

DRAFT PROJECT IMPACT REPORT

# 1252-1270 Boylston

Boston, Massachusetts



**PROPONENT:**

Scape Boylston, LLC

**IN ASSOCIATION WITH:**

Gensler  
AB Rogers Design  
Copley Wolff Design Group  
McNamara Salvia  
McPhail Associates  
WSP

**SUBMITTED TO:**

Boston Planning & Development Agency

**PREPARED BY:**



**SUBMISSION DATE:**

October 2019



October 7, 2019

BY HAND DELIVERY

Mr. Brian P. Golden | Director  
Boston Planning & Development Agency  
Boston City Hall, Ninth Floor  
Boston, MA 02201

c/o: Mr. Tim Czerwienski | Project Manager

**RE: 1252-1270 Boylston Street | Draft Project Impact Report**

Dear Director Golden:

Scape Boylston, LLC (the “Proponent”) – an affiliate of Scape North America – is pleased to respectfully submit this Draft Project Impact Report (the “DPIR”) pursuant to the Scoping Determination issued by the Boston Planning & Development Agency (the “BPDA”) on July 18, 2019, pertaining to Large Project Review under Article 80B of the Boston Zoning Code for the redevelopment of 1252-1268 Boylston Street and 1270 Boylston Street (collectively, the “Project” or “1252-1270 Boylston”) in the Fenway neighborhood. The Proponent filed its Expanded Project Notification Form (the “EPNF”) on April 11, 2019.

Throughout this past April, May, June, July, August and September, the Proponent continued to engage with all stakeholders regarding 1252-1270 Boylston. Over the course of these six months, the Proponent sought to diligently listen, deeply understand and thoughtfully respond – in a sincere and significant manner – to the guidance provided by the Fenway neighborhood.

The Proponent appreciates the detailed feedback and specific direction provided by the Fenway neighborhood, which consisted of the following primary elements:

Project Consideration:	Neighborhood Feedback:
I. <b>Use and Programming:</b>	Consider a residential use to directly address the acute (and growing) ‘supply & demand’ imbalance of housing in the Fenway.
II. <b>Urban Design:</b>	Consider modifications to the dimensional envelope of the building.
III. <b>Black Box Theater:</b>	Consider alterations to increase versatility of the space, ensuring access and utilization by a broad range of LGBTQ performers and patrons.
IV. <b>Affordable Housing:</b>	Consider opportunities to maximize the production and delivery of affordable housing units in the neighborhood.
V. <b>Additional Properties:</b>	Consider additional properties owned by affiliates of the Proponent in the context of integrated Fenway neighborhood planning and housing production.

Over the past six months, **stakeholders across the Fenway consistently identified** (via meetings, discussions, comment letters, correspondence, etc. with the Proponent) **housing stability as the fundamental challenge facing the neighborhood and indicated that an integrated solution – anchored upon production of housing units and**



**affordability – is needed to effectively address this critical issue.** The Fenway neighborhood expressed heightened concern that the existing housing shortages will be further exacerbated by the upcoming wave of new commercial office space that will be built over the next three years (which will add approx. 10,000 new permanent employees to the neighborhood).

As articulated by the neighborhood stakeholders, the already-unbalanced Fenway housing market is presently facing further destabilization due to the stark asymmetry of this increased-demand and lack-of-new-supply – in particular, middle-income residents remain under-siege and continue to be widely displaced.

Accordingly, over the past six months, the Fenway neighborhood stakeholders directed the Proponent to consider major changes to the Project and pursue solution-oriented measures to address this increasing housing deficit.

Pursuant to this specific direction from the Fenway neighborhood, the Proponent has earnestly incorporated a breadth of significant modifications to enhance alignment among all stakeholders. As further detailed herein, these modifications seek to conform with Article 66 of the Boston Zoning Code and the Fenway Urban Village Plan.

Driven by the detailed feedback received from the neighborhood stakeholders, the Proponent endeavored to put forth an integrated and responsive plan which focuses on meaningful – yet appropriately-scaled – production of housing in the Fenway (*and specifically includes an unprecedented commitment to affordable housing*).

The Proponent looks forward to working alongside the neighborhood stakeholders in a solution-oriented manner to combat displacement and engender stability across the Fenway housing market.

### ***I. Use and Programing:***

Over the past six months, the Proponent has embarked upon a comprehensive transformation of its programming and product offering across North America. Pursuant to a deliberate, measured and reflective discernment process, the Proponent determined that it was prepared to proceed – locally and nationally – as a provider of bona fide open-market residential rental housing.

**As specialists in innovative urban living, the Proponent is excited to address a broader and deeper portion of the metropolitan housing spectrum, with a particular focus on delivering high-quality, well-located and attainably-priced residential housing for the workforce.**

The Proponent has thoughtfully designed its residential housing units – driving versatility at a granular level – to align with the wide-ranging segments of the workforce (including, but not limited to, young professionals, families, empty-nesters, retirees-in-transition, and those seeking to age-in-place).

Accordingly, over the past four months, the Proponent undertook a meticulous and thorough redesign of 1252-1270 Boylston. As further detailed herein the DPIR, the Project – *‘Boylston Place’* – will now consist of 477 open-market residential rental housing units.

The housing units at Boylston Place have been designed to residential standards and specifications. Minimum lease terms will be one year, and any type of short-term rental or overnight accommodations (e.g. Airbnb, Sonders, etc.) will be expressly prohibited and enforced.

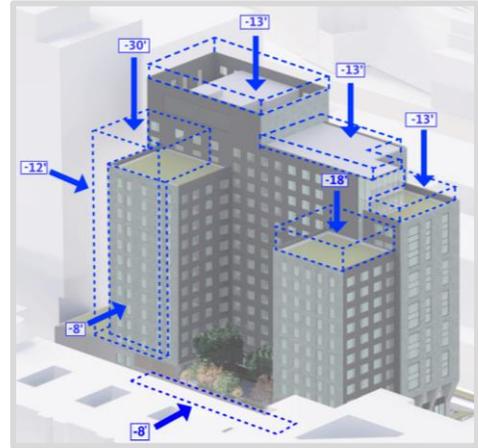
Moreover, the product and programming designed by the Proponent – locally and nationally – is certainly not a ‘co-living’ concept; co-living providers typically are driven by high-velocity short-term leases for folks seeking to *‘rent-a-bed in a 10-bedroom unit’*. In contrast, the programs developed by the Proponent are diligently comprised of a mix of studio, one-bedroom, two-bedroom and three-bedroom residential housing units which prioritize privacy, affordability and proximity to the urban core.

The residential units will be fully-furnished which will further enhance the affordability and attainability for all residents of the Fenway neighborhood.

**II. Urban Design:**

**The Proponent has materially reduced the dimensional envelope of the Project and has further expanded its commitment to improve the pedestrian realm:**

- Significant reduction in height – southwestern corner reduced by 30 feet, southeastern corner reduced by 18 feet, all northern elements reduced by 13 feet.
- Substantial reduction in FAR – reduced from 7.0 to 6.7.
- Further articulation of the building through pronounced three-dimensional sculpting, including material setbacks on the western and southern portions of the Project.
- Introduction of enhanced window detailing on the southwestern façade and lightening of brick façade pigmentation.
- Consolidation of loading docks, refinement of ground-level plant species and extension of raised cycle-track.
- Upgrade of signals at the intersection of Boylston Street and Ipswich Street.



**III. Black Box Theater:**

In recognition of 1252-1270 Boylston Street’s important heritage and affiliation with the LGBTQ community, the Proponent will be delivering the ‘Boylston Black Box’, a not-for-profit LGBTQ-centric venue for the performing arts. **Based on feedback received from the neighborhood stakeholders and LGBTQ performance groups, the Proponent has further deepened its commitment to this important component of the Project:**

- Increase in the size of the Boylston Black Box program from approx. 6,000 sq. ft. to approx. 10,000 sq. ft.
- Increase in capacity of the theater from 120 seats to 156 seats.
- Addition of dedicated community space, flexible space, actor spaces, public spaces, support spaces.
- Creation of mezzanine space.
- Dedicated loading access.
- Increase in size and scope of ground-floor marquee entrance.



**IV. Affordable Housing:**

**The Proponent is committed to the production of affordable housing units in the Fenway neighborhood and is prepared to voluntarily exceed the applicable contribution requirements prescribed by the Inclusionary Development Policy (“IDP”).**

- Per IDP, the Proponent is required to deliver 18% offsite affordable housing units within a half-mile of the Project.
- Notably, the Proponent is prepared to exceed this requirement and deliver 20% offsite affordable housing units at The Ipswich, an unprecedented affordable housing building located at Two Charlesgate West.
- This would generate 95 affordable housing units within 1,000 feet of the Project (please note, as further described herein, The Ipswich would have a total of 220 affordable housing units).

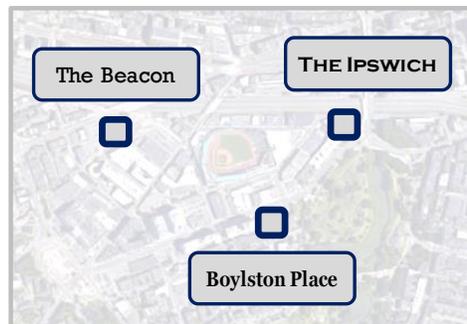
Affordable Housing Summary:	
IDP Requirement:	<b>1252-1270 Boylston:</b>
18 % offsite	<b>20% offsite</b>
85 units	<b>95 units</b>
Within ½ mile	<b>Less than 1,000 ft.</b>

V. **Additional Properties:**

Since submission of the EPNF, affiliates of the Proponent have attained site control of two additional properties in the greater Fenway neighborhood – 819 Beacon Street and Two Charlesgate West (the “Additional Properties”).

The Scoping Determination – and Fenway neighborhood stakeholders – directed the Proponent to consider a cohesive approach for the development of 1252-1270 Boylston and the Additional Properties and to articulate its initial conceptual plans for the Additional Properties.

Accordingly, herein, the Proponent provides a summary of its preliminary proposed programming for 819 Beacon Street (*The Beacon*) in the Audubon Circle neighborhood and Two Charlesgate West (*The Ipswich*).



**With regards to the integrated neighborhood plan, the Proponent:**

- Focused on the appropriately-scaled production of residential housing units *at all three sites*.
- Committed to outperform its prescribed IDP (affordable housing) requirements *at all three sites*.
- Materially reduced the dimensional envelope (vs. previous proposals) *at all three sites*.
- Included significant public benefits *at all three sites*.

**The Proponent will partner with Boston Children’s Hospital to deliver The Beacon**, which will also include 50 residential units for the families of patients (which will be operated on a not-for-profit basis).

**The Proponent will deliver 220 affordable housing units at The Ipswich** – this unprecedented production of affordable housing units will have an immediate, major, positive impact as only 212 IDP affordable housing units have been delivered in the neighborhood over the past 20 years since the launch of IDP in 2000; the Proponent would single-handedly increase this inventory by over 100%.

The Proponent looks forward to engaging all stakeholders regarding the Additional Properties – each of the Additional Properties will be subject to Large Project Review under Article 80B of the Boston Zoning Code.

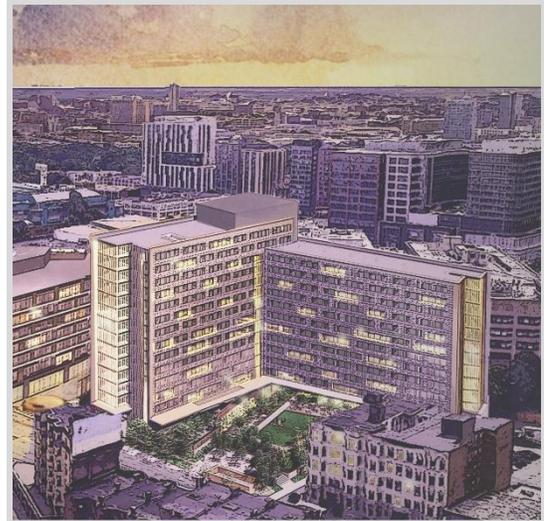
For each of the Additional Properties, the Proponent anticipates filing a Letter of Intent with the BPDA in the fourth quarter of 2019.

<b>Programming:</b> <i>(preliminary)</i>	<b>Boylston Place:</b> 1252-1270 Boylston   Fenway	<b>The Beacon:</b> 819 Beacon   Audubon Circle	<b>The Ipswich:</b> Two Charlesgate West   Fenway
<b>Primary Use:</b>	<b><u>Residential Housing</u></b> ▪ 477 residential units	<b><u>Residential Housing</u></b> ▪ 445 residential units	<b><u>100% Affordable Housing</u></b> ▪ 220 residential units
<b>Ancillary Uses:</b> <i>(podium-level)</i>	▪ Retail	▪ Patient-family residences   50 units (partnership with Children’s Hospital) ▪ Parking   215 below-grade spaces	▪ Institutional residences   165 units (partnership with a Fenway institution) ▪ Retail
<b>Public Benefits:</b>	▪ Black Box Theater (LGBTQ-centric) ▪ Activated pedestrian pocket-park	▪ Substantial green space along Beacon	▪ ‘Urban Causeway’ design feature (connecting Boylston and Ipswich)
<b>Affordable Housing:</b>	▪ <b>20% offsite (95 units)</b> at The Ipswich (vs. 18% IDP requirement)	▪ <b>20% offsite (100 units)</b> at The Ipswich (vs. 18% IDP requirement)	▪ <b>15% onsite (25 units)</b> at The Ipswich (vs. 13% IDP requirement)

***The Beacon*** / 819 Beacon Street / **Summary Overview:**

The Proponent will partner with Boston Children’s Hospital (“Children’s Hospital”) to deliver The Beacon at 819 Beacon Street, located in the Audubon Circle neighborhood:

<b>Programming:</b> <i>(preliminary)</i>	<b>The Beacon:</b> 819 Beacon   Audubon Circle
<b>Primary Use:</b>	<b>Residential Housing</b> <ul style="list-style-type: none"> <li>▪ 445 residential units</li> </ul>
<b>Ancillary Uses:</b> <i>(podium-level)</i>	<ul style="list-style-type: none"> <li>▪ Patient-family residences   50 units (partnership with Children’s Hospital)</li> <li>▪ Parking   215 below-grade spaces</li> </ul>
<b>Public Benefits:</b>	<ul style="list-style-type: none"> <li>▪ Substantial green space along Beacon</li> </ul>
<b>Affordable Housing:</b>	<ul style="list-style-type: none"> <li>▪ 20% offsite (100 units) at The Ipswich (vs. 18% IDP requirement)</li> </ul>



The existing conditions at 819 Beacon Street currently consist of a surface parking lot. In 2013, Children’s Hospital permitted an approx. 425,000 sq. ft. commercial office building (with 432 above-ground parking spaces) as part of its Institutional Master Plan.

Based on space-planning in recent years, Children’s Hospital has determined that it no longer requires administrative office space at the 819 Beacon Street location and believes that the site can better serve the neighborhood as a location for residential housing.

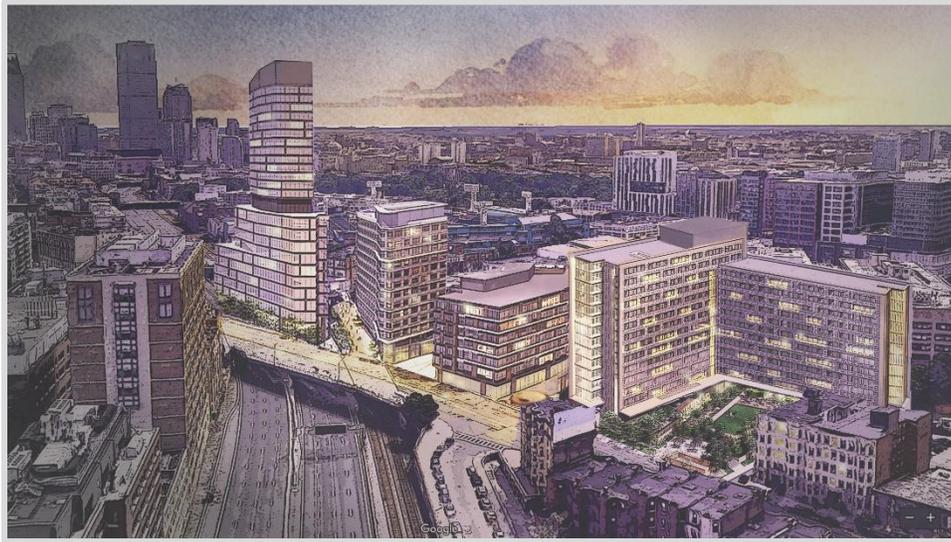
The program will include 50 units of patient-family residences operated by Children’s Hospital.

**Prospective Design and Program Details** *(preliminary):*

- Footprint of the building has been reduced by over 50% (vs. 2013 plan).
- Massing has been consolidated to the southeastern portion of the site, away from Beacon and Munson Street and the Miner Street residences.
- Footprint reduction results in substantial green space along Beacon Street.
- Parking has been reduced by approx. 50% (vs. 2013 plan) and has been placed below-grade (vs. above-grade per 2013 plan).
- Residential program includes three-bedroom units to better accommodate families seeking to be part of the Audubon Circle neighborhood.
- Aesthetic enhancements to the Green Line ventilation shaft.
- Coordination with the multi-use path and urban-ring planning.

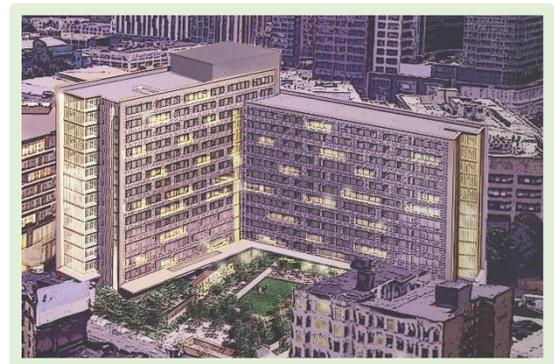


**The Beacon / 819 Beacon Street / Summary Overview:**



***The Beacon*** / 819 Beacon Street | **Summary Overview:**

819 Beacon Street   Program Comparison:			
	2013 Plan <i>(approved per IMP)</i>	2019 Plan <i>(preliminary)</i>	Difference
<b>Primary Use:</b>	<b>Office</b>	<b>Residential</b>	
<b>Residential Units:</b>	<b>0</b>	<b>445</b>	<b>445</b>
<b>Affordable Housing Units:</b>	<b>0</b>	<b>99</b>	<b>99</b>
<b>Patient-Family Units:</b>	<b>0</b>	<b>50</b>	<b>50</b>
<b>Parking Spaces:</b>	<b>432 above-grade</b>	<b>215 below-grade</b>	<b>(217)</b>
<b>Building Footprint:</b>	<b>54,150</b>	<b>21,500</b>	<b>(32,650)</b>
<b>Building Sq. Ft.:</b>	<b>423,095</b>	<b>367,000</b>	<b>(56,095)</b>
<b>FAR:</b>	<b>5.9</b>	<b>4.0</b>	<b>(1.9)</b>
<b>Building Height (ft.):</b>	<b>116</b>	<b>164</b>	<b>48</b>



***The Ipswich* / Two Charlesgate West / Summary Overview:**

The Proponent will deliver The Ipswich – the first new-construction building in the Fenway dedicated to affordable housing – at Two Charlesgate West.

