	0.0	Standing
Sensor 126	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 127	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 128	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 129	0.2	0.0	0.0	0.0	0.0	Sitting

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 131	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 134	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 135	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 136	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 139	1.0	0.3	0.1	0.0	0.0	Sitting
Sensor 140	8.2	2.0	0.2	0.0	0.1	Walking
Sensor 141	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 142	1.2	0.3	0.1	0.0	0.0	Standing
Sensor 143	0.7	0.2	0.0	0.0	0.0	Sitting

BUILD

Annual						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 2	1.5	0.4	0.0	0.0	0.0	Standing
Sensor 3	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 4	2.7	0.8	0.1	0.0	0.0	Standing
Sensor 5	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 6	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 7	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 8	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 9	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 10	1.8	0.2	0.0	0.0	0.0	Standing
Sensor 11	2.9	0.4	0.0	0.0	0.0	Standing
Sensor 12	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 13	2.6	0.5	0.0	0.0	0.0	Standing
Sensor 14	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 22	1.2	0.1	0.0	0.0	0.0	Standing
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	2.1	0.4	0.0	0.0	0.0	Standing
Sensor 25	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 26	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 27	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 31	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 32	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 33	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 34	3.9	0.6	0.0	0.0	0.0	Standing
Sensor 35	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 36	2.8	0.5	0.0	0.0	0.0	Standing
Sensor 37	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 38	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 39	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.1	0.0	0.0	0.0	0.0	Sitting

Annual

SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 41	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 43	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 44	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 51	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 52	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 53	1.0	0.1	0.0	0.0	0.0	Standing
Sensor 54	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	1.5	0.2	0.0	0.0	0.0	Standing
Sensor 57	4.9	1.3	0.1	0.0	0.0	Walking
Sensor 58	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 62	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 68	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 69	3.4	1.1	0.3	0.0	0.1	Walking
Sensor 70	9.1	3.7	1.2	0.1	0.5	Uncomfortable
Sensor 71	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 72	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 73	1.4	0.3	0.0	0.0	0.0	Standing
Sensor 74	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 75	0.8	0.2	0.0	0.0	0.0	Sitting
Sensor 76	1.1	0.3	0.0	0.0	0.0	Standing
Sensor 77	2.9	0.9	0.1	0.0	0.0	Standing
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.0	0.0	0.0	0.0	0.0	Sitting

Annual

SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 86	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 87	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 91	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 92	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 93	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 94	2.1	0.6	0.1	0.0	0.0	Standing
Sensor 95	1.3	0.3	0.0	0.0	0.0	Standing
Sensor 96	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 97	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 98	1.7	0.5	0.1	0.0	0.1	Standing
Sensor 99	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 100	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 101	2.1	0.6	0.1	0.0	0.0	Standing
Sensor 102	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 103	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 104	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 105	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 106	1.4	0.3	0.0	0.0	0.0	Standing
Sensor 107	2.5	0.5	0.0	0.0	0.0	Standing
Sensor 108	2.8	0.7	0.1	0.0	0.0	Standing
Sensor 109	1.4	0.2	0.0	0.0	0.0	Standing
Sensor 110	1.8	0.5	0.1	0.0	0.0	Standing
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	3.6	0.8	0.1	0.0	0.1	Standing
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	2.5	0.7	0.1	0.0	0.0	Standing
Sensor 117	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 118	1.2	0.3	0.0	0.0	0.0	Standing
Sensor 119	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 120	2.0	0.8	0.2	0.0	0.2	Standing
Sensor 121	9.3	4.3	1.5	0.1	0.6	Uncomfortable
Sensor 122	4.7	1.7	0.3	0.0	0.2	Walking
Sensor 123	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.0	0.0	0.0	0.0	0.0	Sitting

Annual						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 127	2.4	0.5	0.0	0.0	0.0	Standing
Sensor 128	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 129	2.9	0.5	0.0	0.0	0.0	Standing
Sensor 130	1.9	0.4	0.0	0.0	0.0	Standing
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 134	6.2	2.5	0.7	0.0	0.2	Walking
Sensor 135	1.8	0.3	0.0	0.0	0.0	Standing
Sensor 136	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 140	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 141	1.8	0.5	0.1	0.0	0.0	Standing
Sensor 142	1.0	0.2	0.0	0.0	0.0	Standing
Sensor 143	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 144	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 145	3.7	0.8	0.1	0.0	0.1	Standing
Sensor 146	3.3	1.0	0.2	0.0	0.1	Walking
Sensor 147	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 148	3.0	0.9	0.1	0.0	0.1	Standing
Sensor 149	2.3	0.5	0.1	0.0	0.0	Standing
Sensor 150	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 151	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 152	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 153	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 154	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 155	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 156	1.4	0.3	0.0	0.0	0.0	Standing
Sensor 157	5.3	1.2	0.1	0.0	0.1	Walking
Sensor 158	1.7	0.3	0.0	0.0	0.0	Standing
Sensor 159	3.3	1.1	0.2	0.0	0.1	Walking
Sensor 160	5.2	1.8	0.4	0.0	0.2	Walking
Sensor 161	1.9	0.4	0.0	0.0	0.0	Standing
Sensor 162	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 163	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 164	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 165	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 166	0.1	0.0	0.0	0.0	0.0	Sitting

Annual						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 167	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 168	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 169	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 170	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 171	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 172	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 173	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 174	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 175	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 176	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 177	0.1	0.0	0.0	0.0	0.0	Sitting

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 2	2.2	0.5	0.0	0.0	0.0	Standing
Sensor 3	1.5	0.3	0.0	0.0	0.0	Standing
Sensor 4	4.0	1.1	0.1	0.0	0.0	Walking
Sensor 5	1.0	0.1	0.0	0.0	0.0	Sitting
Sensor 6	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 7	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 8	0.7	0.0	0.0	0.0	0.0	Sitting
Sensor 9	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 10	2.0	0.2	0.0	0.0	0.0	Standing
Sensor 11	2.9	0.3	0.0	0.0	0.0	Standing
Sensor 12	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 13	3.2	0.5	0.0	0.0	0.0	Standing
Sensor 14	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.7	0.0	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 22	1.0	0.1	0.0	0.0	0.0	Standing
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	2.5	0.4	0.0	0.0	0.0	Standing
Sensor 25	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 26	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 27	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 31	1.7	0.3	0.0	0.0	0.0	Standing
Sensor 32	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 33	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 34	4.4	0.6	0.0	0.0	0.0	Standing
Sensor 35	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 36	3.2	0.4	0.0	0.0	0.0	Standing
Sensor 37	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 38	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 39	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 41	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 43	0.3	0.0	0.0	0.0	0.0	Sitting

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 51	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 52	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 53	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 54	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	1.6	0.2	0.0	0.0	0.0	Standing
Sensor 57	4.9	1.2	0.1	0.0	0.0	Walking
Sensor 58	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 62	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 68	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 69	4.9	1.7	0.4	0.0	0.2	Walking
Sensor 70	12.6	5.4	1.8	0.1	0.7	Uncomfortable
Sensor 71	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 72	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 73	2.0	0.4	0.0	0.0	0.0	Standing
Sensor 74	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 75	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 76	1.5	0.3	0.0	0.0	0.0	Standing
Sensor 77	4.3	1.2	0.1	0.0	0.0	Walking
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 86	0.1	0.0	0.0	0.0	0.0	Sitting

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 91	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 92	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 93	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 94	3.2	0.8	0.1	0.0	0.0	Standing
Sensor 95	2.0	0.4	0.0	0.0	0.0	Standing
Sensor 96	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 97	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 98	2.5	0.7	0.1	0.0	0.1	Standing
Sensor 99	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 100	1.7	0.3	0.0	0.0	0.0	Standing
Sensor 101	3.0	0.7	0.1	0.0	0.0	Standing
Sensor 102	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 103	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 104	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 105	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 106	1.9	0.3	0.0	0.0	0.0	Standing
Sensor 107	3.1	0.5	0.0	0.0	0.0	Standing
Sensor 108	3.7	0.8	0.1	0.0	0.0	Standing
Sensor 109	1.5	0.2	0.0	0.0	0.0	Standing
Sensor 110	2.6	0.6	0.1	0.0	0.0	Standing
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	4.4	0.9	0.1	0.0	0.1	Standing
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	3.7	1.0	0.1	0.0	0.0	Standing
Sensor 117	1.8	0.3	0.0	0.0	0.0	Standing
Sensor 118	1.8	0.4	0.0	0.0	0.0	Standing
Sensor 119	1.2	0.2	0.0	0.0	0.0	Standing
Sensor 120	3.1	1.1	0.3	0.0	0.3	Walking
Sensor 121	13.3	6.4	2.2	0.1	0.7	Uncomfortable
Sensor 122	6.6	2.3	0.4	0.0	0.2	Walking
Sensor 123	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 127	3.0	0.6	0.0	0.0	0.0	Standing
Sensor 128	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 129	3.2	0.5	0.0	0.0	0.0	Standing