<b>Programming:</b> <i>(preliminary)</i>	<b>The Ipswich:</b> Two Charlesgate West   Fenway
<b>Primary Use:</b>	<b>100% Affordable Housing</b> 220 residential units
<b>Ancillary Uses:</b> <i>(podium-level)</i>	<ul style="list-style-type: none"> <li>▪ Institutional residences   165 units (partnership with a Fenway institution)</li> <li>▪ Retail</li> </ul>
<b>Public Benefits:</b>	<ul style="list-style-type: none"> <li>▪ ‘Urban Causeway’ design feature</li> <li>▪ (connecting Boylston and Ipswich)</li> </ul>
<b>Affordable Housing:</b>	<ul style="list-style-type: none"> <li>▪ 15% onsite at The Ipswich</li> <li>▪ (vs. 13% IDP requirement)</li> </ul>



The existing conditions at Two Charlesgate West consist of a vacant office building which has exhausted its useful life. In 2016, the prior owner of Two Charlesgate West initiated Large Project Review for a proposed 340-foot building on the site.

The Proponent is prepared to deliver The Ipswich as a contextual, appropriately-scaled building more closely aligned with the Article 66 zoning height for the gateway parcel of 135 feet.

**The Proponent will deliver 220 affordable housing units at The Ipswich** – this unprecedented production of affordable housing units will have an immediate, major, positive impact as only 212 IDP affordable housing units have been delivered in the neighborhood over the past since 20 years since the launch of IDP in 2000; *the Proponent would single-handedly increase this inventory by over 100%.*

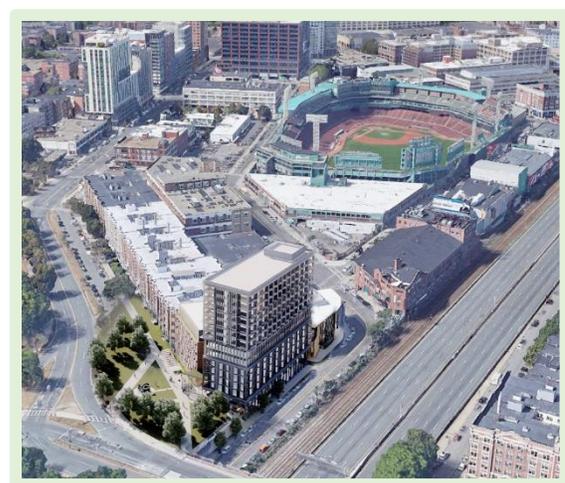
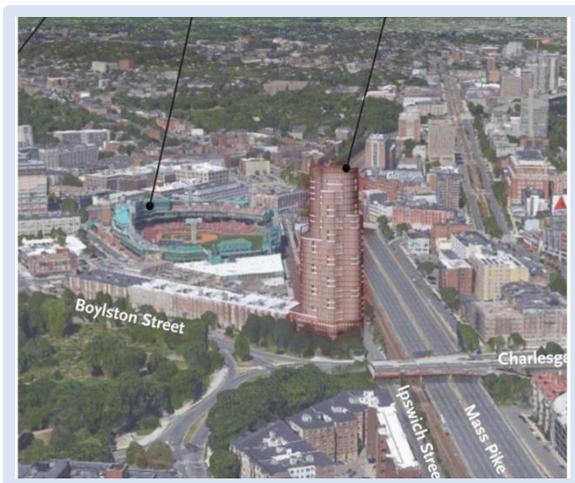
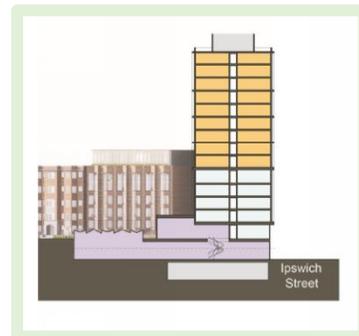
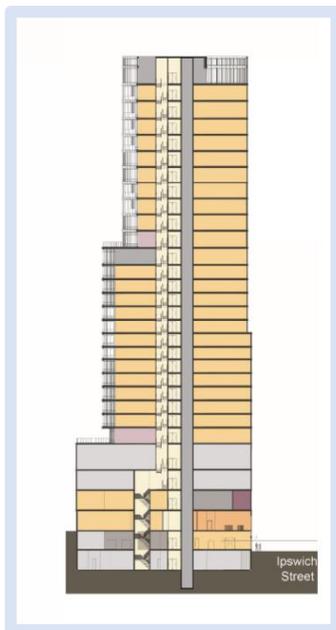
<b>Prospective Design and Program Details</b> <i>(preliminary):</i>	
<ul style="list-style-type: none"> <li>▪ Height of the building has been reduced by over 50% (vs. 2016 proposal).</li> <li>▪ Massing has been designed to integrate the Boylston Street portion of the building into the adjacent existing low-rise scale and fabric (to the south); the (relative) height has been placed to the north, along Ipswich Street.</li> <li>▪ The affordable housing units will comprise the entire high-rise portion of the building (with panoramic views of Boston); pursuant to Article 66, the units will be income-restricted at the 80%-120% AMI levels.</li> <li>▪ Pursuant to guidance from neighborhood stakeholders, the Proponent will endeavor to structure a bilateral partnership with one of the Fenway-based institutions (e.g. medical, academic, cultural) to develop institutional residences at the podium-level for a range of users (e.g. faculty, staff, artists-in-residence, researchers, graduates, undergraduates, etc.) – <i>akin to the Harvard institutional residences ‘Harvard at Trilogy’ (170 Brookline Ave.).</i></li> <li>▪ Unique ‘Urban Causeway’ design feature will create unparalleled pedestrian connectivity between Boylston Street and Ipswich Street.</li> </ul>	

***The Ipswich / Two Charlesgate West / Summary Overview:***



***The Ipswich*** / Two Charlesgate West / **Summary Overview:**

Two Charlesgate West   Program Comparison:			
	2016 Plan <i>(proposed per PNF)</i>	2019 Plan <i>(preliminary)</i>	Difference
Primary Use:	Luxury Housing	Affordable Housing	
Affordable Housing Units:	19	220	201
Building Sq. Ft.:	344,000	195,000	(149,000)
Building Height (ft.):	340	approx. 135	approx. (205)



**Summary:**

The Proponent has sought to respond in a direct, meaningful and solution-oriented manner to the feedback provided by the Fenway neighborhood stakeholders.

<b>Project Consideration:</b>	<b>Neighborhood Feedback:</b>	<b>Proponent Response:</b>
<b>I. Use and Programming:</b>	Consider a residential use to directly address the acute (and growing) ‘supply & demand’ imbalance of housing in the Fenway.	Proponent undertook a meticulous and thorough redesign of the Project, which will now consist of 477 open-market residential housing units.
<b>II. Urban Design:</b>	Consider modifications to the dimensional envelope of the building.	The Proponent has materially reduced the dimensional envelope of the Project and has further expanded its commitment to improve the pedestrian realm.
<b>III. Black Box Theater:</b>	Consider alterations to increase versatility of the space, ensuring access and utilization by a broad range of LGBTQ-centric performers and patrons.	The Proponent has further deepened its commitment to this important component of the Project by materially increasing the size and scope of the Black Box Theater.
<b>IV. Affordable Housing:</b>	Consider opportunities to maximize the production and delivery of affordable housing units in the neighborhood.	The Proponent is committed to the production of affordable housing units in the Fenway and is prepared to voluntarily exceed the applicable IDP requirements.
<b>V. Additional Properties:</b>	Consider additional properties owned by affiliates of the Proponent in the context of integrated Fenway neighborhood planning and housing production.	The Proponent has prepared an integrated plan, focused on the production of housing, appropriate urban design and program elements benefitting the public.

Through an integrated plan consisting of 1252-1270 Boylston Street, 819 Beacon Street and Two Charlesgate West, the Proponent is prepared to produce residential units across the spectrum of the supply-constrained housing market in the Fenway neighborhood:

<b>Summary of Housing Production   Integrated Plan:</b>	
<i>1252-1270 Boylston   819 Beacon   Two Charlesgate West</i>	
	<b>Unit Production:</b>
<b>Residential Rental Housing Units:</b>	<b>922</b>
<b>Affordable Housing Units:</b>	<b>220</b>
<b>Institutional Residences:</b>	<b>165</b>
<b>Patient-Family Housing Units:</b>	<b>50</b>
<b>Total New Housing Units Produced:</b>	<b>1,357</b>

The Proponent is committed to delivering a residentially-anchored, mixed-use program at 1252-1270 Boylston Street that serves the long-term interests of the Fenway neighborhood.

The Proponent has proactively engaged with neighborhood stakeholders over the past 20 months and looks forward to continuing to work closely with all parties in connection with the Project, including you and your staff, other City agencies, the Impact Advisory Group and the broader Fenway community.

We will publish notice of submission of this DPIR, as required by Section 80A-2(3), coincident with the filing of this DPIR. Requests for copies of this DPIR should be directed to Sarah Black at (617) 607-6120 or via email at sblack@vhb.com.

Sincerely,



**Andrew Flynn**

Founder and Chief Executive Officer

Scape North America

cc: Mr. Jonathan Greeley | Director of Development Review, Boston Planning & Development Agency  
Mr. Tim Czerwinski | Project Manager, Boston Planning & Development Agency  
Ms. Sheila Dillon | Chief of Housing and Director of Neighborhood Development  
Mr. Tim Davis | Housing Policy Manager, Boston Planning & Development Agency  
Mr. John Barros | Chief of Economic Development  
Impact Advisory Group | 1252-1270 Boylston Street

# 1252-1270 Boylston

Boston, Massachusetts

October 2019

SUBMITTED TO: **Boston Planning and Development Agency**

One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

PROPONENT: **Scape Boylston, LLC**

Two Charlesgate West  
Boston, MA 02215

PREPARED BY: **VHB**

99 High Street, 10<sup>th</sup> Floor  
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IN ASSOCIATION

WITH:

Gensler

Ab Rogers Design

Copley Wolff Design Group

Sullivan and Worcester LLP

Code Red Associates

WSP

McPhail Associates

McNamara Salvia Structural Engineers

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\*Note: Appendices are provided on the enclosed CD-ROM due to size.

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#### **B: BPDA Checklists**

#### **C: Construction Phasing and Demolition Plans**

#### **D: Transportation Supporting Documentation\***

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# 1

## Project Description and Alternatives

In accordance with Article 80B of the Boston Zoning Code (the “Code”), Scape Boylston, LLC (the “Proponent”) respectfully submits this Draft Project Impact Report (“DPIR”) to the Boston Planning & Development Agency (the “BPDA”).

This DPIR is being filed to continue the Large Project Review process in accordance with Article 80B of the Boston Zoning Code (the “Code”) for the redevelopment of 1252-1268 Boylston Street and 1270 Boylston Street (collectively, the “Project” or “1252-1270 Boylston”), in the Fenway neighborhood of the City of Boston (the “City”).

The Project consists of approx. 226,700 square feet of mixed-use programming, comprised of 477 residential rental housing units and an activated ground-floor retail podium fronting on Boylston Street.

The Project also includes the ‘*Boylston Black Box*’, a 10,000-square-foot LGBTQ-centric venue for the performing arts – anchored by a 156-seat theater which will be delivered and operated on a not-for-profit basis.

On April 11, 2019, the Proponent filed its Expanded Project Notification Form (“EPNF”) with the BPDA initiating Large Project Review under Article 80B of the Code. In addition to a public meeting held on the Project in accordance with Article 80B, multiple meetings were held with members of the Fenway neighborhood, the Impact Advisory Group (the “IAG”), BPDA staff, City agencies, and elected officials. The BPDA issued its Scoping Determination on July 18, 2019 (the “Scoping Determination”).

This chapter provides an overview of existing conditions, key elements of the Project, modifications since the EPNF, and Project-related public benefits.

### 1.1 Site Context and Existing Conditions

The Project will be located on an assemblage of two adjacent parcels – 1252-1268 Boylston Street and 1270 Boylston Street (collectively, the “Project Site”) – consisting of approx. 33,585 square feet (0.77 acres) of land, located south of Boylston Street and north of Private Alley 937. Refer to Figures 1.1-1.3, which pertain to the geographic location of the Project Site; Figures 1.4a-1.4h present current photographs of the Project Site.

The 1252-1268 Boylston Street parcel consists of a two-story rectangular building which was constructed in 1923. The existing building is almost entirely vacant, as the existing conditions create a challenge for contemporary retail tenants. This has resulted in a general lack of activation at the Project Site.

The 1270 Boylston Street parcel consists of a two-story rectangular building which was constructed in 1919. The existing building – including its open-air rooftop terrace – is occupied by a food and beverage operator.

The Project Site has vehicular access from the north via an existing curb-cut on Boylston Street and from the south via Private Alley 937. Currently, commercial loading, unloading, and servicing of the Project Site takes place along both Boylston Street and Private Alley 937.

The grade of the Project Site is level (in all material respects) from west to east along Boylston Street. The grade of the Project Site changes by approx. seven feet from north to south, decreasing between Boylston Street and Private Alley 937.

## **1.2 Project Description**

The Project consists of approx. 226,700 square feet of mixed-use programming comprised of 477 residential rental housing units and an activated, permeable, ground-floor retail podium designed for a broad range of neighborhood-oriented culinary, lifestyle, and experiential tenants.

In recognition of the Project Site's important heritage and affiliation with the LGBTQ community, the Project also includes the Boylston Black Box, a 10,000-square-foot LGBTQ-centric venue for the performing arts. The Boylston Black Box will be anchored by a 156-seat theater and will also include dedicated flex and community areas to serve as safe spaces. The Boylston Black Box will be delivered and operated on a not-for-profit basis.

Back-of-house service areas and storage are located below-grade, including bicycle storage facilities.

The Project will replace the decaying, non-descript existing structures – which have exhausted and exceeded their useful lives and inhibit the public realm – to construct an architecturally-compelling, contextual building which combines elements of the neighborhood's design heritage with contemporary components.

The Project includes various public realm improvements – pertaining to streetscaping, hardscaping, landscaping, lighting, waste management, seating, access, and bicycling – which foster activation, increase utilization, and enhance safety for all neighborhood stakeholders, particularly pedestrians and bicyclists.

The Proponent is committed to the production of affordable housing units in the Fenway neighborhood and is prepared to voluntarily exceed the applicable contribution requirements prescribed by the Inclusionary Development Policy.

## 1.2.1 Changes to the Project Since the EPNF

### ***Use and Programming:***

Over the past six months, the Proponent has embarked upon a comprehensive transformation of its programming and product offering across North America. Pursuant to a deliberate, measured and reflective discernment process, the Proponent determined that it was prepared to proceed – locally and nationally – as a provider of bona fide open-market residential rental housing.

As specialists in innovative urban living, the Proponent is excited to address a broader and deeper portion of the metropolitan housing spectrum, with a particular focus on delivering high-quality, well-located and attainably-priced residential housing for the workforce.

The Proponent has thoughtfully designed its residential housing units – driving versatility at a granular level – to align with the wide-ranging segments of the workforce (including, but not limited to, young professionals, families, empty-nesters, retirees-in-transition, and those seeking to age-in-place).

Accordingly, over the past four months, the Proponent undertook a meticulous and thorough redesign of 1252-1270 Boylston. As further detailed herein the DPIR, the Project – ‘Boylston Place’ – will now consist of 477 open-market residential housing units.

- › The housing units at Boylston Place have been designed to residential standards and specifications.
- › Minimum lease terms will be one year, and any type of short-term rental or overnight accommodations (e.g. Airbnb, Sonders, etc.) will be expressly prohibited and enforced.
- › The residential units will be fully-furnished which will further enhance the affordability and attainability for all residents of the Fenway neighborhood.

### ***Urban Design:***

The Proponent has materially reduced the dimensional envelope of the Project and has further expanded its commitment to improve the pedestrian realm:

- › Significant reduction in height – southwestern corner reduced by 30 feet, southeastern corner reduced by 18 feet, all northern elements reduced by 13 feet.
- › Substantial reduction in floor area ratio (“FAR”) – reduced from 7.0 to 6.7.
- › Further articulation of the building through pronounced three-dimensional sculpting, including material new setbacks on the western and southern portions of the Project.
- › Eliminated southwest wing cantilever into alley.

- › Introduction of enhanced window detailing on the southwestern façade and lightening of brick façade pigmentation.
- › Consolidation of loading docks, refinement of ground-level plant species, and extension of raised cycle-track.
- › Upgrade of signals at the intersection of Boylston Street and Ipswich Street.

***Black Box Theater:***

In recognition of the Project Site's important heritage and affiliation with the LGBTQ community, the Proponent will be delivering the Boylston Black Box, an LGBTQ-centric venue for the performing arts.

Based on feedback received from the neighborhood stakeholders and LGBTQ performance groups, the Proponent has further deepened its commitment to this important component of the Project:

- › Increase in the size of the Boylston Black Box program from approx. 6,000 sq. ft. to approx. 10,000 sq. ft.
- › Increase in capacity of the theater from 120 seats to 156 seats.
- › Addition of dedicated community space, flexible space, actor spaces, public spaces, support spaces.
- › Creation of mezzanine space.
- › Programmed dedicated loading access.
- › Increase in size and scope of ground-floor marquee entrance.
- › The expansion of the Boylston Black Box program resulted in the loss of 15 below-grade parking spaces.

***Affordable Housing:***

The Proponent is committed to the production of affordable housing units in the Fenway neighborhood and is prepared to voluntarily exceed the applicable contribution requirements prescribed by the Inclusionary Development Policy ("IDP"):

- › Per IDP, the Proponent is required to deliver 18% offsite affordable housing units within a half-mile of the Project.
- › However, the Proponent is prepared to exceed this requirement and deliver 20% offsite affordable housing units at *'The Ipswich'*, an unprecedented 100% affordable housing building located at Two Charlesgate West.
- › This would generate 95 affordable housing units within 1,000 feet of the Project Site (please note, as further described herein, The Ipswich would have a total of 220 affordable housing units delivered by the Proponent).