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	2.0	0.3	0.0	0.0	0.0	Standing
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 134	8.9	3.8	1.0	0.0	0.3	Uncomfortable
Sensor 135	2.2	0.3	0.0	0.0	0.0	Standing
Sensor 136	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 140	1.0	0.1	0.0	0.0	0.0	Standing
Sensor 141	2.6	0.7	0.1	0.0	0.0	Standing
Sensor 142	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 143	1.0	0.1	0.0	0.0	0.0	Sitting
Sensor 144	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 145	4.3	1.0	0.1	0.0	0.1	Standing
Sensor 146	4.5	1.5	0.3	0.0	0.2	Walking
Sensor 147	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 148	4.3	1.2	0.2	0.0	0.1	Walking
Sensor 149	3.3	0.7	0.0	0.0	0.0	Standing
Sensor 150	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 151	1.4	0.2	0.0	0.0	0.0	Standing
Sensor 152	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 153	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 154	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 155	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 156	2.0	0.4	0.0	0.0	0.0	Standing
Sensor 157	6.1	1.3	0.1	0.0	0.1	Walking
Sensor 158	2.2	0.5	0.1	0.0	0.0	Standing
Sensor 159	4.8	1.6	0.3	0.0	0.1	Walking
Sensor 160	7.3	2.6	0.5	0.0	0.2	Walking
Sensor 161	2.5	0.5	0.0	0.0	0.0	Standing
Sensor 162	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 163	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 164	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 165	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 166	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 167	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 168	0.1	0.0	0.0	0.0	0.0	Sitting

Spring						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 169	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 170	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 171	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 172	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 173	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 174	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 175	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 176	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 177	0.1	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 2	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 3	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 4	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 5	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 6	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 7	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 8	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 9	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 10	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 11	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 12	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 13	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 14	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 22	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 25	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 26	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 27	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 31	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 32	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 33	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 34	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 35	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 36	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 37	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 38	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 39	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 41	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 43	0.0	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 51	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 52	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 53	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 54	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 57	0.9	0.0	0.0	0.0	0.0	Sitting
Sensor 58	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 62	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 68	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 69	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 70	4.4	1.3	0.2	0.0	0.1	Walking
Sensor 71	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 72	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 73	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 74	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 75	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 76	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 77	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 86	0.0	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 91	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 92	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 93	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 94	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 95	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 96	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 97	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 98	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 99	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 100	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 101	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 102	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 103	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 104	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 105	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 106	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 107	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 108	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 109	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 110	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 117	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 118	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 119	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 120	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 121	6.1	2.1	0.3	0.0	0.0	Walking
Sensor 122	2.7	0.5	0.0	0.0	0.0	Standing
Sensor 123	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 127	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 128	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 129	0.3	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 134	2.9	0.7	0.1	0.0	0.0	Standing
Sensor 135	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 136	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 140	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 141	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 142	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 143	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 144	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 145	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 146	1.0	0.2	0.0	0.0	0.0	Standing
Sensor 147	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 148	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 149	0.6	0.0	0.0	0.0	0.0	Sitting
Sensor 150	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 151	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 152	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 153	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 154	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 155	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 156	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 157	1.0	0.1	0.0	0.0	0.0	Standing
Sensor 158	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 159	1.0	0.2	0.0	0.0	0.0	Standing
Sensor 160	2.1	0.4	0.0	0.0	0.0	Standing
Sensor 161	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 162	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 163	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 164	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 165	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 166	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 167	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 168	0.0	0.0	0.0	0.0	0.0	Sitting

Summer						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 169	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 170	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 171	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 172	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 173	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 174	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 175	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 176	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 177	0.0	0.0	0.0	0.0	0.0	Sitting

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 2	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 3	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 4	1.9	0.5	0.1	0.0	0.0	Standing
Sensor 5	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 6	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 7	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 8	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 9	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 10	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 11	1.5	0.1	0.0	0.0	0.0	Standing
Sensor 12	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 13	1.5	0.2	0.0	0.0	0.0	Standing
Sensor 14	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 15	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 22	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 25	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 26	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 27	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 31	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 32	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 33	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 34	2.3	0.3	0.0	0.0	0.0	Standing
Sensor 35	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 36	1.6	0.2	0.0	0.0	0.0	Standing
Sensor 37	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 38	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 39	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 40	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 41	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 43	0.2	0.0	0.0	0.0	0.0	Sitting

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 47	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 48	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 50	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 51	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 52	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 53	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 54	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 57	3.2	0.5	0.0	0.0	0.0	Standing
Sensor 58	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 62	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 63	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 68	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 69	2.8	0.9	0.2	0.0	0.1	Standing
Sensor 70	7.1	2.9	0.9	0.1	0.3	Walking
Sensor 71	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 72	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 73	1.0	0.2	0.0	0.0	0.0	Sitting
Sensor 74	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 75	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 76	0.8	0.2	0.0	0.0	0.0	Sitting
Sensor 77	2.2	0.6	0.1	0.0	0.0	Standing
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 86	0.0	0.0	0.0	0.0	0.0	Sitting

Autumn

SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 90	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 91	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 92	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 93	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 94	1.5	0.4	0.0	0.0	0.0	Standing
Sensor 95	1.0	0.2	0.0	0.0	0.0	Sitting
Sensor 96	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 97	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 98	1.3	0.3	0.0	0.0	0.0	Standing
Sensor 99	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 100	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 101	1.5	0.3	0.0	0.0	0.0	Standing
Sensor 102	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 103	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 104	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 105	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 106	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 107	1.4	0.2	0.0	0.0	0.0	Standing
Sensor 108	1.8	0.4	0.0	0.0	0.0	Standing
Sensor 109	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 110	1.3	0.3	0.0	0.0	0.0	Standing
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	2.3	0.4	0.0	0.0	0.0	Standing
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 116	1.9	0.5	0.0	0.0	0.0	Standing
Sensor 117	0.9	0.1	0.0	0.0	0.0	Sitting
Sensor 118	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 119	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 120	1.8	0.6	0.1	0.0	0.2	Standing
Sensor 121	7.4	3.3	1.0	0.1	0.3	Uncomfortable
Sensor 122	3.9	1.2	0.2	0.0	0.1	Walking
Sensor 123	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 124	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 127	1.5	0.3	0.0	0.0	0.0	Standing
Sensor 128	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 129	1.7	0.2	0.0	0.0	0.0	Standing

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	1.0	0.1	0.0	0.0	0.0	Standing
Sensor 131	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 134	5.0	2.0	0.5	0.0	0.1	Walking
Sensor 135	1.2	0.1	0.0	0.0	0.0	Standing
Sensor 136	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 137	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 139	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 140	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 141	1.4	0.3	0.0	0.0	0.0	Standing
Sensor 142	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 143	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 144	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 145	2.6	0.5	0.0	0.0	0.0	Standing
Sensor 146	2.6	0.7	0.1	0.0	0.1	Standing
Sensor 147	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 148	2.3	0.6	0.1	0.0	0.1	Standing
Sensor 149	1.6	0.3	0.0	0.0	0.0	Standing
Sensor 150	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 151	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 152	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 153	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 154	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 155	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 156	1.0	0.2	0.0	0.0	0.0	Standing
Sensor 157	3.6	0.6	0.0	0.0	0.0	Standing
Sensor 158	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 159	2.6	0.8	0.1	0.0	0.1	Standing
Sensor 160	4.0	1.2	0.2	0.0	0.1	Walking
Sensor 161	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 162	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 163	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 164	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 165	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 166	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 167	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 168	0.1	0.0	0.0	0.0	0.0	Sitting

Autumn						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 169	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 170	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 171	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 172	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 173	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 174	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 175	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 176	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 177	0.0	0.0	0.0	0.0	0.0	Sitting

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 1	1.0	0.3	0.0	0.0	0.0	Sitting
Sensor 2	1.9	0.8	0.2	0.0	0.1	Standing
Sensor 3	1.5	0.6	0.1	0.0	0.1	Standing
Sensor 4	2.8	1.3	0.4	0.0	0.1	Walking
Sensor 5	1.5	0.4	0.1	0.0	0.0	Standing
Sensor 6	1.0	0.1	0.0	0.0	0.0	Sitting
Sensor 7	1.4	0.5	0.1	0.0	0.0	Standing
Sensor 8	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 9	1.3	0.1	0.0	0.0	0.0	Standing
Sensor 10	3.0	0.6	0.1	0.0	0.0	Standing
Sensor 11	5.3	0.9	0.1	0.0	0.0	Standing
Sensor 12	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 13	3.7	0.9	0.2	0.0	0.0	Standing
Sensor 14	0.8	0.1	0.0	0.0	0.0	Sitting
Sensor 15	1.6	0.1	0.0	0.0	0.0	Standing
Sensor 16	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 17	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 18	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 19	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 20	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 21	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 22	2.4	0.2	0.0	0.0	0.0	Standing
Sensor 23	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 24	3.0	0.7	0.2	0.0	0.1	Standing
Sensor 25	1.1	0.2	0.0	0.0	0.0	Standing
Sensor 26	1.0	0.3	0.1	0.0	0.0	Standing
Sensor 27	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 28	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 29	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 30	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 31	1.9	0.4	0.1	0.0	0.0	Standing
Sensor 32	0.8	0.2	0.0	0.0	0.0	Sitting
Sensor 33	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 34	6.4	1.2	0.1	0.0	0.0	Walking
Sensor 35	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 36	4.7	1.1	0.2	0.0	0.1	Walking
Sensor 37	1.2	0.3	0.0	0.0	0.1	Standing
Sensor 38	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 39	1.1	0.1	0.0	0.0	0.0	Standing
Sensor 40	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 41	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 42	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 43	0.5	0.1	0.0	0.0	0.0	Sitting