### 1.2.2 Proposed Development Program

Below is a table summarizing the proposed development program.

**Table 1-1 Project Development Program**

<b>Project Element</b>	<b>Approx. Program</b>	<b>Approx. Quantity</b>
Residential	208,509 SF	477 units
Retail	18,190 SF	NA
<b>Project</b>	<b>226,700 SF</b>	<b>477 units</b>
Black Box Theater	10,000 SF	156 seats
Floor Area Ratio <sup>1</sup>	6.7	NA
Building Height	162 feet	15 stories

"NA" – not applicable

"SF" – zoning gross floor area

<sup>1</sup> FAR herein the DPIR excludes the Black Box Theater SF (consistent with the previous EPNF FAR of 7.0).

### 1.2.3 Proposed Project Schedule

It is anticipated the Project will commence construction in the winter of 2020, with a duration of approx. 22 months.

## 1.3 Summary of Public Benefits

Additional public benefits for the Fenway neighborhood and the City are summarized in the following subsections and described in detail in the chapters that follow.

#### Urban Design and Public Realm:

- › Replace decaying, non-descript buildings which have exhausted their useful lives with an architecturally compelling, contextual building.
- › The contextual design of the Project respects the contemporary commercial urban fabric delivered along the Boylston Street corridor in recent years, while also expressing the neighborhood’s architectural heritage through a distinct masonry façade.
- › Provide a variety of building heights and depths, to vary the façade while maintaining a sense of consistency along the block.
- › The Project consists of various landscape and streetscape improvements to cultivate pedestrian activity and enhance the public realm, which is currently inhibited by the deficient existing onsite conditions.
- › Transform a gateway corner of Boylston Street.
- › Create a more vibrant, pedestrian-friendly environment.

- › Complete the Boylston Street corridor with a building which is designed for both its neighborhood residents and the public (e.g. ground-floor retail services and outdoor public space).
- › Provide space for a new venue for the performing arts to be delivered and operated on a not-for-profit basis.
- › The Boylston Black Box performing arts venue will seek to honor the history of the LGBTQ community's important relationship with the Project Site and the neighborhood and will serve as an iconic location for the LGBTQ community going forward.
- › Upgrade and consolidate service and loading area on Private Alley 937.
- › Alignment with the key principles of the Fenway Urban Village Plan and the City's arts and cultural objectives.

**Socioeconomic:**

- › Enhance neighborhood stability and combat displacement through the production of new housing units.
- › Produce 477 new housing units in the Fenway neighborhood.
- › Create housing inventory and new permanent jobs available for – and attainable by – the local workforce.
- › Deliver 95 affordable housing units within 1,000 feet of the Project Site, exceeding the applicable IDP requirements.
- › Per Article 66, the affordable housing units would be income-restricted at the 80%-120% AMI levels.
- › The Project will have a direct, positive impact on the current 'supply & demand' imbalance in the Fenway neighborhood, alleviating stress on the 'middle-market' segment of housing spectrum.
- › Create approx. 310 new construction jobs and approx. 125 new permanent jobs over the course of the Project.
- › Increase local and state tax revenues.
- › Investment in the long-term trajectory of the community.

**Environment / Sustainability:**

- › Repurpose a previously developed site – which is underutilized and stagnant – in a dense urban setting as opposed to building on undeveloped open space.
- › The Project's residential units will conform with the City's Compact Living Policy.
- › Provide for a high level of sustainability by designing the Project Site and buildings using the LEED v4 rating system, in compliance with Article 37.

- › Target to exceed minimum certifiable standards by targeting a minimum of LEED Silver certifiable level; the Proponent will also consider implementing WELL Building Standard™ ('WELL') principals in design and operations.
- › Incorporate energy conservation measures, including a cogeneration system for recovery of energy and usage savings.
- › Promote health and wellness for occupants; design elements will include large windows to increase ambient lighting and indoor air quality measures.
- › Reduce heat island effect by incorporating greenery throughout the Project Site, utilizing reflective roof materials and/or vegetated roofs.
- › Improve existing conditions by complying with all applicable stormwater management standards to the extent practicable to improve water quality; recharge groundwater in accordance with the Groundwater Conservation Overlay District (the "GCOD") requirements, to the maximum extent practicable, and manage stormwater runoff rate, and provide infiltration through below-grade recharge and the incorporation of pervious surfaces.

**Transportation:**

- › Minimize vehicular traffic through design, facilitation and promotion of alternative modes of transportation (e.g. walking, transit, bike-share and car-share programs, etc.).
- › Further encourage alternative modes of transportation in the neighborhood by delivering various sidewalk improvements along Boylston Street.
- › A new bike lane, drop-off curb cut, and public benches will complete the public realm along Boylston Street.
- › The Proponent will sponsor one BlueBikes station.
- › Provide new sidewalks and ramps that conform with Americans with Disabilities Act and Architectural Access Board (ADA/AAB) standards.
- › Implement a comprehensive Transportation Demand Management ("TDM") Plan with specific measures to promote and encourage residents and visitors to use sustainable transportation modes.
- › Provide approx. 239 indoor/secure bicycle storage spaces for building occupants as well as public outdoor bicycle racks. In addition, building staff will be instructed to provide in-unit bicycle storage solutions, if requested.
- › Reduce the need for large moving trucks by providing fully-furnished units.
- › Residents will be prohibited from obtaining Fenway resident parking permits.
- › The Proponent is committed to working with the BPDA and BTM to upgrade the necessary signal infrastructure for the Boylston Street at Ipswich Street intersection.

## 1.4 Alternatives Analysis

The following section provides a description and evaluation of the Project alternatives that were considered in the site design process in order to work towards the goals and intentions of the Proponent.

- › **No-Build Alternative** – The No-Build Alternative would maintain the existing conditions at the Project Site. The existing two-story structures are decaying, non-descript buildings which have exhausted their useful lives. The current streetscape condition is in disrepair, requires accessible upgrades and is not aligned with Boston Complete Streets Design guidelines or the Boylston Corridor design initiatives.

While the No-Build Alternative is not considered a viable option for the Project Site, it is used to establish the existing and future No-Build baseline conditions for the technical analyses of this DPIR.

- › **As-of-Right Alternative** – The Scoping Determination requested that an As-of-Right Alternative be evaluated as a context example for comparison to the Project. This alternative could include uses similar to the Project (residential and retail), and would conform to the density and height allowed in the area without a zoning variance (up to 115 feet).
- › **Preferred Alternative** – The Preferred Alternative, or the Project, as described in detail in Section 1.2 above, and shown on Figure 1.5 and in detail in the Chapter 2 figures, proposes the construction of approx. 226,700 square feet of mixed-use programming comprised of 477 residential rental units and an activated, permeable, ground-floor retail podium designed for a broad range of neighborhood-oriented culinary, lifestyle, and experiential tenants.

The Preferred Alternative fosters stability in the neighborhood through the production of housing units and affordable housing, as well as providing public realm improvements and delivering the LGBTQ-centric Boylston Black Box.

### 1.4.1 Qualitative and Quantitative Comparison of Alternatives

The section below compares the potential environmental impacts of the Project alternatives. Table 1-2 below provides a quantitative impact analysis comparing the No-Build Alternative to the build alternatives.

**Table 1-2 Quantitative Comparison of Project Alternatives**

<b>Impact Category</b>	<b>No-Build Alternative</b>	<b>As-of-Right Alternative</b>	<b>Preferred Alternative</b>
<b>Program and Building Height:</b>			
Project Area (SF) <sup>1</sup>	49,200	184,720	226,700
Building Height (feet)	25	115	162
FAR	1.5	5.5	6.7
Primary Ground Floor Use	Retail	Retail	Retail
Primary Upper Floor Use	NA	Residential	Residential
Total Housing Units	0	402	477
Affordable Housing Units	0	40	95
<b>Water &amp; Wastewater</b> (gallons per day, "GPD"):			
Water Use (GPD)	51,300	72,070	81,745
Wastewater Generation (GPD)	46,640	65,515 (18,874 net new)	74,315 (27,675 net new)
<b>Transportation:</b>			
Net New Daily Vehicle Trips (adjusted)	0	89	298
<b>Parking</b>			
Parking Spaces	15	0	0

"NA" – not applicable  
 "SF" – zoning gross floor area  
<sup>1</sup> Excludes the Black Box Theater SF.

**Height and Massing**

The No-Build Alternative would maintain the existing conditions at the Project Site and have no impact of height and massing. While the As-of-Right Alternative would have a reduced building height, its massing would be very bulky and would not provide for varying heights along Boylston Street. The Preferred Alternative has been designed with respect to the commercial urban fabric delivered along the Boylston Street corridor in recent years, while also expressing the neighborhood’s architectural heritage through a distinct masonry façade. Additionally, the height and massing of the Preferred Alternative has been materially reduced since EPNF, pursuant to feedback from the neighborhood and the City.

**Transportation and Parking**

Since the No-Build Alternative does not create any new buildable area, it would not result in any new vehicle trips or need for new parking. The As-of-Right Alternative would have less square footage and, therefore, is estimated to result in fewer new adjusted vehicle trips per day compared to the Preferred Alternative. Due to the increased production of residential housing units and the operation of the LGBTQ-centric Boylston Black Box performing arts venue, the Preferred Alternative is estimated to result in greater vehicle trips compared to the As-of-Right Alternative.

### **Water and Wastewater**

Since the No-Build Alternative does not create any new buildable area, it would not create any new need for water or generation of wastewater. The As-of-Right Alternative would result in a slight decrease in both wastewater generation and water use compared to the No-Build Alternative due to the change in building uses (restaurant to residential). The Preferred Alternative would require more potable water and generate more sanitary sewerage compared to the As-of-Right Alternative due to the increased number of housing units and Black Box Theater – both of which are key public benefits as a result of the Project.

### **Daylight**

The updated Daylight analysis provided in Section 5.4 of Chapter 5, *Environmental Protection*, demonstrates that the Preferred Alternative is anticipated to increase the skydome obstruction on Boylston Street to 63.0% from 32.1% compared to the No-Build Alternative. The As-of-Right Alternative would be approx. 115 feet tall and is anticipated to obstruct the skydome by approx. 45-55%.

## **1.4.2 Conclusion**

Overall, the Preferred Alternative eliminates or minimizes environmental impacts while providing maximum public benefits. The Project, which is the Preferred Alternative, will provide significant public benefits to the surrounding neighborhoods and the City on an ongoing basis. These public benefits include the creation of a significant amount of new residential housing and affordable housing units, improvements to the pedestrian realm, a pocket park and the Boylston Black Box performing arts venue, which will preserve the heritage of the LGBTQ community at the Project Site.

The As-of-Right Alternative would not help to address the housing challenges that the community faces to the same degree as the Project. The Project has shifted from exclusive dormitory use to open-market residential rental housing units. By providing a modern, thoughtfully-designed housing offering to a larger residential demand, the Project contributes towards housing stabilization and neighborhood longevity.

An analysis of each of the alternatives, including the existing Project Site characteristics, development costs, and mitigation requirements, did not identify a practical alternative to the Preferred Alternative that would significantly reduce the environmental impacts of the development while still meeting the community goals. The Preferred Alternative provides significant public benefits, including a significantly increased number of affordable housing units (an increase in excess of 100%) and the LGBTQ-centric Boylston Black Box performing arts venue. Consequently, the Preferred Alternative is carried forward for further analysis in this document as the Project.

## **1.5 Regulatory Context**

Table 1-3 presents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project.

It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required.

**Table 1-3 Anticipated Project Permits and Approvals**

<b>Agency/Department</b>	<b>Permit / Approval / Action</b>
<b>Federal</b>	
Environmental Protection Agency	Remediation General Permit (if necessary)
	Construction Dewatering General Permit (if required)
Federal Aviation Administration	Determination of Non-Hazard to Air Navigation
<b>Commonwealth of Massachusetts</b>	
Massachusetts Historic Commission	Determination of No Adverse Impact (if required)
Department of Environmental Protection	Notice of Demolition and Construction
	Installation Compliance Certification (self-certification) through the Environmental Results Program for heating boilers and emergency generators (if required)
	Notice of Asbestos Removal (if required)
	Remedial Action Measures (RAM) (if required based on soil characterization)
Department of Public Safety	Building Code Variances (if needed)
Massachusetts Water Resource Authority	Temporary Construction Dewatering Permit (if required)
<b>City of Boston</b>	
Boston Planning & Development Agency	Article 80B Large Project Review
	Comprehensive Sign Design Approval
	Cooperation Agreement
	Boston Residents Construction Employment Plan Agreement
Boston Interagency Green Building Committee	Zoning Article 37 Green Building Compliance and Climate Resiliency Checklist Review
Boston Civic Design Commission	Design Review
Boston Zoning Board of Appeal	Dimensional variances and conditional use permits (including compliance with Article 32, GCOD)
Boston Landmarks Commission	Article 85 Demolition Delay Review
Boston Transportation Department	Transportation Access Plan Agreement
	Construction Management Plan
Boston Water and Sewer Commission	Site Plan Approval
	Water and Sewer Connection Permit
	Temporary Construction Dewatering Permit
Boston Inspectional Services Department	Demolition Permit
	Assembly Permit (for theater)
	Building Permit for Construction
	Certificate of Occupancy
Public Improvement Commission	Earth Retention Approval (if required)
	Pedestrian Easement (if required)
	Specific Repair Plan
Boston Public Safety Commission, Committee on Licenses	Flammables Storage License (if required)
Boston Fire Department	Approval for fire safety equipment

### **1.5.1 City of Boston Zoning**

The Project Site is in the Fenway Neighborhood Zoning District, as shown on Map Q, and governed by Article 66 of the Code. A portion of the Project Site is within the Multifamily Residential Subdistrict (“MFR-2”); a portion of the Project Site is within the South Boylston Neighborhood Shopping Subdistrict (“NS-1”). The Project Site is within the GCOD and the Restricted Parking Overlay District; the portion of the Project Site in MFR-2 is within the Neighborhood Design Overlay District (the “NDOD”).

#### **Zoning Compliance**

The Project’s residential rental housing units are permitted in both the NS-1 & MFR-2 portions of the site. The Project’s retail component, located in NS-1, is allowed as-of-right. The Project will require dimensional variances for height, floor area ratio, and rear yard. It will comply with the other applicable dimensional requirements of Article 66, including front and side yards and setback above street-wall height. Loading requirements will be determined through Large Project Review. The Project will require a conditional use permit under Article 32, for construction in the GCOD.

#### **Article 80B – Large Project Review**

Pursuant to Article 80B of the Code, the Project – which exceeds 50,000 square feet – requires Large Project Review by the BPDA. The Proponent filed its Letter of Intent to initiate Large Project Review (the “LOI”) with the BPDA in October 2018.

On April 11, 2019, the Proponent filed its EPNF with the BPDA. The public comment period concluded on May 12, 2019 and the BPDA issued its Scoping Determination on July 18, 2019. This DPIR filing is submitted in response to the BPDA’s Scoping Determination and public comments pertaining to the EPNF.

### **1.5.2 Massachusetts Environmental Policy Act**

The Project is not subject to environmental review by the Secretary of the Executive Office of Energy and Environmental Affairs under the Massachusetts Environmental Policy Act (“MEPA”), as the Project will not exceed any of the MEPA review thresholds set forth in 301 CMR 11.03.

## **1.6 Community Outreach and Agency Coordination**

The Proponent is committed to delivering a mixed-use program that serves the long-term interests of the Fenway neighborhood.

The Proponent has proactively engaged with various neighborhood stakeholders over the past 20 months and looks forward to continuing to work closely with all parties in connection with the Project, including the broader Fenway community, the BPDA, City agencies, and the Impact Advisory Group.

The Proponent has proactively engaged various stakeholders to solicit feedback and guidance, including the following parties:

**Table 1-4 Community Outreach and Agency Coordination**

<b>Date:</b>	<b>Meeting / Outreach:</b>
February 2018	Meeting with Fenway Community Development Corporation
March 2018	Meeting with Office of Economic Development
March 2018	Meeting with BPDA
April 2018	Meeting with Fenway Community Development Corporation
April 2018	Meeting with Urban Village Committee (incl. Audubon Circle Neigh. Assoc. representation)
April 2018	Meeting with Boston Arts Academy
July 2018	Meeting with Department of Neighborhood Development
July 2018	Meeting with Samuels & Associates
September 2018	Meeting with BPDA
September 2018	Meeting with Boston Red Sox
October 2018	Outreach to Audubon Circle Neighborhood Association
October 2018	Meeting with Samuels & Associates
October 2018	Meeting with member of Audubon Circle Neighborhood Association
October 2018	Meeting with BPDA
October 2018	Meeting with Fenway Community Development Corporation
October 2018	Letter of Intent filed with BPDA
November 2018	Meeting with The Abbey Group
November 2018	Meeting with Office of Economic Development
November 2018	Meeting with Department of Neighborhood Development
November 2018	Meeting with Samuels & Associates
November 2018	Meeting with Fenway Community Development Corporation
December 2018	Meeting with Fenway Civic Association
December 2018	Meeting with member of Audubon Circle Neighborhood Association
December 2018	Meeting with Councilor Josh Zakim
December 2018	Meeting with K Street Clubhouse

<b>Date:</b>	<b>Meeting / Outreach:</b>
December 2018	Meeting with Office of Arts and Culture
January 2019	Meeting with Office of Neighborhood Services
February 2019	Meeting with prospective LGBTQ-centric theater operator
February 2019	Meeting with Fenway Community Development Corporation
March 2019	Meeting with BPDA
March 2019	Meeting with prospective LGBTQ-centric theater operator
March 2019	Meeting with Boston Arts Academy
March 2019	Meeting with Fenway Health
April 2019	EPNF filed with BPDA
April 2019	Meeting with Urban Village Committee
April 2019	Public Meeting for the Project (held at Simmons University)
April 2019	Meeting with The Abbey Group
April 2019	Scoping Session with BPDA and City agencies
April 2019	Meeting with the Impact Advisory Group (held at Simmons University)
April 2019	Meeting with Boston Red Sox
April 2019	Outreach to the Emerald Necklace Conservancy
April 2019	Meeting with Machine
April 2019	Outreach to the Impact Advisory Group
April 2019	Meeting with Eversource
May 2019	Meeting with The Abbey Group
May 2019	Meeting with City re: Smart Utilities
May 2019	Outreach to the Emerald Necklace Conservancy
May 2019	Meeting with prospective LGBTQ-centric theater operator
May 2019	Meeting with City re: Accessibility
May 2019	Meeting with Boston Civic Design Commission
May 2019	Meeting with Department of Neighborhood Development

<b>Date:</b>	<b>Meeting / Outreach:</b>
June 2019	Meeting with Boston Civic Design Commission subcommittee.
June 2019	Meeting with prospective LGBTQ-centric theater operator
July 2019	Meeting with Fenway Community Development Corporation
July 2019	Scoping Determination issued by BPDA
August 2019	Meeting with Meredith Management
August 2019	Meeting with member of Audubon Circle Neighborhood Association
August 2019	Meeting with Boston Transportation Department
August 2019	Meeting with Boston Water and Sewer Commission
August 2019	Meeting with prospective LGBTQ-centric theater operator
September 2019	Meeting with Fenway Civic Association
September 2019	Meeting with Fenway Community Development Corporation
September 2019	Meeting with BPDA
September 2019	Meeting with Department of Neighborhood Development
September 2019	Outreach to Audubon Circle Neighborhood Association
September 2019	Outreach to Fenway Victory Gardens
September 2019	Meeting with The Abbey Group
September 2019	Outreach to Samuels & Associates
September 2019	Meeting with K Street Clubhouse
September 2019	Outreach to the Emerald Necklace Conservancy
September 2019	Meeting with Boston Red Sox

## 1.7 Development Team

The following lists the key members of the development team for the Project:

<b>Proponent</b>	Scape Boylston, LLC (an affiliate of Scape North America) Two Charlesgate West Boston, MA 02215 Contact: Andrew Flynn David Hunt Michael Giammanco
<b>Architect</b>	Gensler One Beacon Street, 3rd Floor Boston, MA 02108 617-742-1826 Contact: Alexander Fernández Richard Curtiss Chris Anderson
<b>Associate Architect</b>	Ab Rogers Design Lime Wharf, Vyner Street London E2 9DJ Contact: Ernesto Bartolini
<b>Landscape Architect</b>	Copley Wolff Design Group 10 Post Office Square, Suite 1315 Boston, MA 02109 617-654-9000 Contact: John Copley
<b>Legal Counsel</b>	Sullivan and Worcester LLP One Post Office Square Boston, MA 02109 617-338-2800 Contact: Victor Baltera, Esq.
<b>Civil Engineer, Transportation Engineer, Permitting Consultant</b>	VHB 99 High Street, 10th Floor Boston, MA 02110 617-728-7777 Contact: Mark Junghans Sean Manning Sarah Black
<b>Structural Engineer</b>	McNamara Salvia Structural Engineers 101 Federal Street, 11th Floor Boston, MA 02110 617-850-4110 Contact: Adam McCarthy
<b>Code Consultant</b>	Code Red Associates 154 Turnpike Road, Suite 200 Southborough, MA 01772 617-500-7633 Contact: Nate Birmingham

<b>Geotechnical and Environmental Engineer</b>	McPhail Associates 2269 Massachusetts Avenue Cambridge, MA 02140 617-868-1420 Contact: Jonathan Patch
<b>Sustainability Consultant, Mechanical Engineer, and Building Energy Modeling</b>	WSP USA 88 Black Falcon Avenue, Suite 210 Boston, MA 02210 617-210-1600 Contact: Jeremy Pinkham
<b>Acoustic Engineer</b>	Acentech 33 Moulton Street Cambridge, MA 02138 617-499-8005 Contact: Brian Masiello
<b>Wind Engineer</b>	RWDI 600 Southgate Drive Fuelph, ON N1G 4P6 Canada 519-823-1311 ext. 2305 Contact: Derek Kelly
<b>Surveyor</b>	Feldman Surveying Engineers 152 Hampden Street Boston, MA 02119 617-708-8615 Contact: Damien Raffle
<b>Public Relations</b>	InkHouse 260 Charles Street, Suite 200 Waltham, MA 02453 617-212-6817 Contact: Susan Elsbree
<b>Arts &amp; Culture Design Consultant</b>	StudioTyak 745 Atlantic Avenue, 8th Floor Boston, MA 02111 917-705-6450 Contact: Stephen Martyak

## **1.8 Legal Information**

### **1.8.1 Legal Judgments Adverse to the Project**

The Proponent is not aware of any legal judgments in effect or legal actions pending that would prevent it from undertaking the Project.

### **1.8.2 History of Tax Arrears on Property in the City**

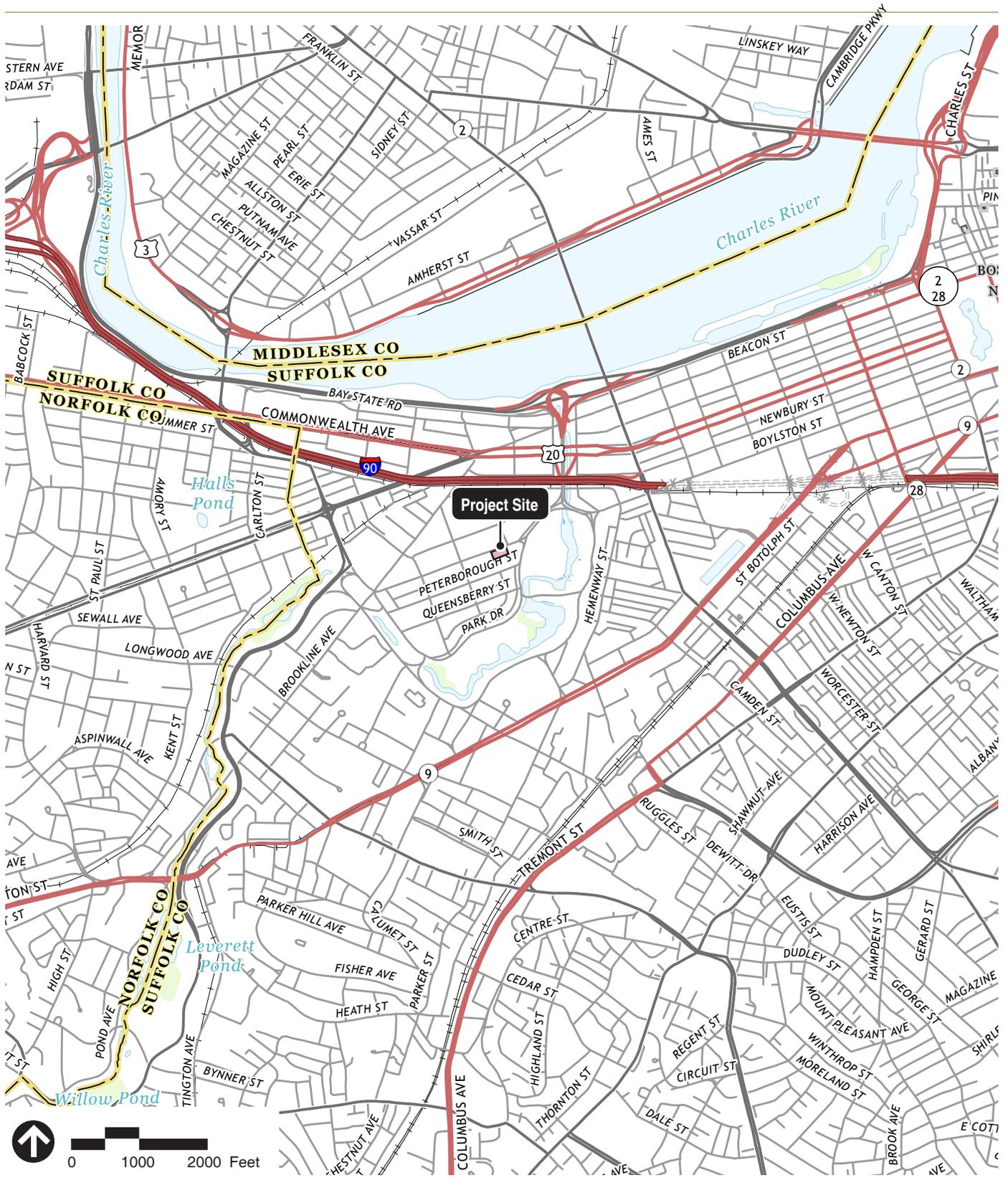
The Proponent does not have a history of tax arrears on any property in the City.

### **1.8.3 Site Control**

The Proponent controls 1252-1268 Boylston Street through a long-term ground lease with the record owner of the property. The Proponent has entered into a contract to purchase the fee-simple title to 1270 Boylston Street.

### **1.8.4 Public Easement**

A survey of the Project Site is included in Appendix F. The survey does not indicate any public easements applicable to the Project Site. An easement for a private passageway benefiting certain nearby property owners runs along the easterly and southerly bounds of the Project Site. There are two private view easements pertaining to 1270 Boylston Street and there is a private easement for broadband communications systems.