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 44	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 45	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 46	0.3	0.1	0.0	0.0	0.0	Sitting
Sensor 47	0.3	0.1	0.0	0.0	0.0	Sitting
Sensor 48	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 49	0.8	0.2	0.0	0.0	0.0	Sitting
Sensor 50	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 51	1.0	0.1	0.0	0.0	0.0	Sitting
Sensor 52	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 53	2.0	0.2	0.0	0.0	0.0	Standing
Sensor 54	0.5	0.2	0.0	0.0	0.0	Sitting
Sensor 55	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 56	2.4	0.5	0.1	0.0	0.1	Standing
Sensor 57	9.2	2.5	0.2	0.0	0.1	Walking
Sensor 58	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 59	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 60	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 61	0.7	0.1	0.0	0.0	0.0	Sitting
Sensor 62	0.7	0.0	0.0	0.0	0.0	Sitting
Sensor 63	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 64	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 65	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 66	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 67	0.6	0.2	0.0	0.0	0.0	Sitting
Sensor 68	1.0	0.2	0.0	0.0	0.0	Standing
Sensor 69	3.6	1.4	0.5	0.1	0.3	Walking
Sensor 70	9.6	3.7	1.5	0.3	0.9	Uncomfortable
Sensor 71	0.5	0.0	0.0	0.0	0.0	Sitting
Sensor 72	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 73	2.0	0.6	0.1	0.0	0.1	Standing
Sensor 74	0.6	0.2	0.0	0.0	0.0	Sitting
Sensor 75	1.2	0.5	0.1	0.0	0.1	Standing
Sensor 76	1.4	0.6	0.2	0.0	0.1	Standing
Sensor 77	2.9	1.4	0.5	0.0	0.2	Walking
Sensor 78	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 79	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 80	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 81	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 82	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 83	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 84	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 85	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 86	0.1	0.0	0.0	0.0	0.0	Sitting

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 87	1.0	0.1	0.0	0.0	0.0	Sitting
Sensor 88	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 89	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 90	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 91	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 92	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 93	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 94	2.3	1.1	0.4	0.0	0.1	Walking
Sensor 95	1.7	0.7	0.2	0.0	0.1	Standing
Sensor 96	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 97	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 98	2.3	0.7	0.2	0.0	0.2	Standing
Sensor 99	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 100	1.8	0.6	0.1	0.0	0.1	Standing
Sensor 101	2.3	1.0	0.3	0.0	0.2	Walking
Sensor 102	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 103	1.2	0.4	0.1	0.0	0.1	Standing
Sensor 104	1.3	0.5	0.1	0.0	0.1	Standing
Sensor 105	0.3	0.1	0.0	0.0	0.0	Sitting
Sensor 106	1.8	0.7	0.2	0.0	0.0	Standing
Sensor 107	3.6	0.9	0.2	0.0	0.1	Standing
Sensor 108	3.5	1.1	0.3	0.0	0.1	Walking
Sensor 109	2.4	0.5	0.1	0.0	0.1	Standing
Sensor 110	2.1	0.9	0.3	0.0	0.1	Standing
Sensor 111	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 112	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 113	5.4	1.4	0.3	0.0	0.3	Walking
Sensor 114	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 115	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 116	2.7	1.2	0.3	0.0	0.0	Walking
Sensor 117	1.9	0.4	0.1	0.0	0.0	Standing
Sensor 118	1.6	0.6	0.1	0.0	0.0	Standing
Sensor 119	1.1	0.3	0.1	0.0	0.1	Standing
Sensor 120	2.0	1.0	0.4	0.0	0.5	Standing
Sensor 121	8.2	3.8	1.8	0.4	1.0	Uncomfortable
Sensor 122	4.2	2.0	0.7	0.1	0.5	Walking
Sensor 123	0.9	0.2	0.0	0.0	0.0	Sitting
Sensor 124	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 125	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 126	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 127	3.1	1.0	0.2	0.0	0.2	Standing
Sensor 128	0.9	0.3	0.1	0.0	0.1	Sitting
Sensor 129	5.0	1.1	0.1	0.0	0.1	Walking

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 130	3.6	0.9	0.1	0.0	0.1	Standing
Sensor 131	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 132	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 133	0.6	0.1	0.0	0.0	0.0	Sitting
Sensor 134	5.9	2.7	1.1	0.2	0.5	Uncomfortable
Sensor 135	2.7	0.6	0.1	0.0	0.1	Standing
Sensor 136	0.3	0.1	0.0	0.0	0.0	Sitting
Sensor 137	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 138	0.4	0.0	0.0	0.0	0.0	Sitting
Sensor 139	1.3	0.2	0.0	0.0	0.0	Standing
Sensor 140	1.5	0.3	0.0	0.0	0.0	Standing
Sensor 141	2.3	0.7	0.2	0.0	0.1	Standing
Sensor 142	1.4	0.6	0.1	0.0	0.1	Standing
Sensor 143	1.2	0.4	0.1	0.0	0.0	Standing
Sensor 144	0.3	0.1	0.0	0.0	0.0	Sitting
Sensor 145	5.8	1.4	0.2	0.0	0.1	Walking
Sensor 146	4.1	1.5	0.4	0.0	0.2	Walking
Sensor 147	1.1	0.4	0.1	0.0	0.1	Standing
Sensor 148	3.1	1.3	0.4	0.0	0.3	Walking
Sensor 149	2.7	1.0	0.3	0.0	0.2	Walking
Sensor 150	0.4	0.1	0.0	0.0	0.0	Sitting
Sensor 151	1.6	0.5	0.1	0.0	0.1	Standing
Sensor 152	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 153	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 154	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 155	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 156	1.9	0.5	0.1	0.0	0.1	Standing
Sensor 157	8.2	2.0	0.3	0.0	0.2	Walking
Sensor 158	2.3	0.6	0.1	0.0	0.1	Standing
Sensor 159	3.5	1.5	0.5	0.0	0.3	Walking
Sensor 160	5.3	2.1	0.8	0.1	0.5	Walking
Sensor 161	2.5	0.8	0.2	0.0	0.2	Standing
Sensor 162	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 163	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 164	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 165	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 166	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 167	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 168	0.3	0.0	0.0	0.0	0.0	Sitting

Winter						
SENSOR	WIND SPEED RANGE (mph)					COMFORTABLE ACTIVITIES
	> 12	> 15	> 19	>27	> 31	
Sensor 169	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 170	0.2	0.0	0.0	0.0	0.0	Sitting
Sensor 171	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 172	0.3	0.0	0.0	0.0	0.0	Sitting
Sensor 173	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 174	0.0	0.0	0.0	0.0	0.0	Sitting
Sensor 175	0.1	0.0	0.0	0.0	0.0	Sitting
Sensor 176	0.5	0.1	0.0	0.0	0.0	Sitting
Sensor 177	0.1	0.0	0.0	0.0	0.0	Sitting

Appendix E

Climate Change Checklist

Climate Change Preparedness and Resiliency Checklist for New Construction

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

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

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

Climate Change Analysis and Information Sources:

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

Checklist

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

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

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

A.1 - Project Information

Project Name:	**Harrison Albany Block**
Project Address Primary:	**75-123 East Dedham and 62-100 East Canton**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**Harry Nash / Senior Vice President / Leggat McCall Properties / harry.nash@lmp.com / 617.422.7076**

A.2 - Team Description

Owner / Developer:	**MEPT/LMP Harrison/Albany Block LLC**
Architect:	**CBT**
Engineer (building systems):	**RW Sullivan Engineering**
Sustainability / LEED:	**Vanderweil Engineers**
Permitting:	**Epsilon Associates, Inc.**
Construction Management:	
Climate Change Expert:	**Epsilon Associates, Inc.**

A.3 - Project Permitting and Phase

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

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

A.4 - Building Classification and Description

List the principal Building Uses:	Residential, Garage, Retail, Medical Office
List the First Floor Uses:	Residential, Lobbies, Loading, Back of House, MEP, Retail

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

Wood Frame	Masonry	Steel Frame	☑ Concrete

Describe the building?