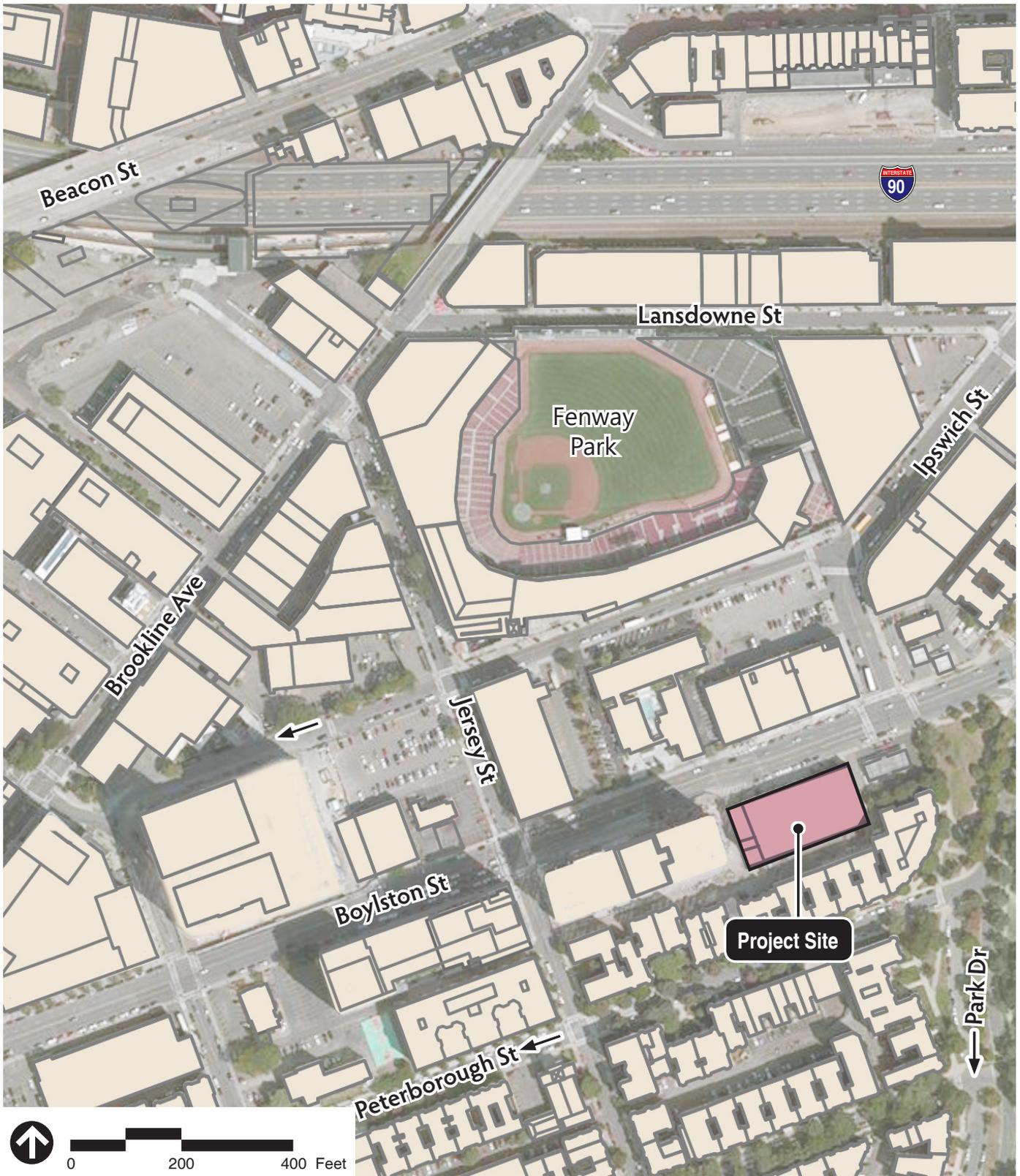


Source: USGS US Topo



Figure 1.1  
Locus Map

**1252-1270 Boylston Street  
Boston, Massachusetts**



Source: ArcGIS Online Bing Aerial



Figure 1.2  
Project Site Context

**1252-1270 Boylston Street  
Boston, Massachusetts**

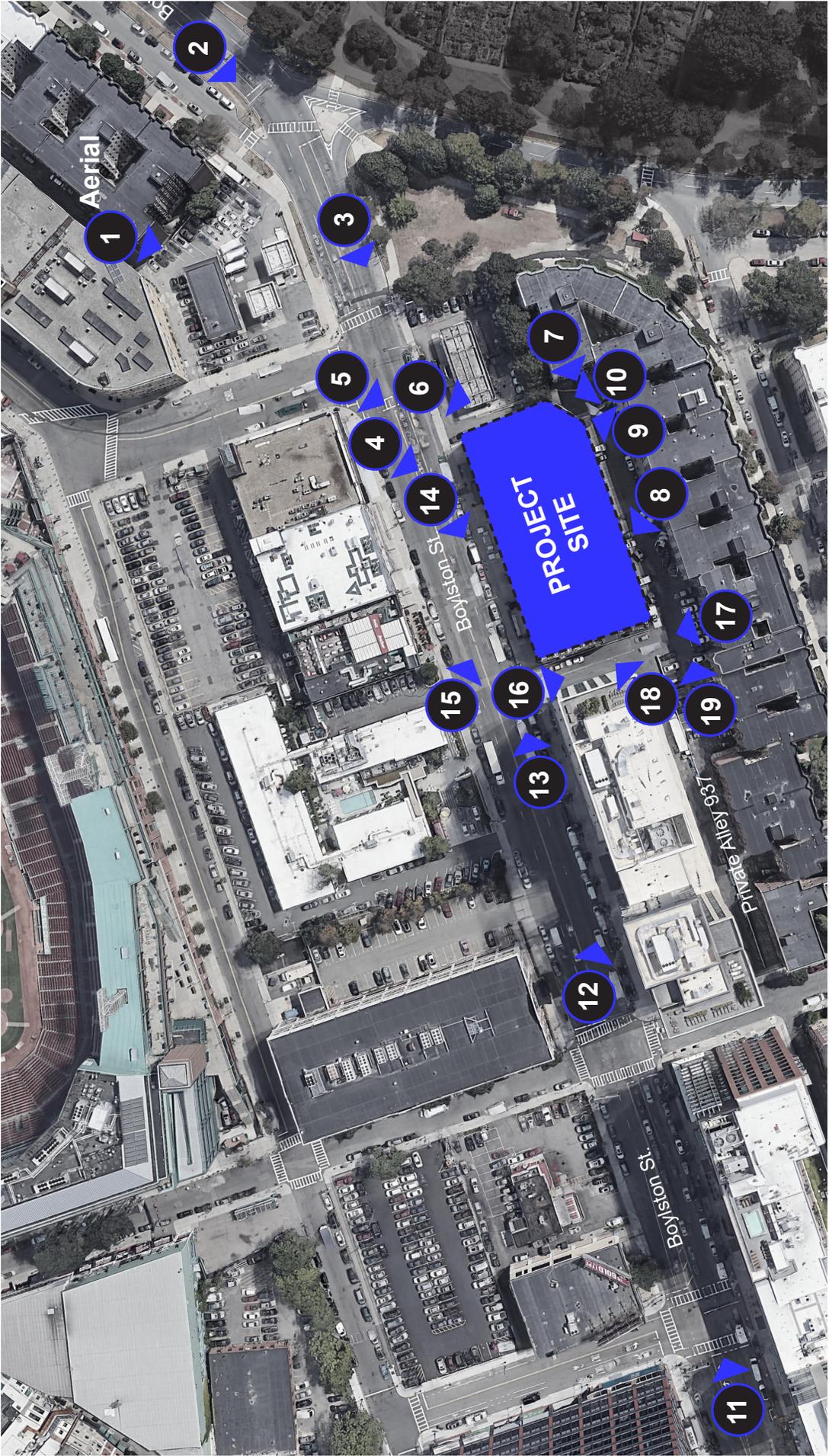


Source: ArcGIS Online Bing Aerial



Figure 1.3  
Existing Conditions

**1252-1270 Boylston Street  
Boston, Massachusetts**



Source: Gensler

**Gensler**

Figure 1.4a  
Existing Site Photographs

1252-1270 Boylston  
Boston, Massachusetts



1. Aerial View

Source: Gensler

**Gensler**

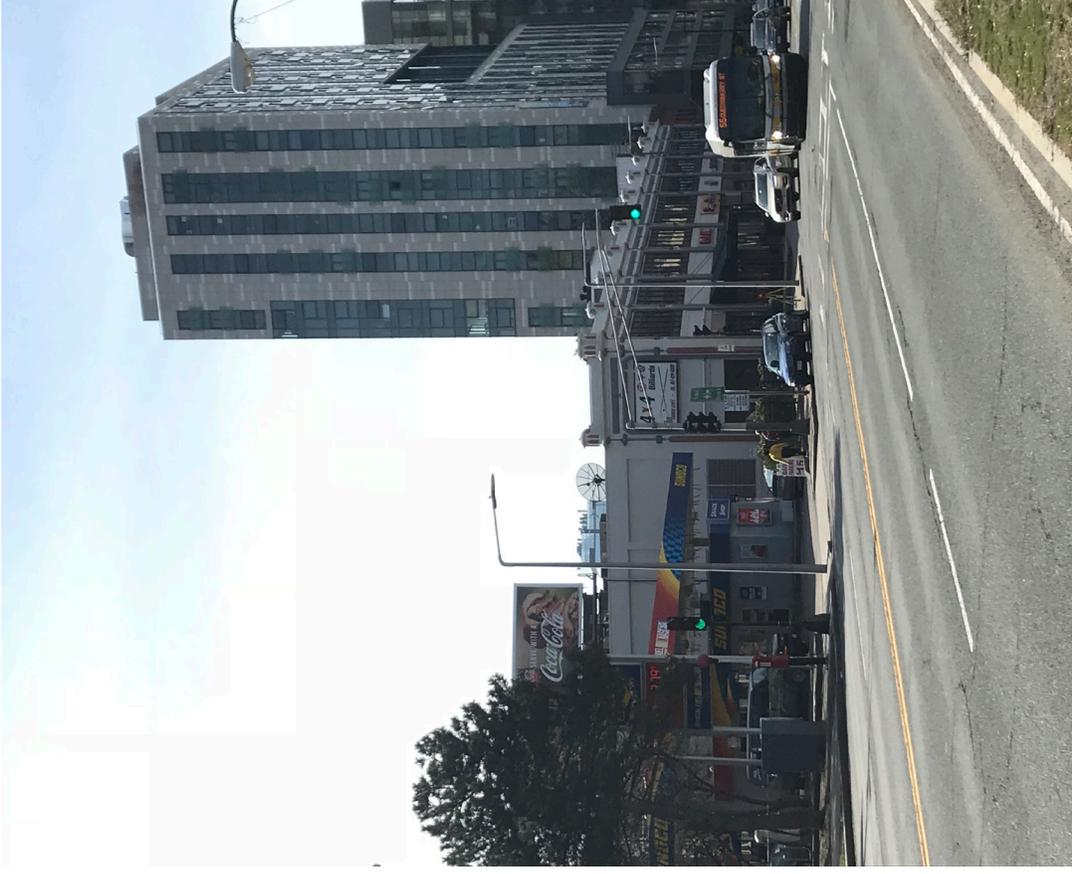
Figure 1.4b  
Existing Site Photographs

1252-1270 Boylston  
Boston, Massachusetts



2. Boylston Street, Boston, MA. Looking West.

Source: Gensler



3. Boylston Street, Boston, MA. Looking Southwest.

**Gensler**

Figure 1.4c

Existing Site Photographs

**1252-1270 Boylston  
Boston, Massachusetts**



4. Boylston Street, Boston, MA. Looking South.



5. Boylston Street, Boston, MA. Looking Southwest.



6. Boylston Street, Boston, MA. Looking South to Private Alley 937.

**Gensler**

Figure 1.4d

Existing Site Photographs

**1252-1270 Boylston  
Boston, Massachusetts**

Source: Gensler



7. Private Alley 937, Boston, MA. Looking West.



9. Private Alley 937, Boston, MA. Looking North.



8. Private Alley 937, Boston, MA. Looking Northwest.



10. Private Alley 937, Boston, MA. Looking North.

Source: Gensler

**Gensler**

Figure 1.4e

Existing Site Photographs

1252-1270 Boylston  
Boston, Massachusetts



11. Boylston Street, Boston, MA. Looking Southeast.

Source: Gensler



12. Boylston Street, Boston, MA. Looking Southeast.

**Gensler**

Figure 1.4f  
Existing Site Photographs

1252-1270 Boylston  
Boston, Massachusetts



13. Boylston Street Sidewalk, Boston, MA. Looking East.



14. Boylston Street Sidewalk, Boston, MA. Looking West.



15. Boylston Street, Boston, MA. Looking Southeast.

Source: Gensler

**Gensler**

Figure 1.4g  
Existing Site Photographs

1252-1270 Boylston  
Boston, Massachusetts



16. Viridian Alley, Boston, MA. Looking South



18. Viridian Alley, Boston, MA. Looking North.



17. Viridian Alley, Boston, MA. Looking North.



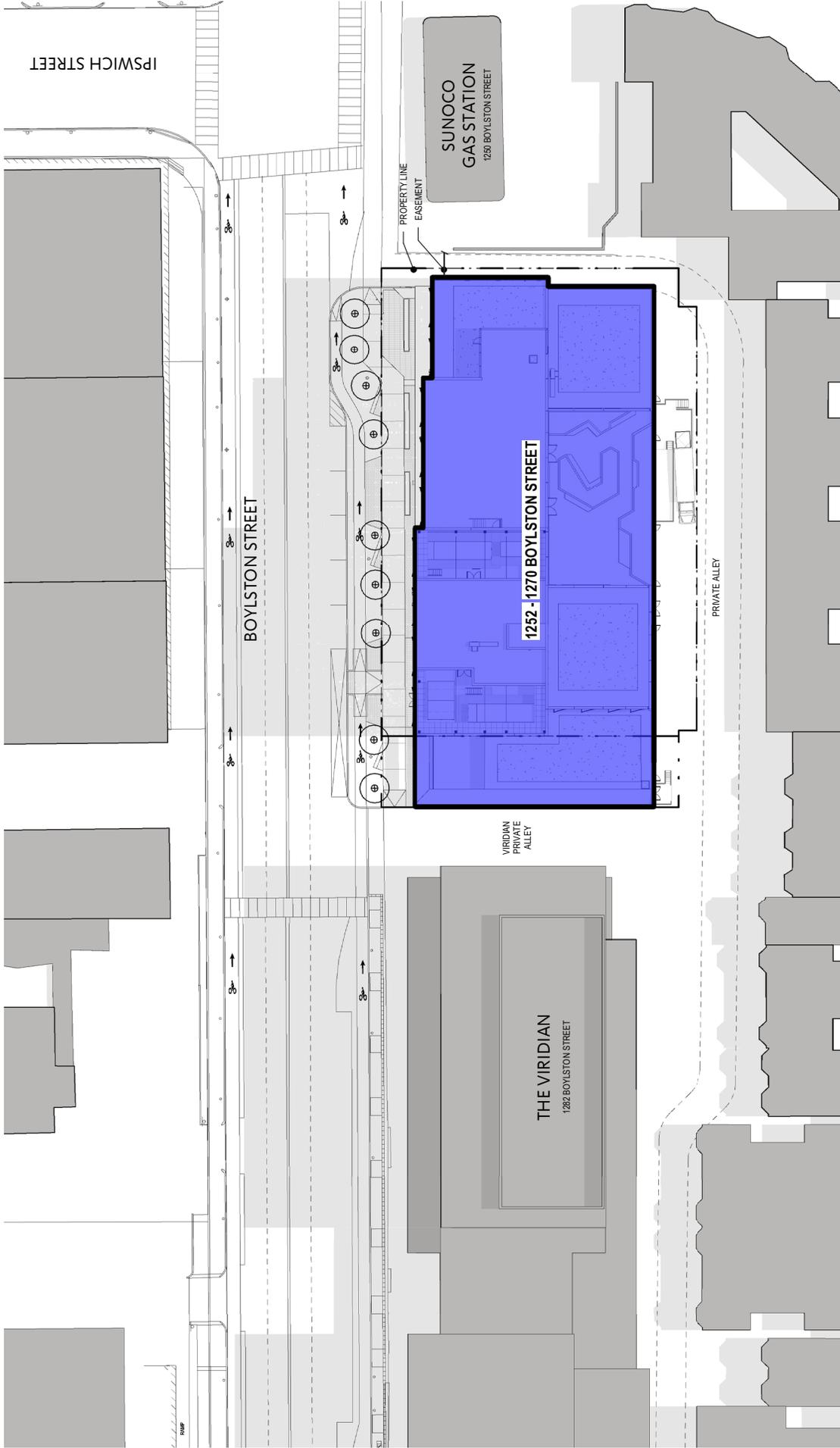
19. Private Alley 937, Boston, MA. Looking East.

Source: Gensler

**Gensler**

Figure 1.4h  
Existing Site Photographs

1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

**Gensler** Figure 1.5  
Proposed Site Plan

**1252-1270 Boylston  
Boston, Massachusetts**



Source: Gensler

**Gensler** Figure 1.6  
As of Right Massing

1252-1270 Boylston  
Boston, Massachusetts

# 2

## Urban Design

This chapter describes the existing urban context of the Project Site and discusses the planning principles and design concepts for the Project. It also describes urban design characteristics and public realm improvements included as part of the Project and all updates to the Project since the filing of the EPNF. Supporting graphics are provided, including massing diagrams, building floorplans, building sections, building elevations, and view perspectives.

### 2.1 Summary of Key Findings and Benefits

The key findings and benefits of the Project related to urban design include:

- › Replace decaying, non-descript buildings which have exhausted their useful lives with an architecturally compelling, contextual building.
- › The contextual design of the Project respects the contemporary commercial urban fabric delivered along the Boylston Street corridor in recent years, while also expressing the neighborhood’s architectural heritage through a distinct masonry façade.
- › Provide a variety of building heights and depths, to vary the façade while maintaining a sense of consistency along the block.
- › The Project consists of various landscape and streetscape improvements to cultivate pedestrian activity and enhance the public realm, which is currently inhibited by the deficient existing onsite conditions.
- › Transform a gateway corner of Boylston Street.
- › Create a more vibrant, pedestrian-friendly environment.
- › Complete the Boylston Street corridor with a building that which designed for both its neighborhood residents and the public (e.g. ground-floor retail services and outdoor public space).
- › Provide space for a new venue for the performing arts to be delivered and operated on a not-for-profit basis.
- › The Boylston Black Box performing arts venue will seek to honor the history of the LGBTQ community’s important relationship with the Project Site and the neighborhood, and will serve as an iconic location for the LGBTQ community going forward.
- › Upgrade and consolidate service and loading area on Private Alley 937.
- › Alignment with the key principles of the Fenway Urban Village Plan and the City’s arts and cultural objectives.

## 2.2 Design Concepts and Development

The Project anchors the eastern portion of the Boylston Street corridor. Through thoughtful massing, multi-dimensional stepping, and material articulation, the Project aims to serve as both a responsible neighbor and an iconic feature of the urban environment. Refer to Figures 2.2a-k for all building floorplans.

The ground floor of the building is predominantly programmed with activated, permeable retail to further enhance the pedestrian experience and public realm along Boylston Street. Towards the western portion of the Project Site is the main lobby entrance for the residential units. The rhythmic pattern of the prominent masonry piers that land at the sidewalk allow for appropriately sized retail glass storefronts to be interspersed along the Boylston façade. The storefronts are stepped back on the second floor to reduce the scale of the street wall and create a comfortable pedestrian experience. The copper elements of the façade bring definition and iconic character to the building.

## 2.3 Public Realm and Streetscape Improvements

All public realm improvement areas have been thoughtfully designed for both resident and public community use. Public realm improvements include the construction of an entirely new streetscape that runs the full length of the Project Site, east-west along Boylston Street. This beautification of the streetscape will replace existing crumbling sidewalks, concrete ramps, metal railings, and above-grade electrical equipment. The streetscape will comply with Boston Complete Streets Guidelines and is modeled after the "Downtown Mixed-Use" street type.

The streetscape consists of a frontage zone of precast concrete pavers, a pedestrian zone of concrete sidewalk for improved accessibility, as well as a furnishing zone adjacent to the street side curb. In this zone, permeable precast concrete pavers are interspersed with large masonry sculpted planters for housing a variety of plantings and trees, as well as integrated wood top benches for seating and pedestrian use.

There are two areas where specialty paving materials are introduced, one to celebrate the main entrance for residential units and the other at the newly created 'pocket park' at the eastern end of the Project Site fronting Boylston Street. The paving material at both locations is intended to be one by two-foot granite pavers, except for where the pedestrian zone concrete sidewalk runs continuous through the site in the east-west direction.

The proposed landscaping along the streetscape consists of sculpted angled planters which will house varied planted groundcover, vibrant perennials and shrubs, as well as City approved street trees. The street trees are planned to be *Gleditsia triacanthos* (honey locust) and will be appropriately spaced along the sidewalk to relate to both the column spacing of the proposed building as well as to create more green density in the pocket park at the northeastern portion of the Project Site.

The pocket park, which has more densely planted trees and vegetation with the widened curb bump-out, will act as a gateway entry into the Project’s streetscape improvements and continue west along Boylston Street. Refer to Figures 2.9a-k for the proposed conditions.

The Proponent has continued working with various city agencies to integrate the design initiatives of the Boston Complete Street Design Guidelines and Boylston Corridor planning strategies. These include maintaining a protected raised cycle track with an appropriate route for bike traffic riding east-west along Boylston Street. The 10-foot-wide pedestrian sidewalk running through the site has been updated to provide a continuous path of preferred materiality and color. The resident vehicular drop-off has been positioned to allow for a clear accessible route to the residential entry.

Further improvements include the installation of new properly spaced streetlamps, which will match and continue the current standards along Boylston Street. The Project will also support the continuation of the Boylston Street bike lane, which will be designed subsequently and approved by BTM. Below-grade cisterns will be provided to promote groundwater recharge of the Project Site and assist in replenishing the groundwater table.

With regards to accessibility, the Project will consciously improve accessibility around the Project Site. Site conditions will provide a paved, accessible path-of-travel to building entrances and egresses as required by the Massachusetts Architectural Access Board (MAAB) and the City’s Commission of Person with Disabilities Advisory Board. The proposed sidewalk will meet Boston Complete Streets Guidelines. Refer to the BPDA Accessibility Checklist provided in Appendix B and refer to Figures B.1-B.5 for site accessibility.

**2.4 Changes to the Project Since the EPNF**

In response to feedback from the IAG, the community, and City agencies, the Proponent has proposed the following urban design changes to the Project since the EPNF.

**2.4.1 Updated Height and Massing**

As shown in Figures 2.3a-h, the building form is broken down into individual elements stepping down in a multi-dimensional capacity from the northwest to the southeast. This creates a building form of interest and appropriate scale. Along Boylston Street, the building steps in eight feet from west to east enhancing the public realm. In addition, these setbacks allow for the building to read as distinct vertical elements, an expression which aligns with the architecture of the neighborhood. Refer to Figures 2.4a-b for building sections.

To address comments from both the public meetings and the various city agencies, the Proponent has reduced the overall scale of the building, modified the overall massing of the building, and shifted program to create variety in the building profile.

The Proponent has materially reduced the dimensional envelope of the Project and has further expanded its commitment to improve the pedestrian realm:

These changes are shown in Figures 2.3a-h, which depict:

- › Significant reduction in height – southwestern corner reduced by 30 feet, southeastern corner reduced by 18 feet, all northern elements reduced by 13 feet.
- › Substantial reduction in FAR – reduced from 7.0 to 6.7.
- › Further articulation of the building through pronounced three-dimensional sculpting, including material setbacks on the western and southern portions of the Project.
- › Introduction of enhanced window detailing on the southwestern façade and lightening of brick façade pigmentation.
- › Elimination of southwest building wing cantilever projection into Private Alley 937.
- › Shifted southwest building wing east to further break down massing.

The result of these massing modifications further reinforce the massing goals of the Project:

- › Step the building massing down from the west high-point of The Viridian to a lower height towards the City on the east.
- › Step the building façade away from Boylston Street to increase the depth of the public realm and create a pocket park at the northeast corner of the Project Site.
- › Step the building massing from Boylston Street down towards Peterborough Street to transition the urban scale.

## 2.4.2 Updated Character and Exterior Materials

The building elevations, demonstrated in Figures 2.5a and 2.5b, depict the material palette for the Project, which complement and extend the urban fabric of the surrounding Fenway neighborhood. Above the first two levels, the façade is comprised of masonry and pre-patinated copper, influenced by the context of the surrounding neighborhood. Authentic and variegated, this material reflects the nearby urban fabric. This façade treatment represents the broader design intent to embrace traditional materials in contemporary ways. At the request of the neighboring abutters the Proponent has re-evaluated the building's façade and selected a lighter brick color. Refer to Figures 2.11a and 2.11b for building materiality update.

Window fenestration is another important element of the design. Creative articulation of the window fenestration results in a textured dynamic façade and creates a dialogue with the traditional Boston bay windows of the neighborhood. The variety of window configurations and various bay window projections help to reduce the overall visual scale of the building. Refer to Figures 2.6a and 2.6b for aerial views of the Project and Figure 2.7a-d for Project renderings.

### **2.4.3 Updated Streetscape**

- › Further integration of the Boylston Corridor design initiatives.
- › Consolidation of loading docks, refinement of ground-level plant species, street-lanes, drop-offs, and extension of raised cycle-track.
- › Upgrade of signals at the intersection of Boylston Street and Ipswich Street.
- › Improved pedestrian zone path.

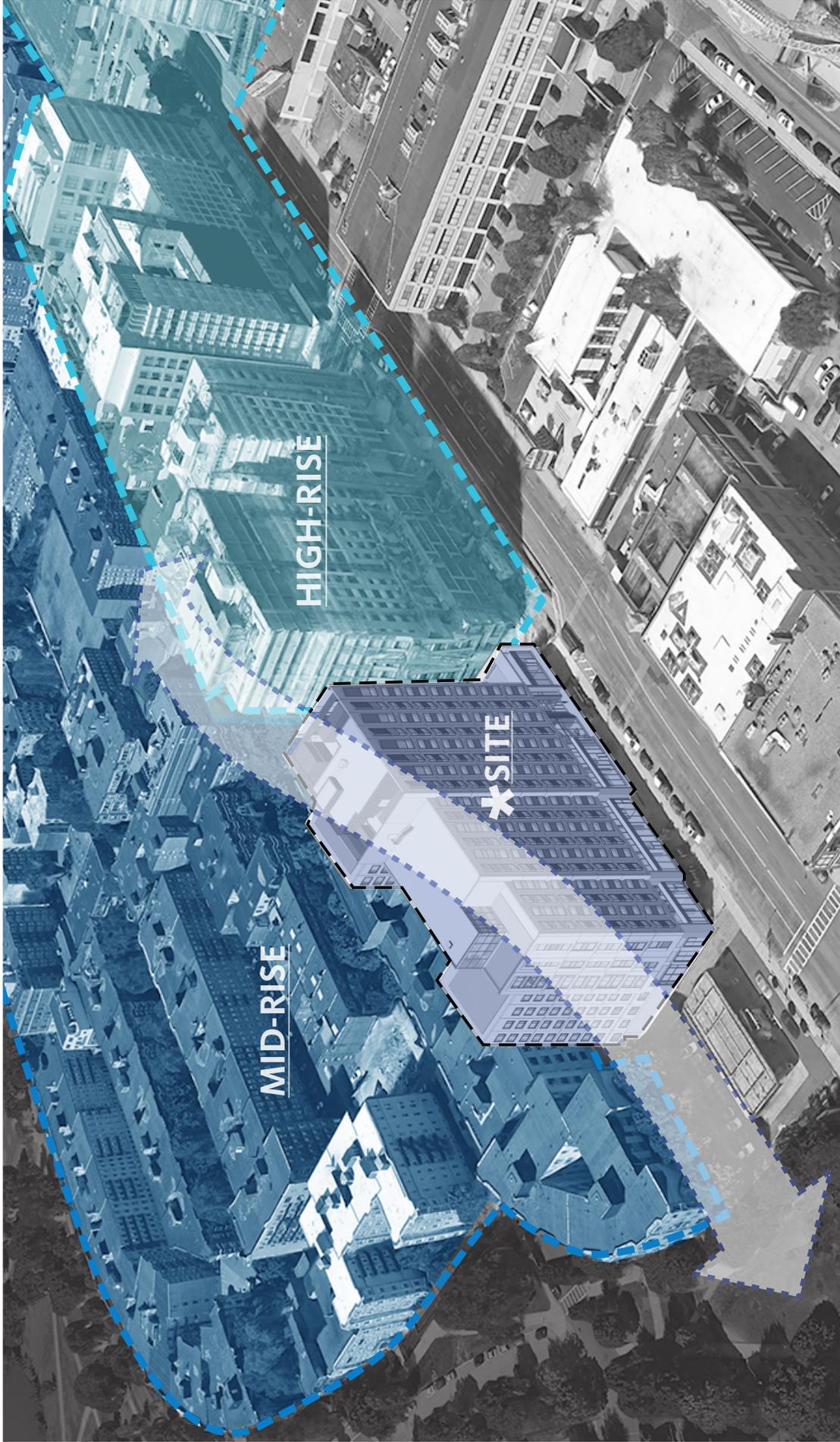
### **2.4.4 Updated Black Box Theater Concept**

In recognition of 1252-1270 Boylston Street's important heritage and affiliation with the LGBTQ community, the Proponent will be delivering the Boylston Black Box, an LGBTQ-centric venue for the performing arts. Based on feedback received from the neighborhood stakeholders and LGBTQ performance groups, the Proponent has further deepened its commitment to this important component of the Project:

- › Increase in the size of the Boylston Black Box program from approx. 6,000 sq. ft. to approx. 10,000 sq. ft.
- › Increase in capacity of the theater from 120 seats to 156 seats.
- › Addition of dedicated community space, flexible space, actor spaces, public spaces, support spaces.
- › Mezzanine space.
- › Dedicated loading access.
- › Increase in size and scope of ground-floor marquee entrance.
- › The expansion of the Boylston Black Box program resulted in the loss of 15 below-grade parking spaces.