Site Area:	*135,160 SF*	Building Area (new and renovated):	*722,000 SF*
Building Height:	*Up to 120 Ft.*	Number of Stories:	*Up to 11*
First Floor Elevation (reference Boston City Base):	*15.5 to 18.6 ft Elev.*	Are there below grade spaces/levels, if yes how many:	*3 Levels*

A.5 - Green Building

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

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

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

Registered:	*Yes*	Certified:	*Yes*

A.6 - Building Energy

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

Building A

Electric:	*Base 2843 / Peak 4062 (kW)*	Heating:	*4.7 (MMBtu/hr)*
What is the planned building Energy Use Intensity:	*35 (kbut/SF or kWh/SF)*	Cooling:	*590(Tons/hr)*

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

Electric:	*448.6 (kW)*	Heating:	*N/A (MMBtu/hr)*
		Cooling:	*N/A (Tons/hr)*

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

Electrical Generation:	*450 (kW)*		Fuel Source:	*Diesel*
System Type and Number of Units:	☑Combustion Engine	Gas Turbine	Combine Heat and Power	*(Units)*

Building B

Electric:	*Base 2198 / Peak 3140 (kW)*	Heating:	*4.7 (MMBtu/hr)*
What is the planned building Energy Use Intensity:	*27 (kbut/SF or kWh/SF)*	Cooling:	*590(Tons/hr)*

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

Electric:	*281 (kW)*	Heating:	*N/A (MMBtu/hr)*
		Cooling:	*N/A (Tons/hr)*

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

Electrical Generation:	*350 (kW)*		Fuel Source:	*Diesel*
System Type and Number of Units:	☑Combustion Engine	Gas Turbine	Combine Heat and Power	*(Units)*

Gambro Building

Electric:	*Base 1120 / Peak 1400 (kW)*	Heating:	*1.5 (MMBtu/hr)*
What is the planned building Energy Use Intensity:	*48 (kbut/SF or kWh/SF)*	Cooling:	*235.9 (Tons/hr)*

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

Electric:	*171 (kW)*	Heating:	*N/A (MMBtu/hr)*
		Cooling:	*N/A (Tons/hr)*

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

Electrical Generation:	*250 (kW)*		Fuel Source:	*Diesel*
System Type and Number of Units:	☑Combustion Engine	Gas Turbine	Combine Heat and Power	*(Units)*

575 Albany Street

Electric:	*Base 1047 / Peak 1308 (kW)*	Heating:	*1.2 (MMBtu/hr)*
What is the planned building Energy Use Intensity:	*49 (kbut/SF or kWh/SF)*	Cooling:	*174.5 (Tons/hr)*

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

Electric:	*161 (kW)*	Heating:	*N/A (MMBtu/hr)*
		Cooling:	*N/A (Tons/hr)*

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

Electrical Generation:	*200 (kW)*		Fuel Source:	*Diesel*
System Type and Number of Units:	☑Combustion Engine	Gas Turbine	Combine Heat and Power	*(Units)*

B - Extreme Weather and Heat Events

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

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	☑50 Years	75 Years

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

Select most appropriate:	10 Years	☑25 Years	50 Years	75 Years

What time span of future Climate Conditions was considered?

Select most appropriate:	10 Years	25 Years	☑50 Years	75 Years

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

7/ 87.6 Deg.

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

95 Deg.	*5 Days*	*6 Events / yr.*

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

30-90 Days	*Once Every 5 yrs.*

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

45 In. / yr.	*6.4 In. / one 24hr*	*Once every 10 yrs*

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

105 mph Peak	*10 Hours*	*Once every 4 yrs*

B.2 - Mitigation Strategies

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

Building energy use below code:	*10 %*
How is performance determined:	Energy Model

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

Select all appropriate:	☑High performance building envelop	High performance lighting & controls	Building day lighting	☑EnergyStar equip. / appliances
	☑High performance HVAC equipment	☑Energy recovery ventilation	No active cooling	No active heating

Describe any added measures:	

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

Roof:	*R = 31.25*	Walls / Curtain Wall Assembly:	*R = 22.27*
Foundation:	*R = 7.5*	Basement / Slab:	*R = 10*
Windows:	*R = / U =0.42*	Doors:	*R = / U = 0.42*

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

	On-site clean energy / CHP system(s)	Building-wide power dimming	Thermal energy storage systems	Ground source heat pump
	On-site Solar PV	On-site Solar Thermal	Wind power	None
Describe any added measures:	Studying the feasibility of solar pv			

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

Select all appropriate:	☑Connected to local distributed electrical	Building will be Smart Grid ready	Connected to distributed steam, hot, chilled water	Distributed thermal energy ready

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

	No	If yes, for how long:	*Days*
If Yes, is building "Islandable?			
If Yes, describe strategies:			

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

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

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

Select all appropriate:	High reflective paving materials	☑Shade trees & shrubs	☑High reflective roof materials	Vegetated roofs
Describe other strategies:				

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

Select all appropriate:	On-site retention systems & ponds	☑Infiltration galleries & areas	vegetated water capture systems	Vegetated roofs
Describe other strategies:				

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

Select all appropriate:	Hardened building structure & elements	☑Buried utilities & hardened infrastructure	Hazard removal & protective landscapes	Soft & permeable surfaces (water infiltration)
Describe other strategies:				

C - Sea-Level Rise and Storms

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

C.1 - Location Description and Classification:

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

	Yes

Describe site conditions?

Site Elevation – Low/High Points:	*Low: 13.33'* *High: 19.08'*
Building Proximity to Water:	*2,625 Ft.*

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

Coastal Zone:	*No*	Velocity Zone:	*No*
Flood Zone:	*No*	Area Prone to Flooding:	*No*

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

2013 FEMA Prelim. FIRMs:	*No*	Future floodplain delineation updates:	*No*

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

680 Ft.

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

C - Sea-Level Rise and Storms

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

C.2 – Analysis

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

Sea Level Rise:	*3 Ft.*	Frequency of storms:	*0.1 per year*

C.3 - Building Flood Proofing

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

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

Flood Proof Elevation:	*~17.5 feet for Buildings A and B*	First Floor Elevation:	*15.5 to 18.6 feet*

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

	Yes	If Yes, to what elevation	*TBD*
If Yes, describe:			

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

Systems located above 1st Floor.	☑Water tight utility conduits	☑Waste water back flow prevention	☑Storm water back flow prevention

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

Yes

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

Yes	If yes, to what height above 100 Year Floodplain:	*TBD*

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

	No
If Yes, describe:	

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

No	If Yes, for how long:	*days*

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

C.4 - Building Resilience and Adaptability

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

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

Select appropriate:	*Yes*	Hardened / Resilient Ground Floor Construction	☑Temporary shutters and or barricades	Resilient site design, materials and construction

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

Select appropriate:	*Yes*	Surrounding site elevation can be raised	☑Building ground floor can be raised	Construction been engineered

Describe additional strategies:	

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

Select appropriate:	*No*	Solar PV	Solar Thermal	Clean Energy / CHP System(s)
		Potable water storage	Wastewater storage	Back up energy systems & fuel
Describe any specific or additional strategies:				

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

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

Appendix F

Accessibility Checklist

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
    a. http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
    a. http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Boston Complete Street Guidelines
    a. http://bostoncompletestreets.org/
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
    a. http://www.cityofboston.gov/Disability
5. City of Boston – Public Works Sidewalk Reconstruction Policy
    a. http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
6. Massachusetts Office On Disability Accessible Parking Requirements
    a. www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc
7. MBTA Fixed Route Accessible Transit Stations
    a. http://www.mbta.com/about_the_mbta/accessibility/

Article 80 | ACCESSIBILTY CHECKLIST

Project Information

Project Name:	**Harrison Albany Block**
Project Address Primary:	**75-123 East Dedham and 62-100 East Canton**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**Harry Nash / Senior Vice President / Leggat McCall Properties / harry.nash@lmp.com / 617.422.7076**

Team Description

Owner / Developer:	**MEPT/LMP Harrison/Albany Block LLC**
Architect:	**CBT**
Engineer (building systems):	**RW Sullivan Engineering**
Sustainability / LEED:	**Vanderweil Engineers**
Permitting:	**Epsilon Associates, Inc.**
Construction Management:	**N/A**

Project Permitting and Phase

At what phase is the project – at time of this questionnaire?

PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

Article 80 | ACCESSIBILTY CHECKLIST

Building Classification and Description

What are the principal Building Uses - select all appropriate uses?

Residential – One to Three Unit	Residential - Multi-unit, Four +	Institutional	Education
Commercial	Office	Retail	Assembly
Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	*Residential, Retail, Commercial, Lobbies, Loading, Back of House, MEP*		

What is the Construction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	Concrete

Describe the building?

Site Area:	*135,161 SF*	Building Area:	*722,000 SF*
Building Height:	*Varies from 34' Ft. to 120 Ft.*	Number of Stories:	*Varies from 3 to 11 Flrs*
First Floor Elevation:	*15.5 to 18.6 Elev.*	Are there below grade spaces:	*Yes / No*

Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.	The proposed project site is located in the Harrison Albany Corridor located in the southernmost portion of Boston's South End neighborhood. The site boundaries include Harrison Avenue to the northwest, East Dedham to the Northeast, East Canton to the Southwest, and Albany Street to the Southwest.
List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.	The #47 Central Square accessible bus has a stop at the proposed site on Albany Street and East Dedham Street. The #8 and #10 accessible buses have stops at Harrison Avenue at East Brookline Street, about one block away. The closest accessible Silver Line stops are located along Washington Street at East Newton Street, about two blocks away, and Union Park Street, also two blocks away.