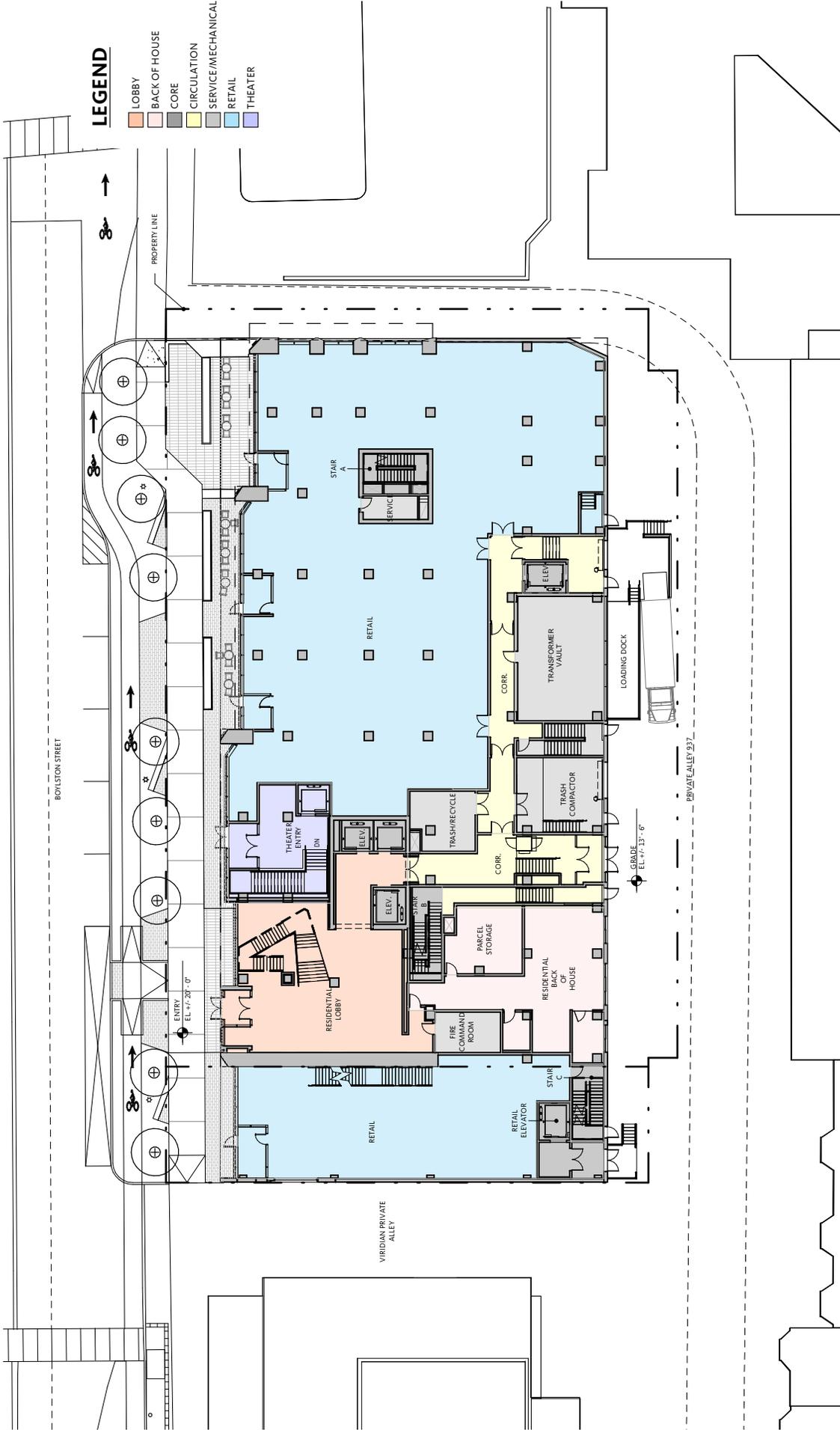
### **2.4.5 Updated Signage**

All signage throughout the Project Site will complement the architectural identity of the building. Signage will be thoughtfully located and designed to generate an inviting streetscape appropriately-scaled for the location. The existing 20- by 60-foot billboard will be replaced with a comparably-sized commercial, digital sign integrated into the building façade, depicted in Figure 2.7j. All retail signage will be reviewed for neighborhood context and character attribution to the Boylston Street corridor.