List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	Boston Medical Center, South End Community Health Center, Boston University School of Medicine, Pine Village Preschool, Media and Technology Charter School, Cathedral Grammar School, William Blackstone Elementary, Public Housing: Cathedral, Washington Manor, Torre Unidad, Rutland/East Springfield, Frederick Douglass.
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	No. Boston Police District D-4, South End Branch Library, JHCC, Boston Sports Club, Union Park Street Playground, Franklin Square, Blackstone Square.

Surrounding Site Conditions – Existing:

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?	Yes.
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	Concrete sidewalks, some asphalt. Mostly in poor condition.
Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have the sidewalks and pedestrian ramps been verified as compliant? If yes, please provide surveyors report.	No, to be replaced. Sidewalks have not been designed to that level of detail.
Is the development site within a historic district? If yes, please identify.	No.

Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking

side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortable pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	Yes
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	Our site consists of the following Complete Street Types: a. Albany Street is an Industrial Street, b. Harrison Avenue as one Neighborhood Connector Street and c. East Dedham and East Canton Streets as Neighborhood Residential Streets.
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	Albany Street Sidewalk: 12' Total Width; 6' Greenscape-Furnishings Zone; 6' Pedestrian Zone; 0' Frontage Zone Harrison Avenue Sidewalk: 15' Total Width; 6' Greenscape-Furnishings Zone; 5' Pedestrian Zone; 4' Frontage Zone East Dedham Street Sidewalk : Varies 20' to 29' Total Width; 8' Greenscape-Furnishings Zone; 6' Pedestrian Zone; Varies 6' to 15' Frontage Zone East Canton Street Sidewalk : 17.5' Total Width; 6' Greenscape-Furnishings Zone; 5' Pedestrian Zone; Varies Approx 6.5' Frontage Zone
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Albany Street: Greenscape-Furnishings Zone – Permeable Pavers with Flush Tree Plantings; Pedestrian Zone – Concrete Paving; Frontage Zone – N/A; Materials on Public and Private Property - Greenscape-Furnishings and Pedestrian Zone on Public Property Harrison Avenue Sidewalk: Greenscape-Furnishings Zone- Permeable Pavers with Flush Tree Plantings; Pedestrian Zone – Concrete Paving; Frontage Zone – Concrete Paving; Materials on Public and Private Property – Greenscape-Furnishings Zone on Public Property , Pedestrian Zone and Frontage Zone partially on Public and Private Property East Dedham Street Sidewalk: Greenscape-Furnishings Zone Permeable Pavers with Flush Tree Plantings; Pedestrian Zone – Concrete Paving; Frontage Zone – Raised and Curbed Tree Planters and combination of Unit Pavers, Permeable Pavers and Concrete Paving; Materials on Public and Private Property – Greenscape-Furnishings Zone on Public Property , Pedestrian Zone partially on Public and Private Property and Frontage Zones on Private Property East Canton Street Sidewalk: Greenscape-Furnishings Zone - Permeable Pavers with Flush Tree Plantings; Pedestrian Zone – Concrete Paving; Frontage Zone – Raised and Curbed Planters at Residential Units; Materials on Public and Private

	Property – Greenscape-Furnishings Zone on Public Property , Pedestrian Zone partially on Public and Private Property and Frontage Zones on Private Property
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?	If the final landscape plan locates the pedestrian right of way inside of the property, the proponent will seek a pedestrian easement.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	Sidewalk cafes will be inside the property line, not in the pedestrian right of way.
If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	N/A

Proposed Accessible Parking:

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?	703 below grade parking spaces and 5 spaces along the relocated Andrews Street.
What is the total number of accessible spaces provided at the development site?	15 Spaces
Will any on street accessible parking spaces be required? If yes, has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?	No.
Where is accessible visitor parking	In the below grade garage

located?	
Has a drop-off area been identified? If yes, will it be accessible?	Yes, adjacent to residential lobbies. See Attachment 1
Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.	See Attachments 1 – 3.

Circulation and Accessible Routes:

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability* of neighbors.

**Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.	See attachment 4.
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	Main lobby entries will be flush with the sidewalk entrances. On the ground floor, ramps will be provided at 8% or less slope where there are changes in elevations.
Are the accessible entrance and the standard entrance integrated?	Yes.
If no above, what is the reason?	
Will there be a roof deck or outdoor courtyard space? If yes, include diagram of the accessible route.	Yes.
Has an accessible routes way-finding and signage package been developed? If yes, please describe.	Not yet.

Accessible Units: (If applicable)

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

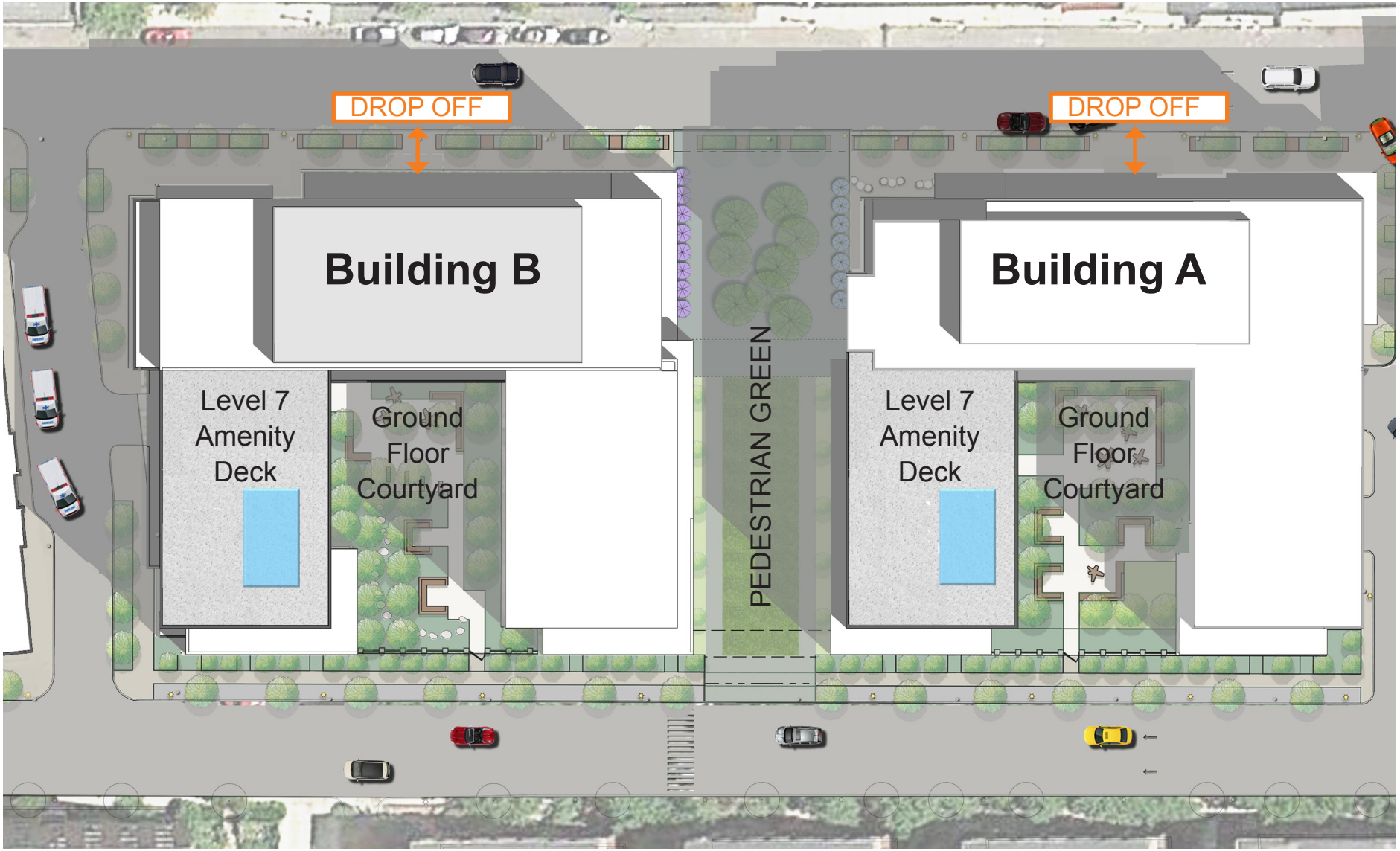
What is the total number of proposed units for the development?	687
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	All units are for rent apartments.
How many accessible units are being proposed?	35 units (5% of all units) will be accessible.
Please provide plan and diagram of the accessible units.	Not available yet.
How many accessible units will also be affordable? If none, please describe reason.	5% of all on-site affordable units will be accessible.
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes,** please provide reason.	No.
Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?	No.
Did the Advisory Board vote to support this project? **If no,** what recommendations did the Advisory Board give to make this project more accessible?	No.

Article 80 | ACCESSIBILTY CHECKLIST

Thank you for completing the Accessibility Checklist!