Source: Gensler

**Gensler** Figure 2.1  
Neighborhood Context  
**1252-1270 Boylston**  
**Boston, Massachusetts**



**LEGEND**

- LOBBY
- BACK OF HOUSE
- CORE
- CIRCULATION
- SERVICE/MECHANICAL
- RETAIL
- THEATER

**Gensler**

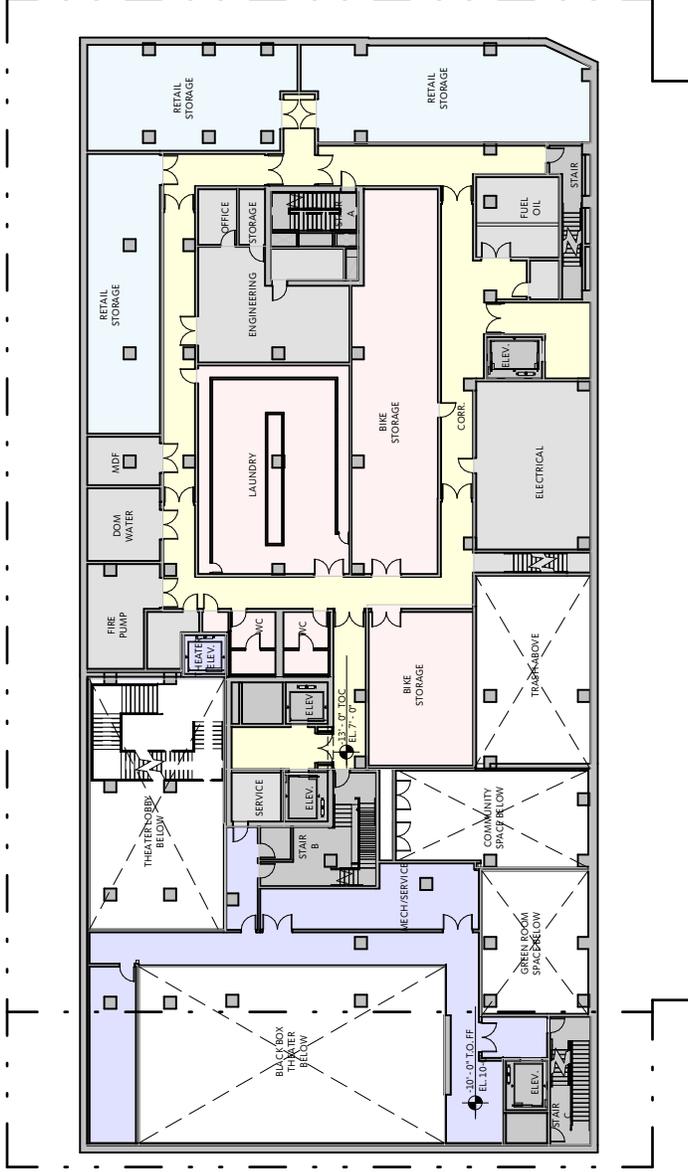
Figure 2.2a  
Floor Plan - Ground Floor

1252-1270 Boylston  
Boston, Massachusetts

Source: Gensler

**LEGEND**

- BACK OF HOUSE
- CORE
- CIRCULATION
- SERVICE/MECHANICAL
- RETAIL STORAGE
- THEATER



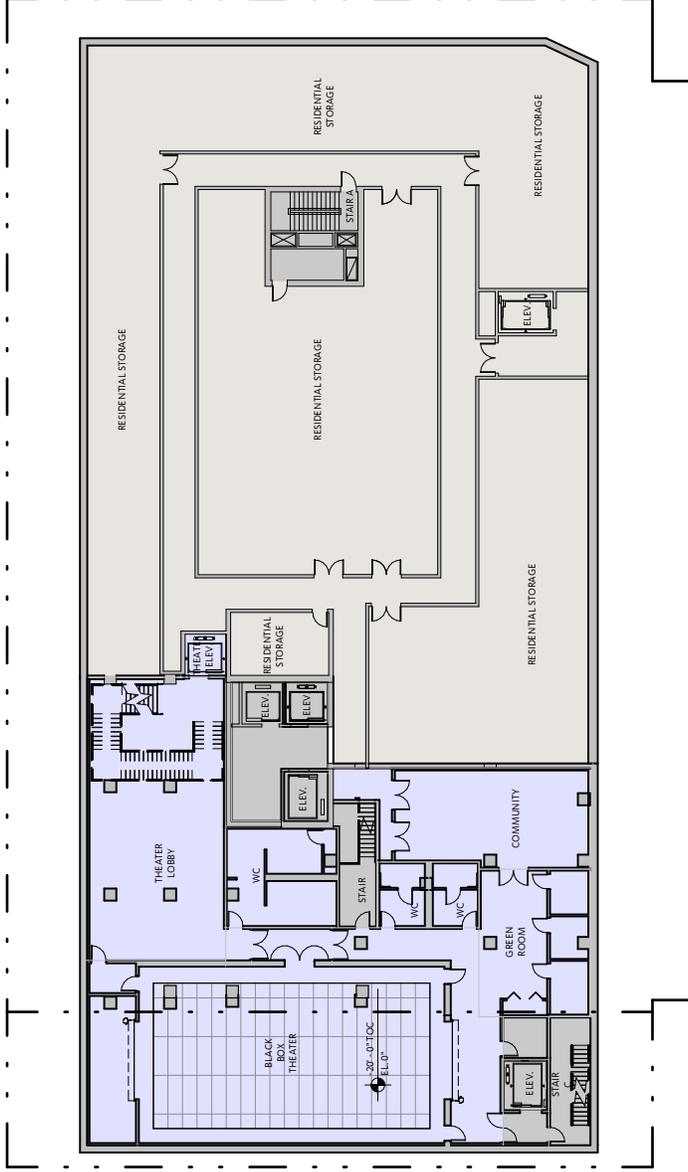
Source: Gensler



**Gensler** Figure 2.2b  
 Floor Plan - Basement  
 Level B1  
 1252-1270 Boylston  
 Boston, Massachusetts

**LEGEND**

-  CORE
-  THEATER
-  RESIDENTIAL STORAGE



Source: Gensler



**Gensler** Figure 2.2c  
Floor Plan - Basement  
Level B2  
**1252-1270 Boylston**  
**Boston, Massachusetts**





- LEGEND**
- RESIDENTIAL UNITS
  - CORE
  - CIRCULATION
  - SERVICE/MECHANICAL

**Gensler**

Figure 2.2e  
Floor Plan - Typical Level 3-11

1252-1270 Boylston  
Boston, Massachusetts

Source: Gensler





**LEGEND**

- RESIDENTIAL UNITS
- CORE
- CIRCULATION
- SERVICE/MECHANICAL
- TERRACE

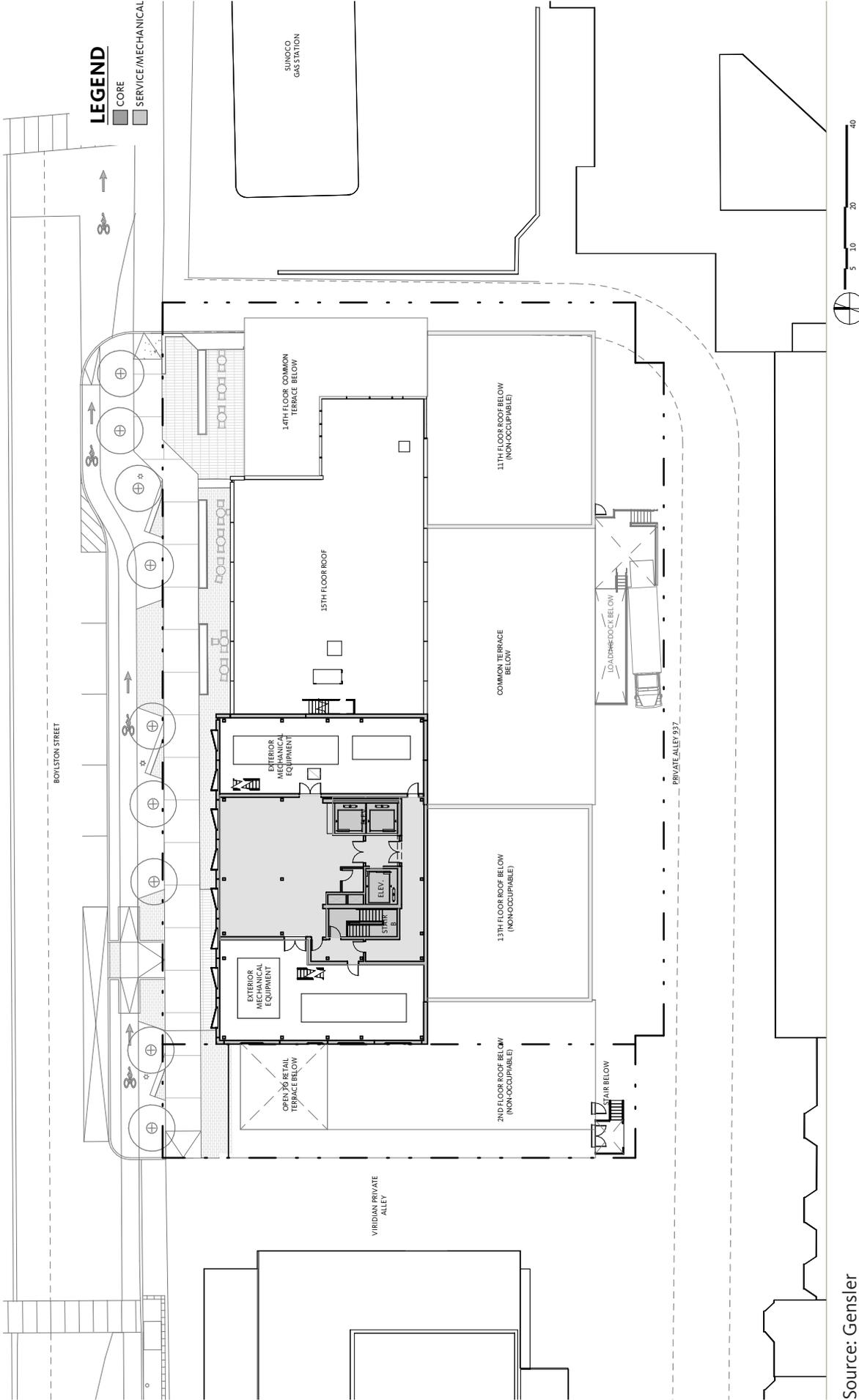


**Gensler** Figure 2.2g  
Floor Plan - Level 14

**1252-1270 Boylston**  
**Boston, Massachusetts**

Source: Gensler





**LEGEND**  
 ■ CORE  
 ■ SERVICE/MECHANICAL

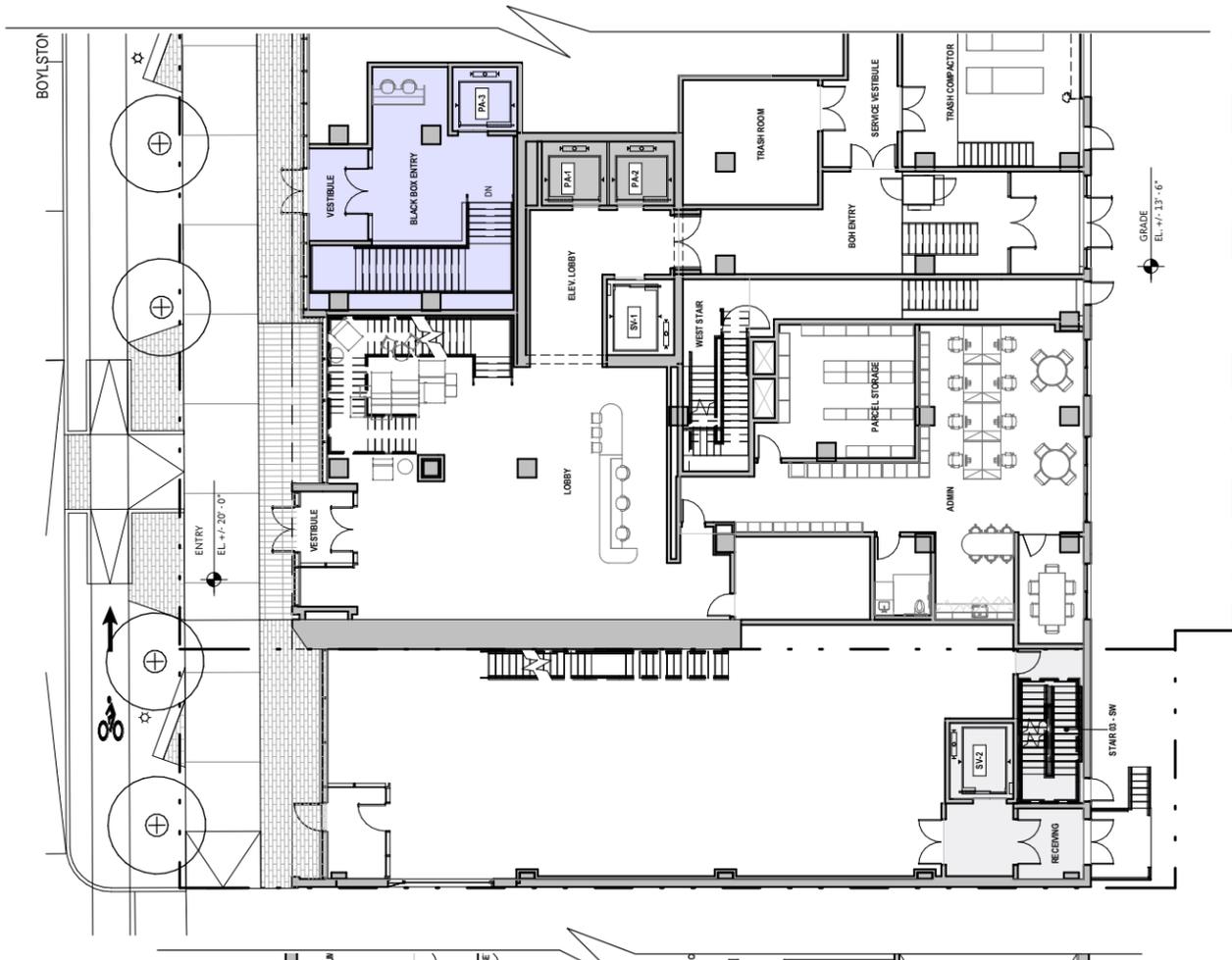
Source: Gensler

**Gensler**

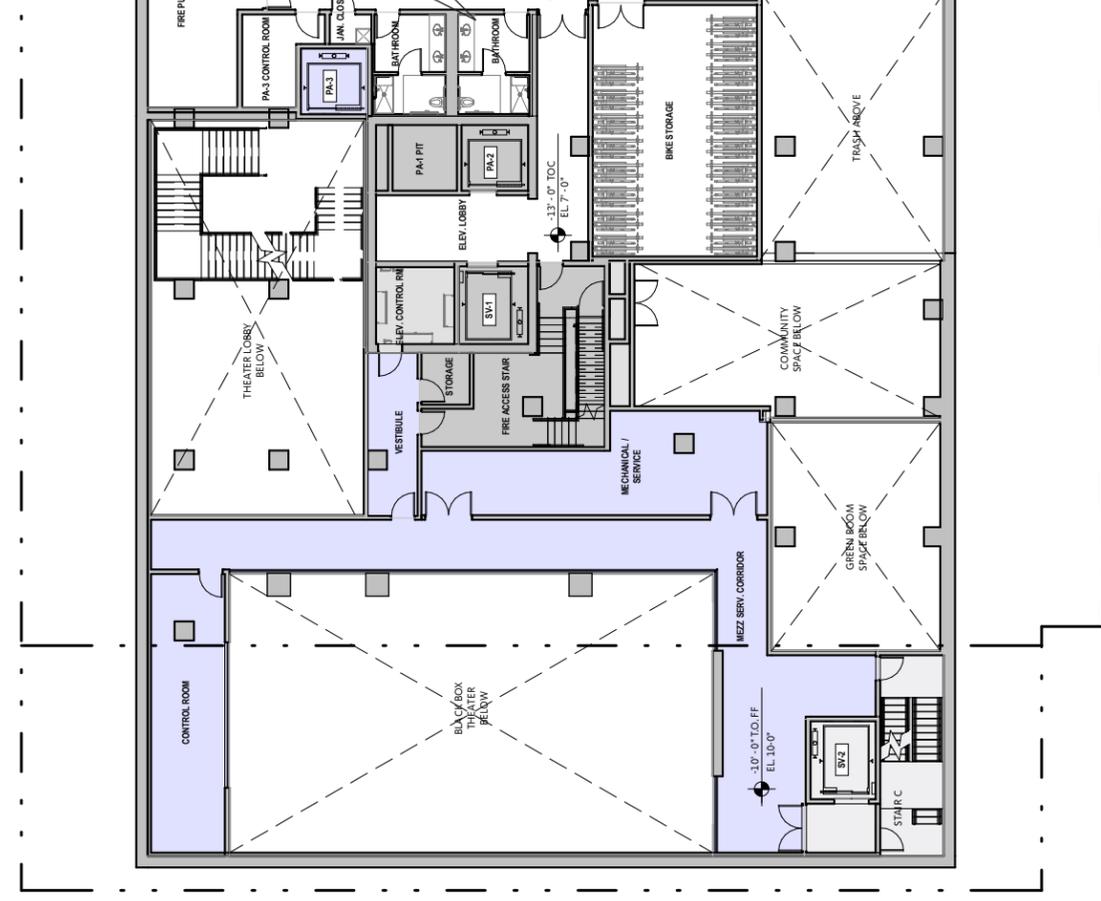
Figure 2.2i  
 Floor Plan - Roof  
 Mechanical Penthouse  
 1252-1270 Boylston  
 Boston, Massachusetts

**LEGEND**

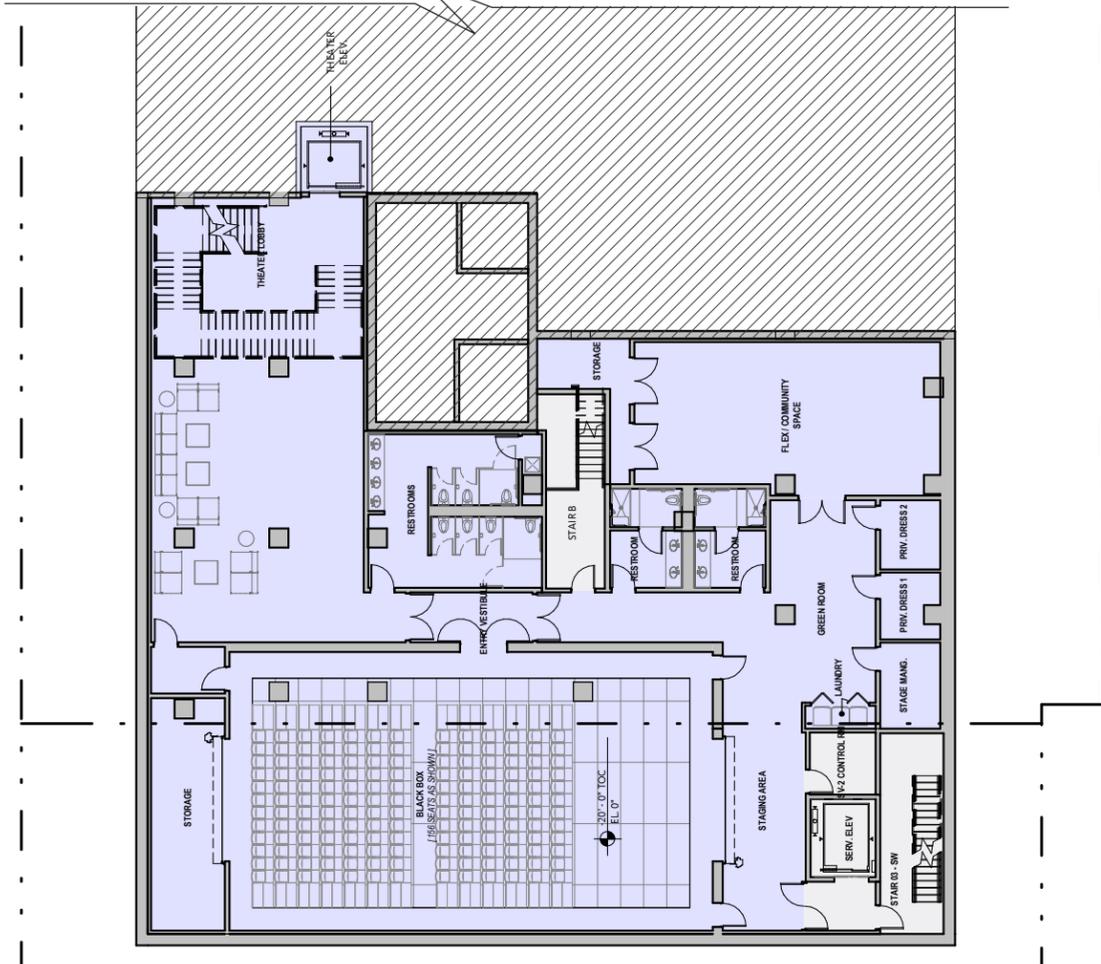
- THEATER
- THEATER SERVICE
- SHARED SERVICE



**LEVEL 1 BLACK BOX THEATER ENTRY**



**LEVEL B1 MEZZANINE**

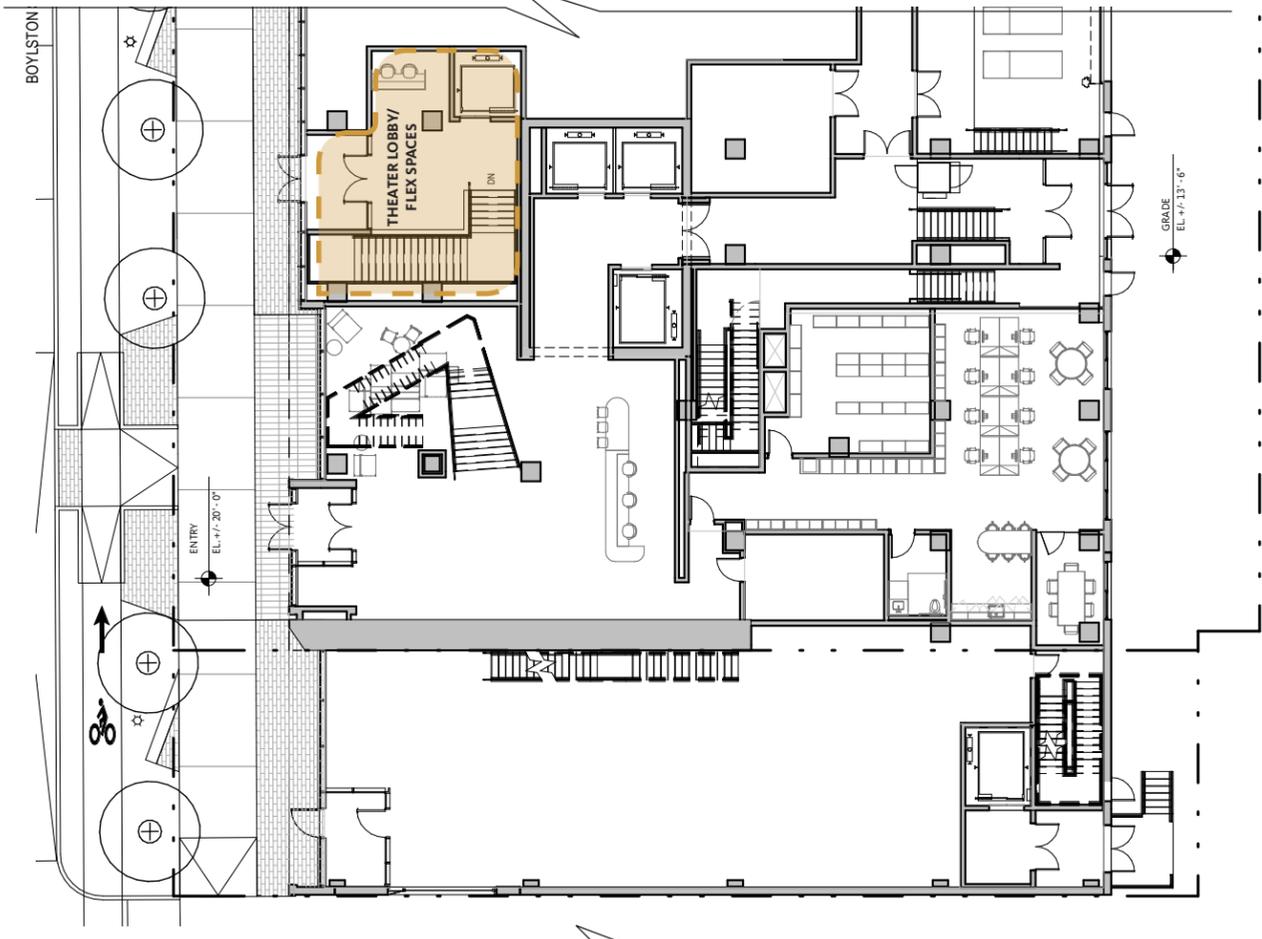


**LEVEL B2 BLACK BOX THEATER**

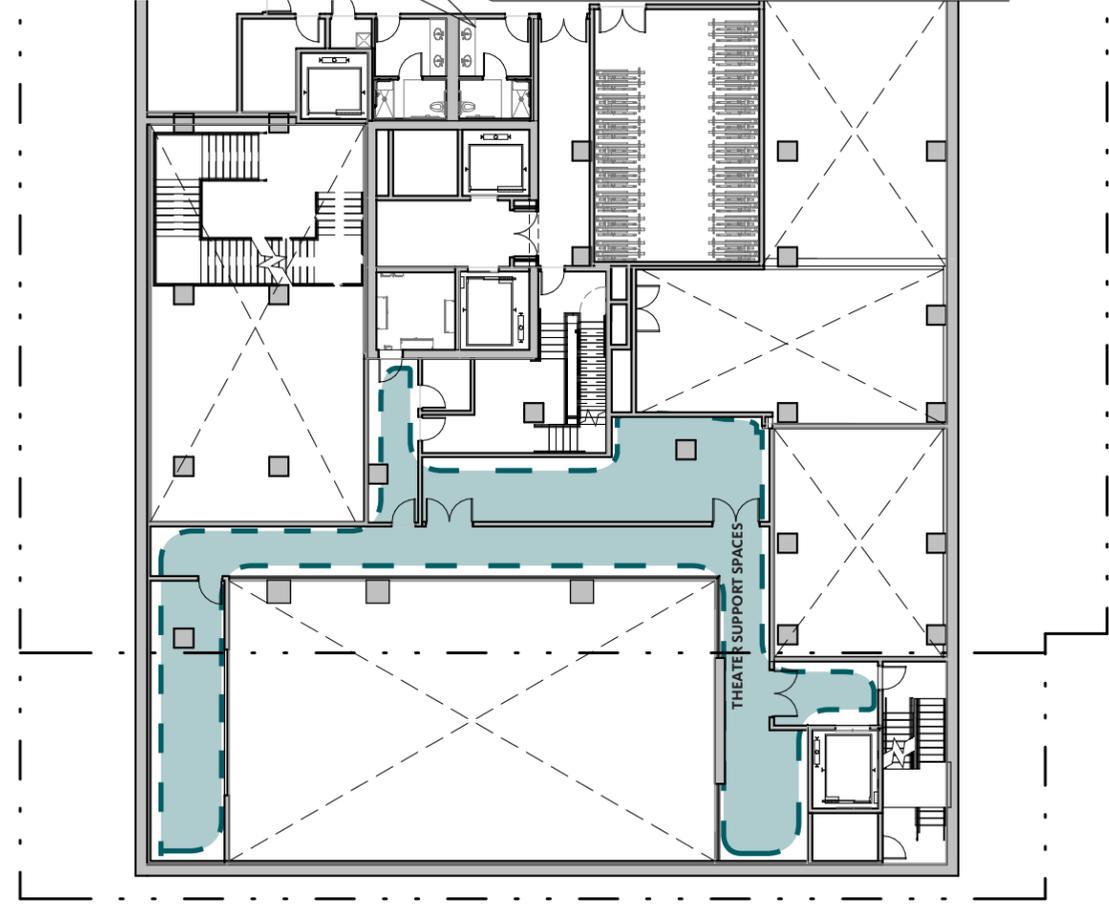
Source: Gensler

**LEGEND**

- THEATER LOBBY/FLEX SPACES
- THEATER PUBLIC SUPPORT SPACES
- THEATER BLACK BOX
- THEATER SUPPORT SPACES
- THEATER ACTOR SPACES
- THEATER COMMUNITY SPACE