For questions or comments about this checklist or accessibility practices, please contact:

kathryn.quigley@boston.gov | Mayors Commission for Persons with Disabilities

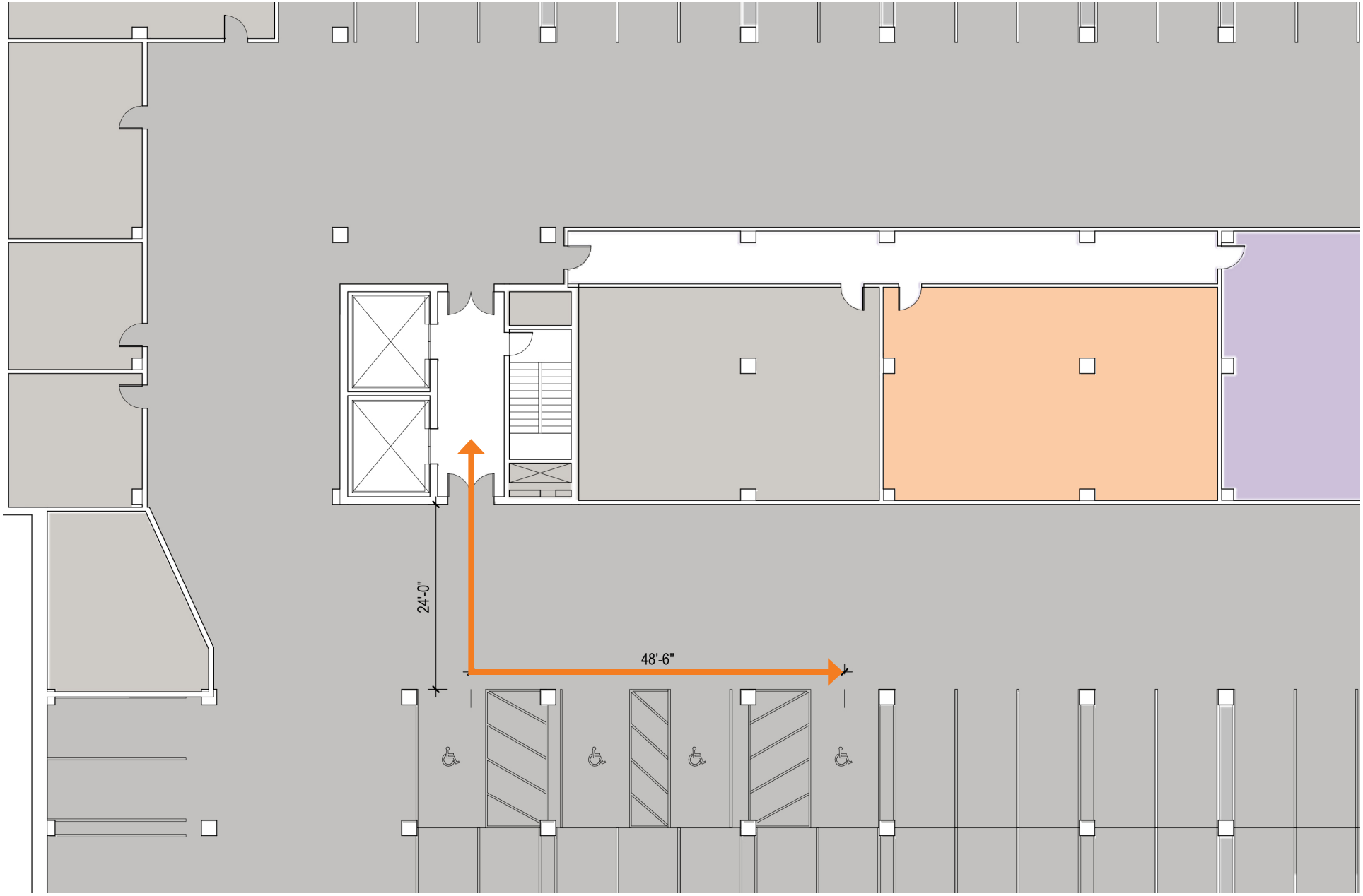


Harrison Albany Block **Boston, Massachusetts**

cbt

Attachment 1

Accessible Routes - Drop Off Areas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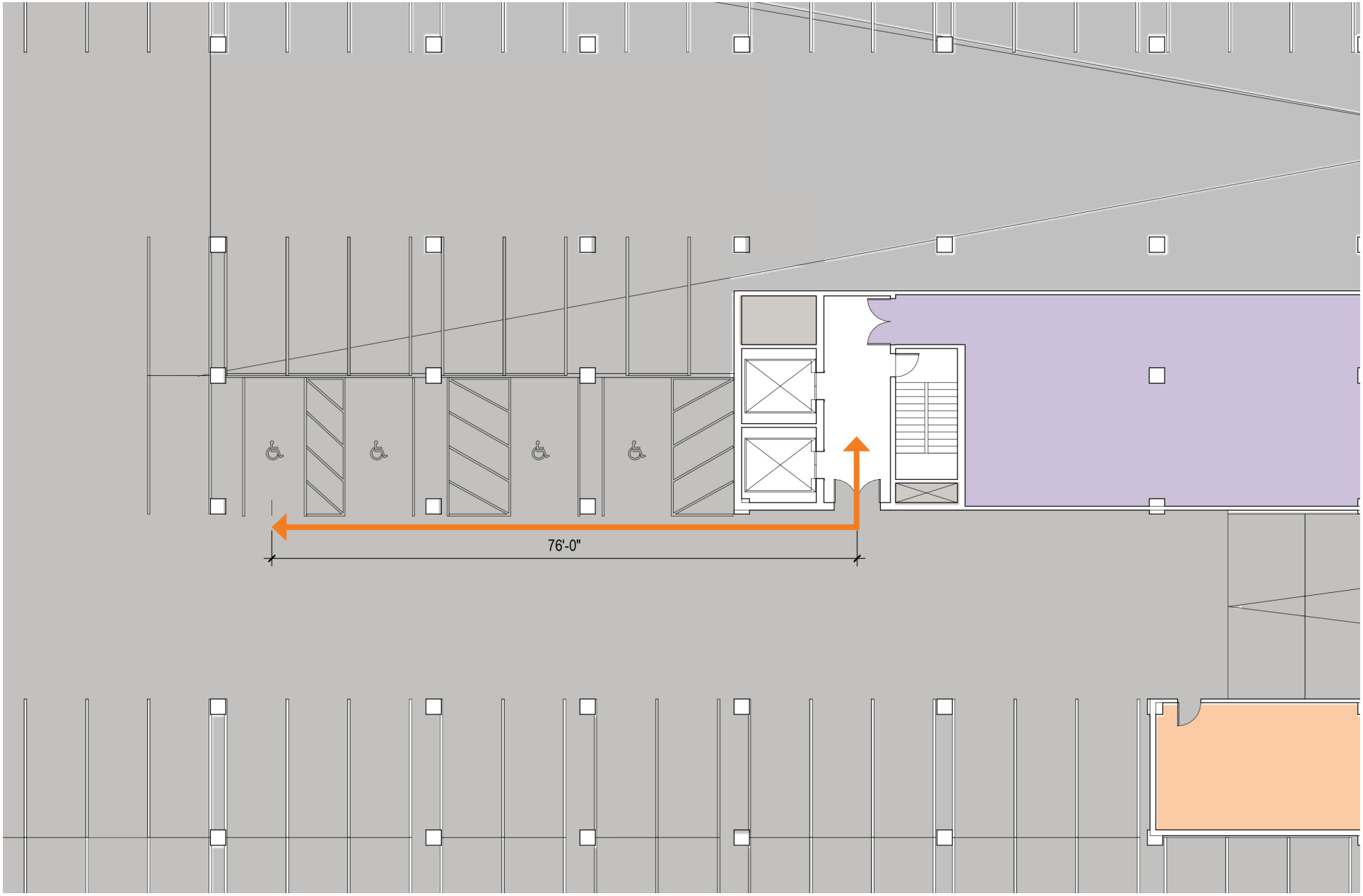
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Harrison Albany Block Boston, Massachusetts

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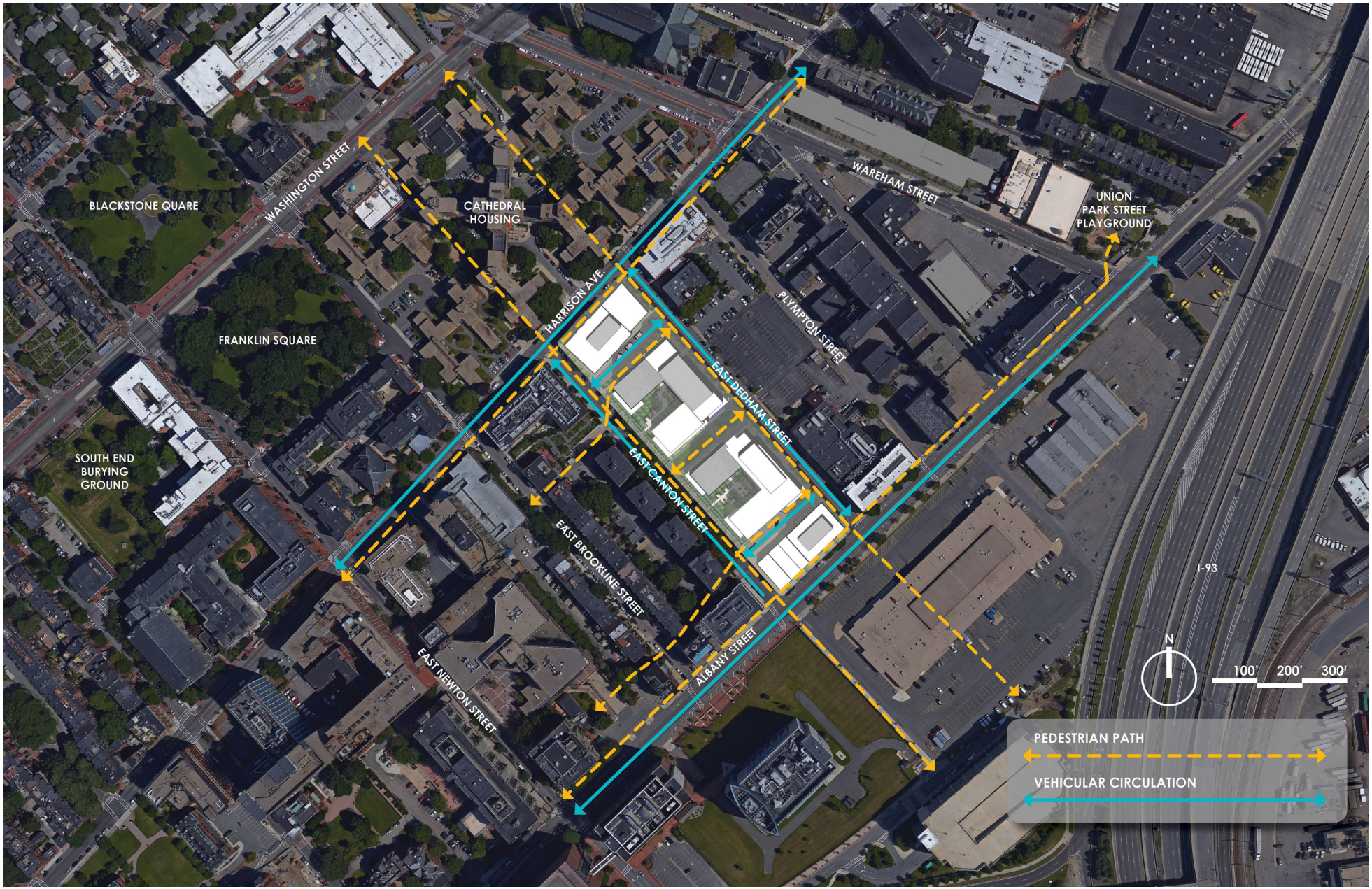
Attachment 4

Accessibile Routes Throught Site - Public and Private

Appendix G

Urban Design Diagrams



Harrison Albany Block **Boston, Massachusetts**

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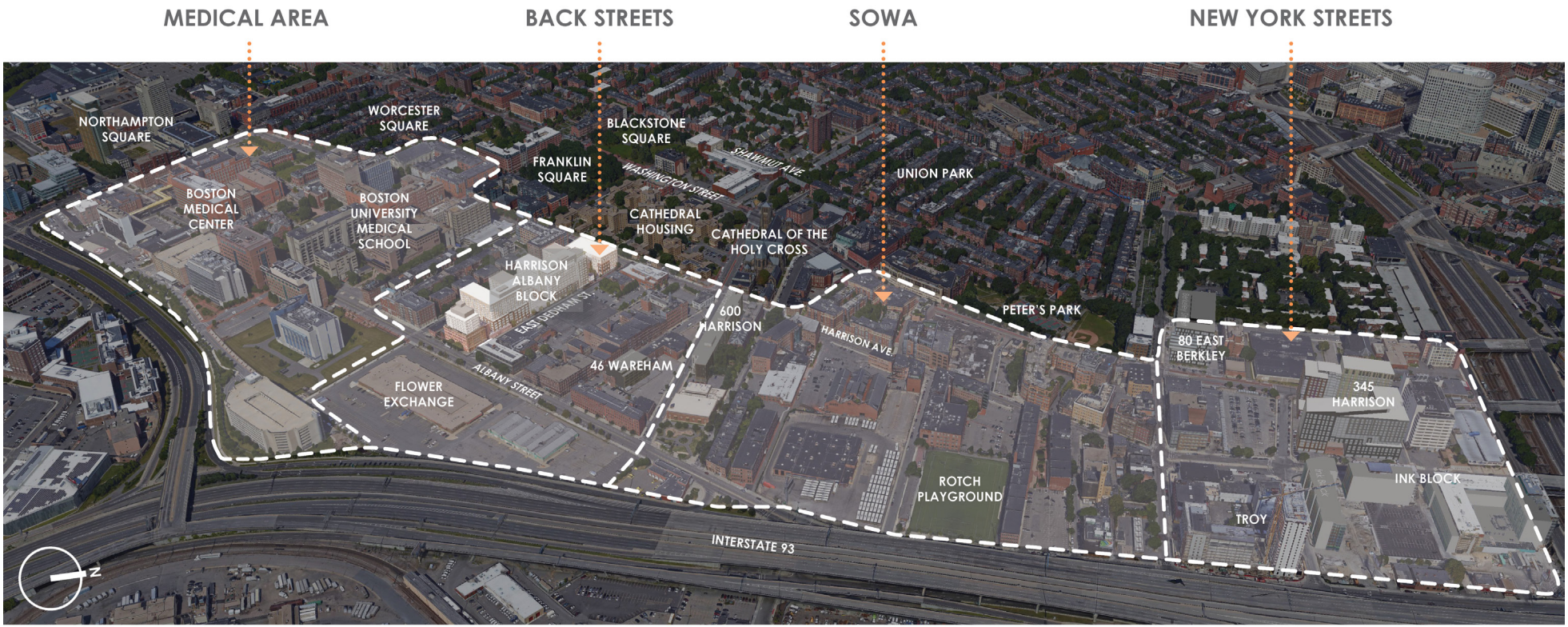
Neighborhood Connections



Harrison Albany Block Boston, Massachusetts

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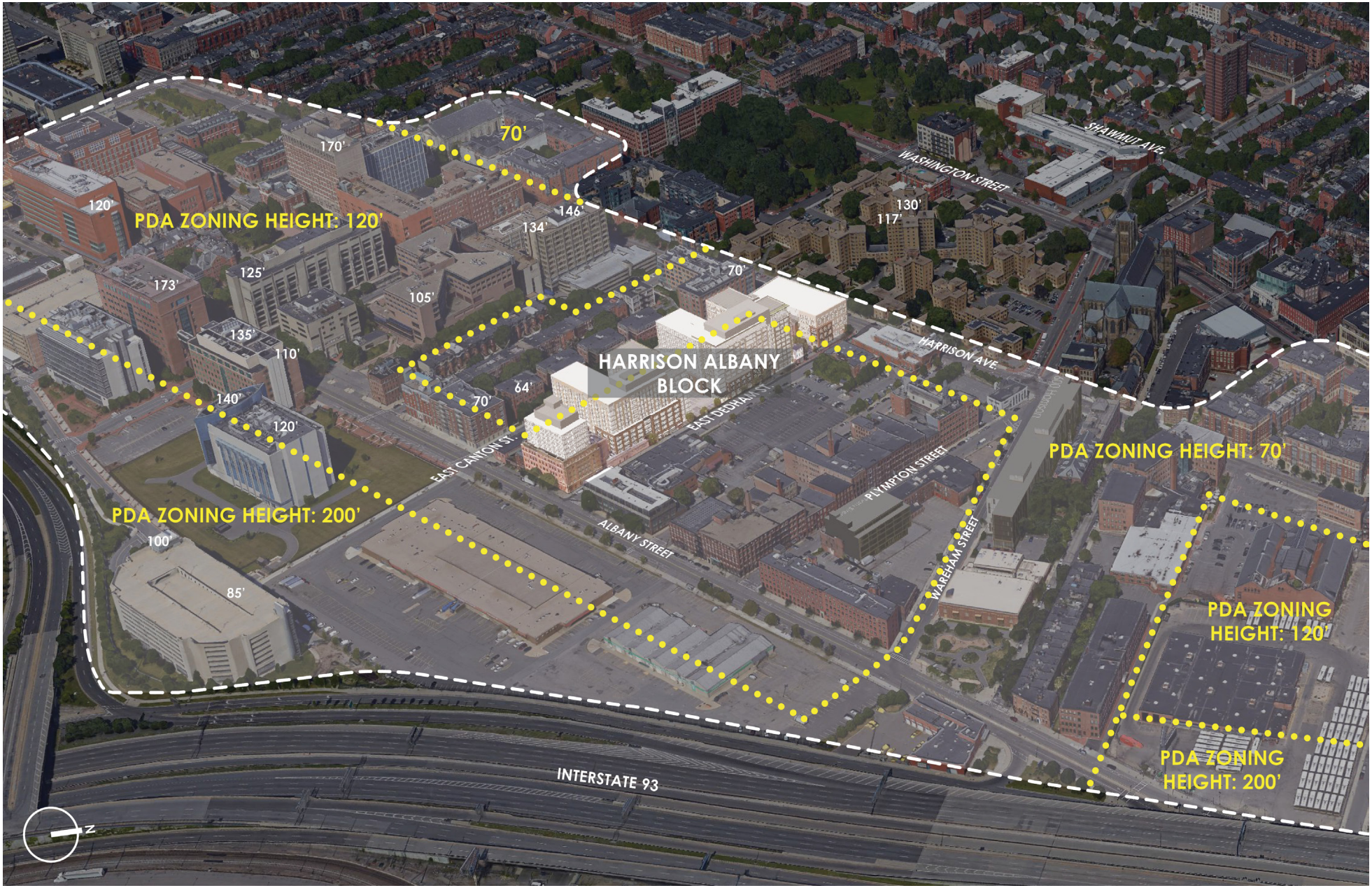
Pedestrian and Vehicular Circulation



Harrison Albany Block Boston, Massachusetts

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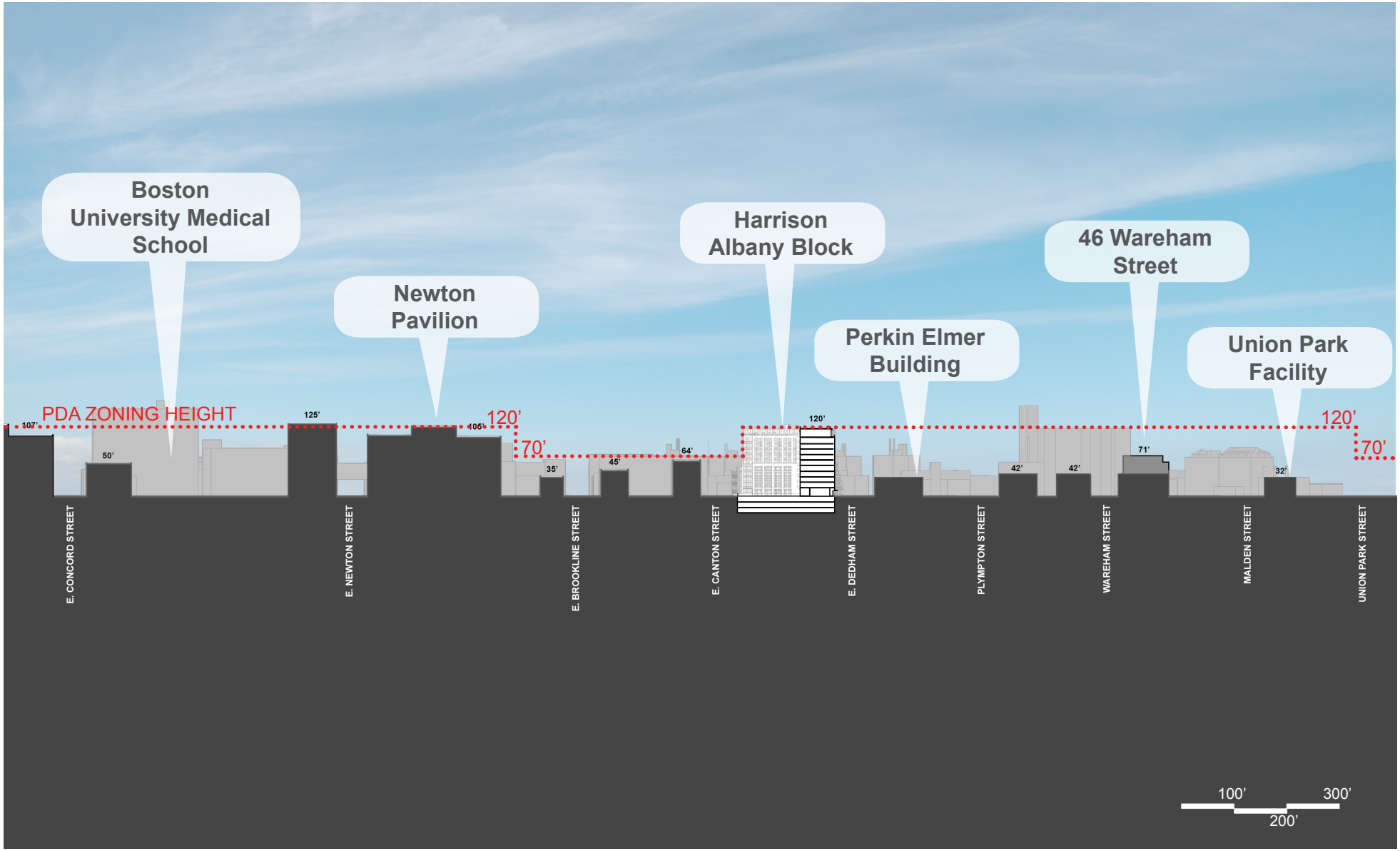
Zoning and Existing Building Heights



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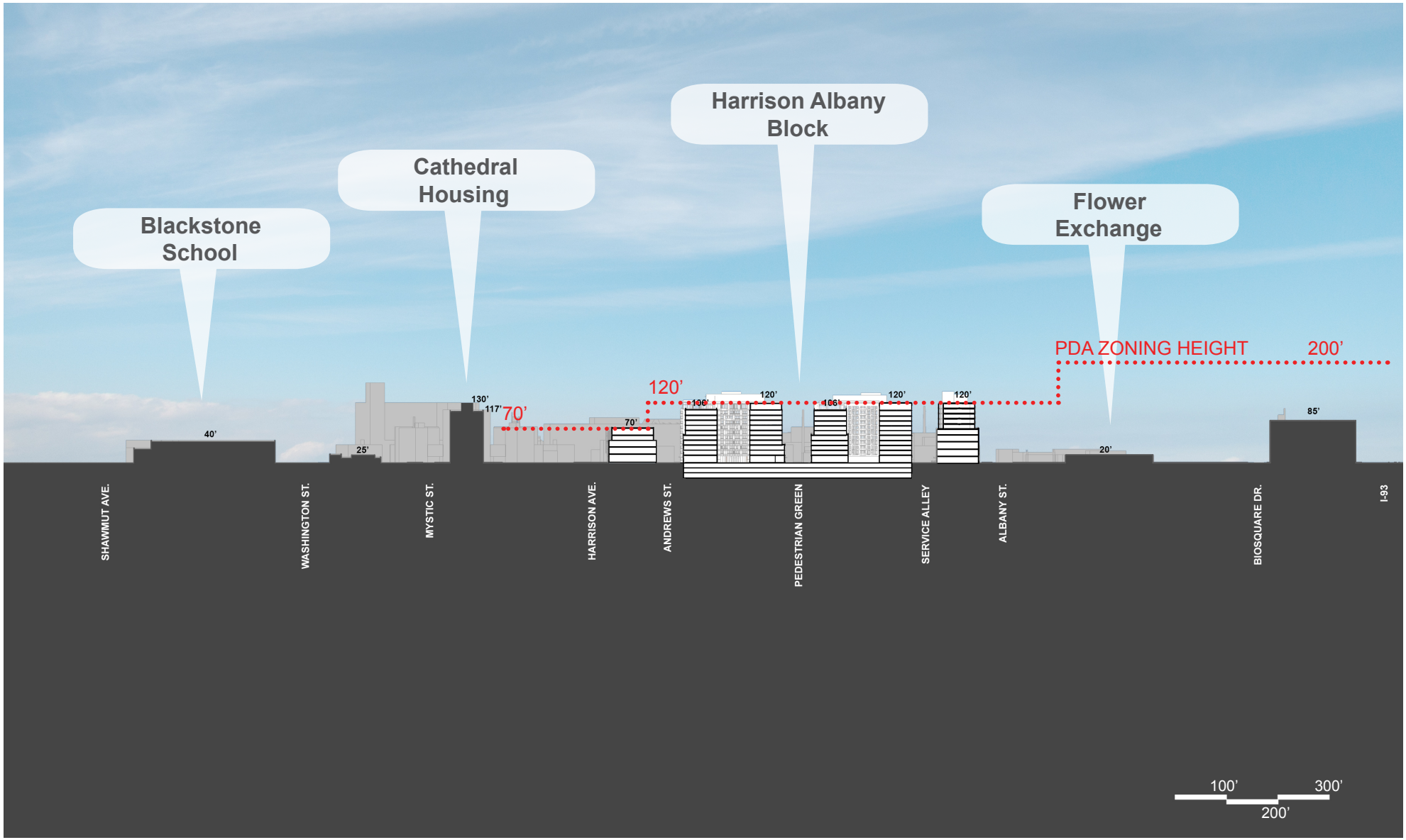
North - South Section



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East - West Section