**LEVEL 1 BLACK BOX THEATER ENTRY**



**LEVEL B1 MEZZANINE**



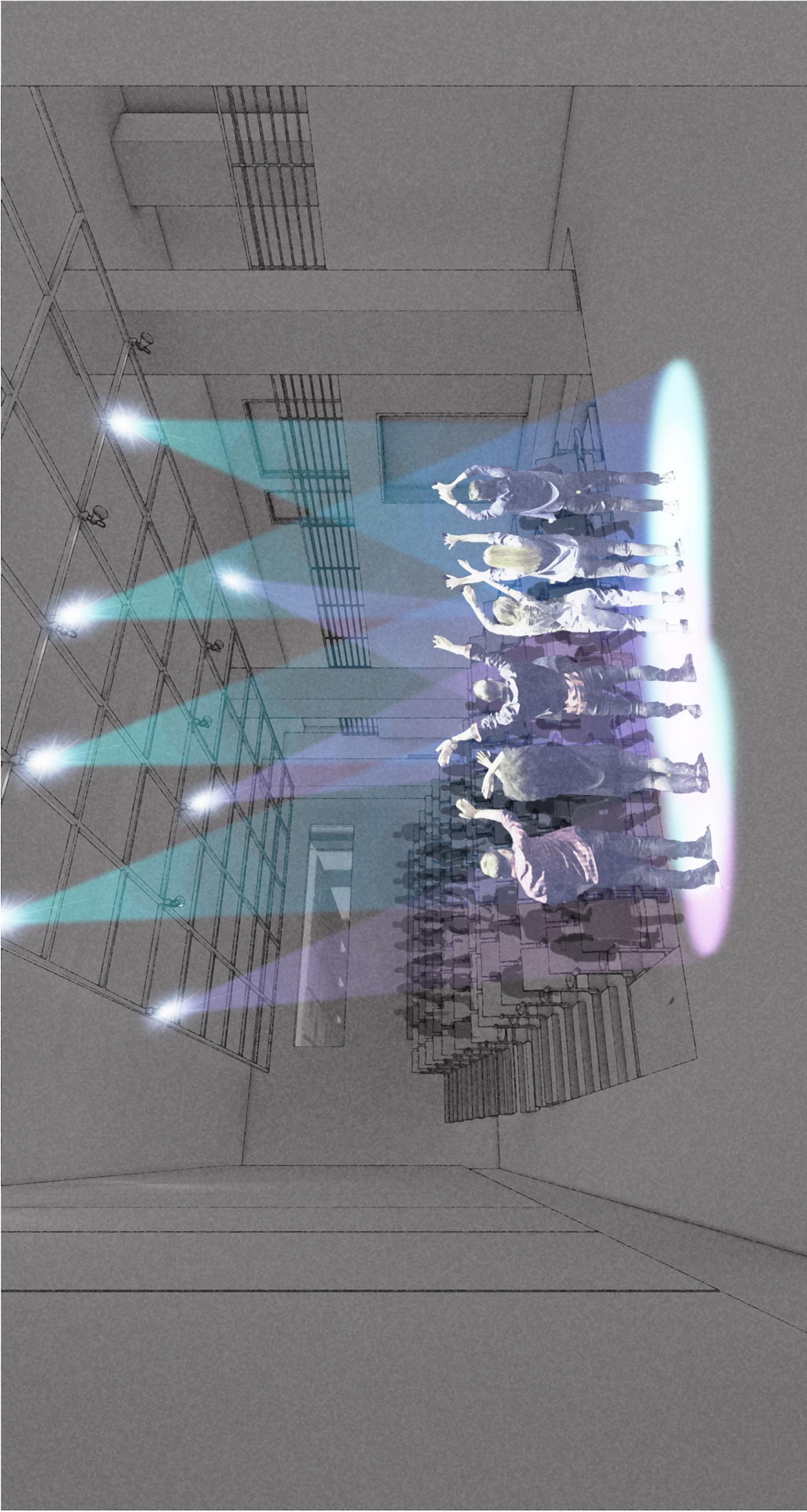
**LEVEL B2 BLACK BOX THEATER**

Source: Gensler

**Gensler**

Figure 2.2k  
Plans - Black Box Theater Diagrams

1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

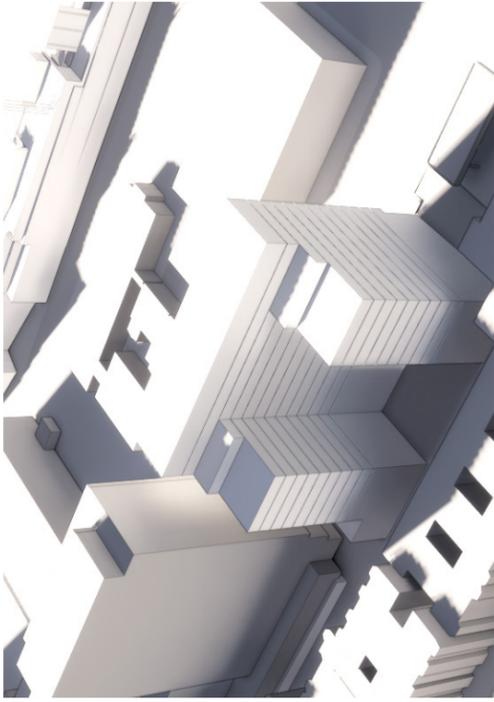
**Gensler**

Figure 2.21

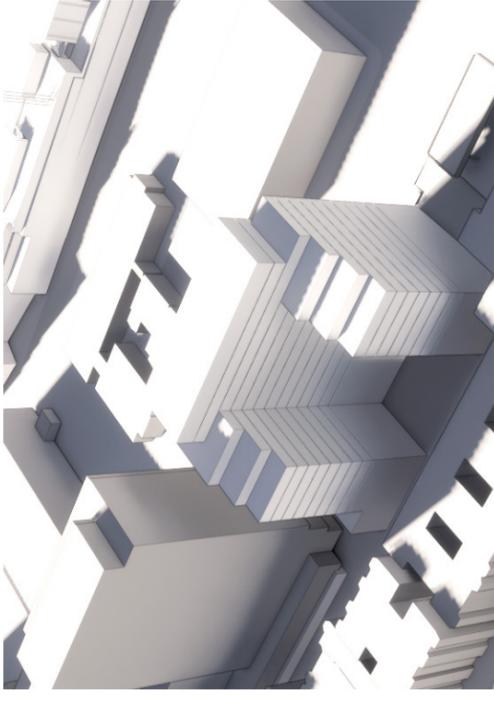
Rendered View

Black Box Theater

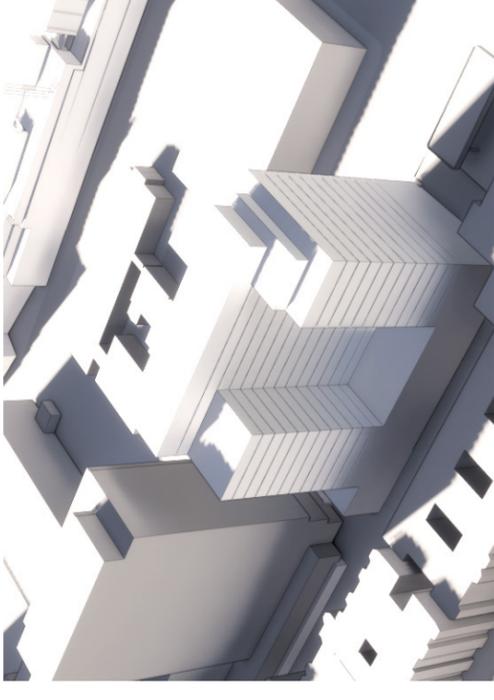
1252-1270 Boylston  
Boston, Massachusetts



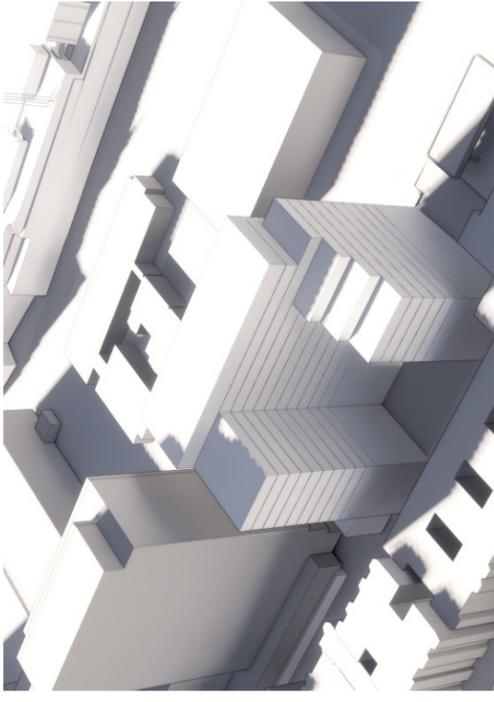
- Single plane facade unresponsive to Boylston massing
- Does not address neighborhood scale
- Lost opportunity for view looking west



- Massing broken down at edges
- Symmetry does not respond to unique location within Boylston
- Lacks interest at pedestrian realm



- Not enough massing articulation
- Asymmetry starts to respond to unique location within Boylston
- Lacks interest at pedestrian realm
- Taller expression not responsive to neighborhood



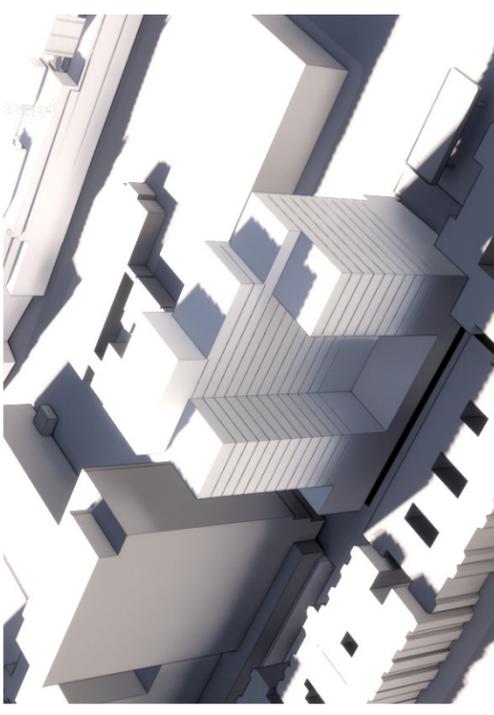
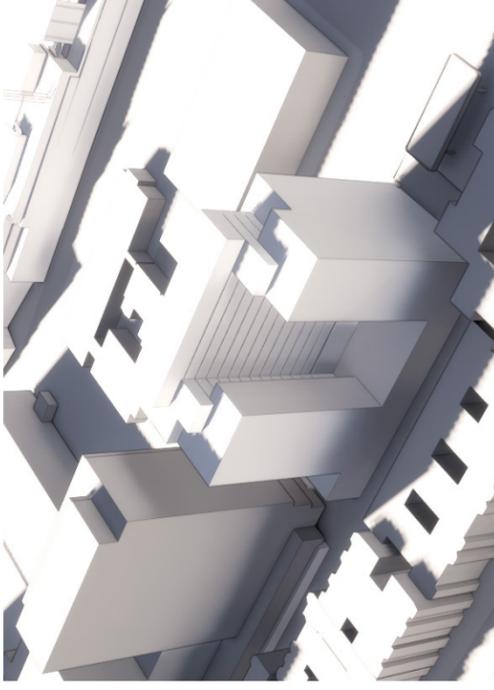
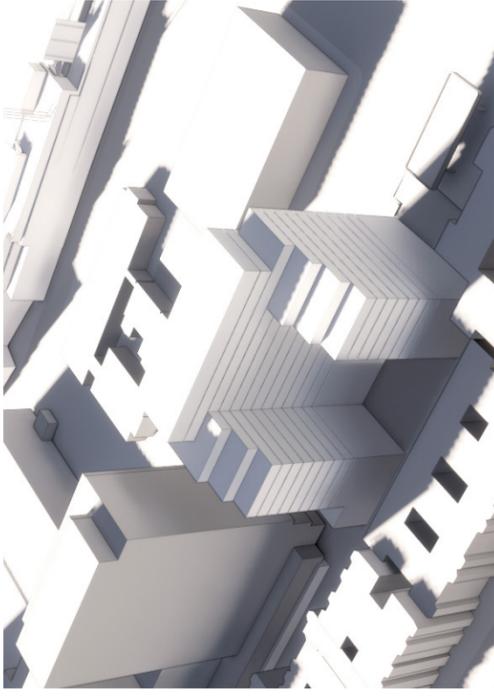
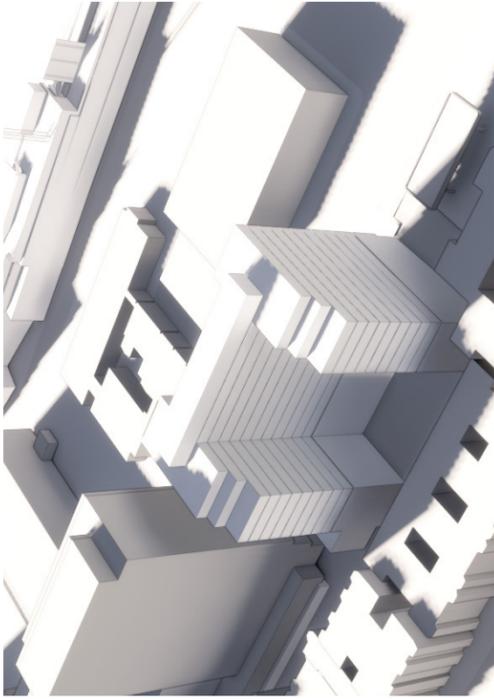
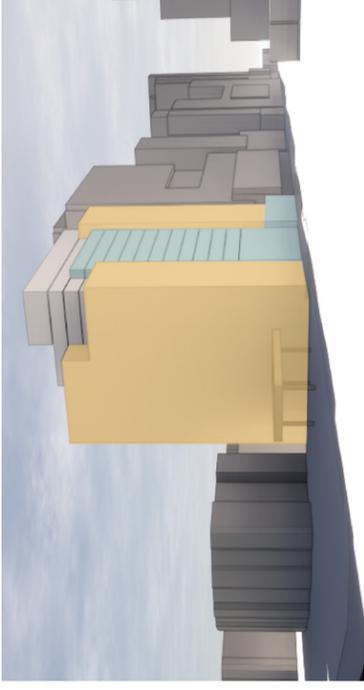
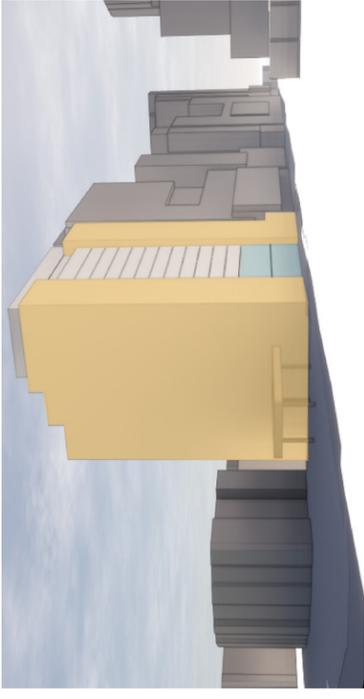
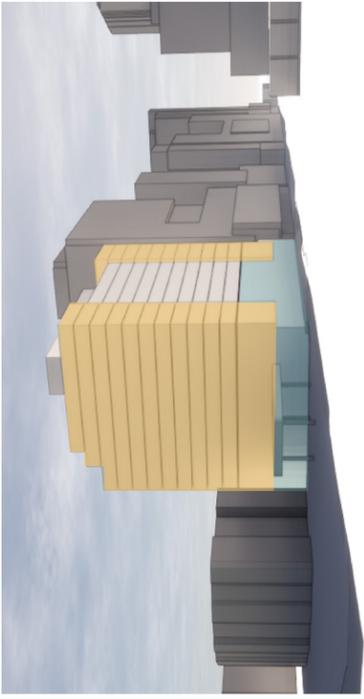
- Not enough massing articulation
- Asymmetry starts to respond to unique location within Boylston
- Lacks interest at pedestrian realm

Source: Gensler

**Gensler**

Figure 2.3a  
Building Massing Strategy -  
Previous Investigations

**1252-1270 Boylston  
Boston, Massachusetts**



- Symmetry not responsive to unique location within Boylston
- Lacks interest at pedestrian realm
- Taller expression not responsive to neighborhood

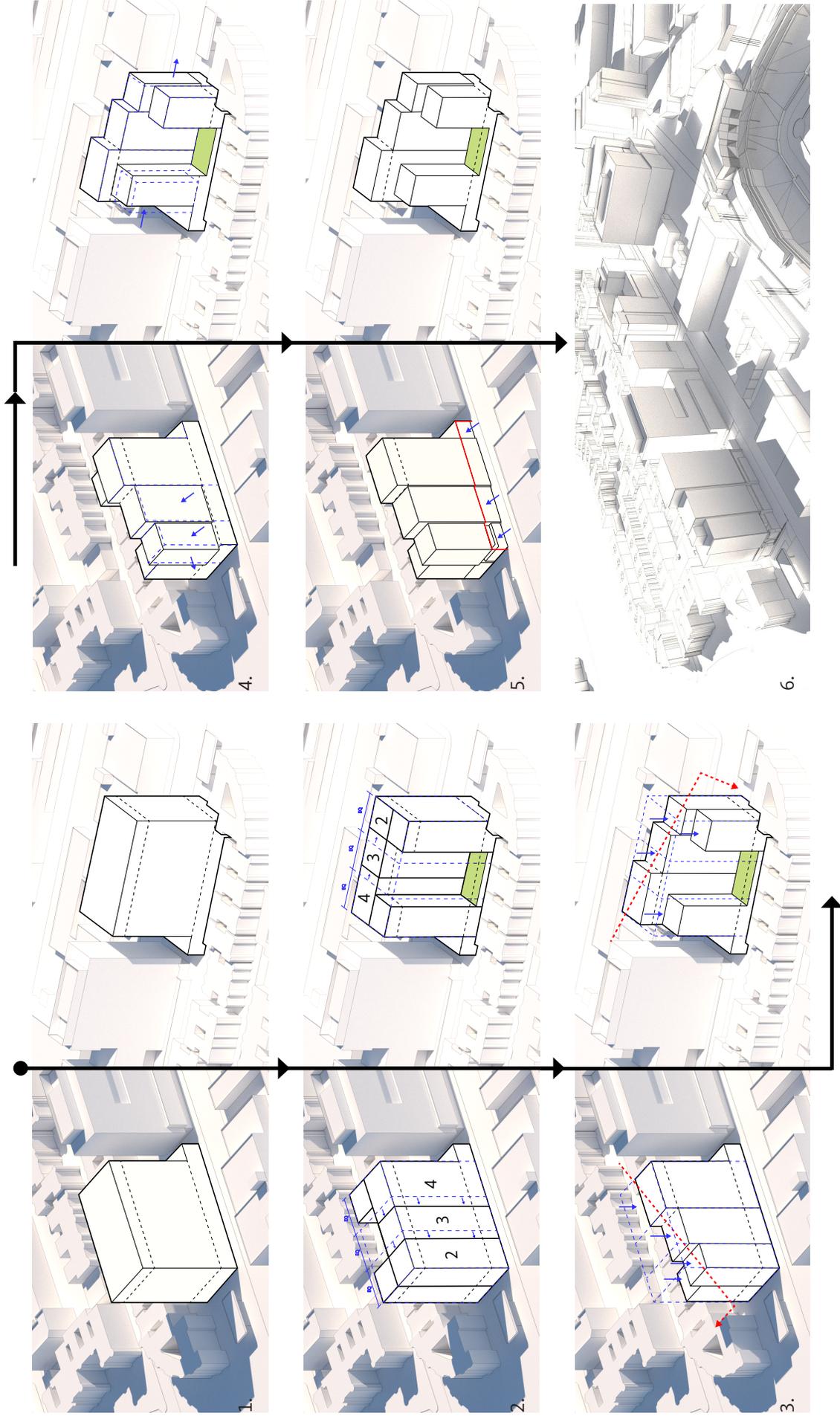
- Symmetry not responsive to unique location within Boylston
- Lacks interest at pedestrian realm
- Taller expression not responsive to neighborhood

- No clarity of massing
- Lacks interest at pedestrian realm
- Taller expression not responsive to neighborhood

Source: Gensler

**Gensler** Figure 2.3b  
Building Massing Strategy -  
Previous Investigations

1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

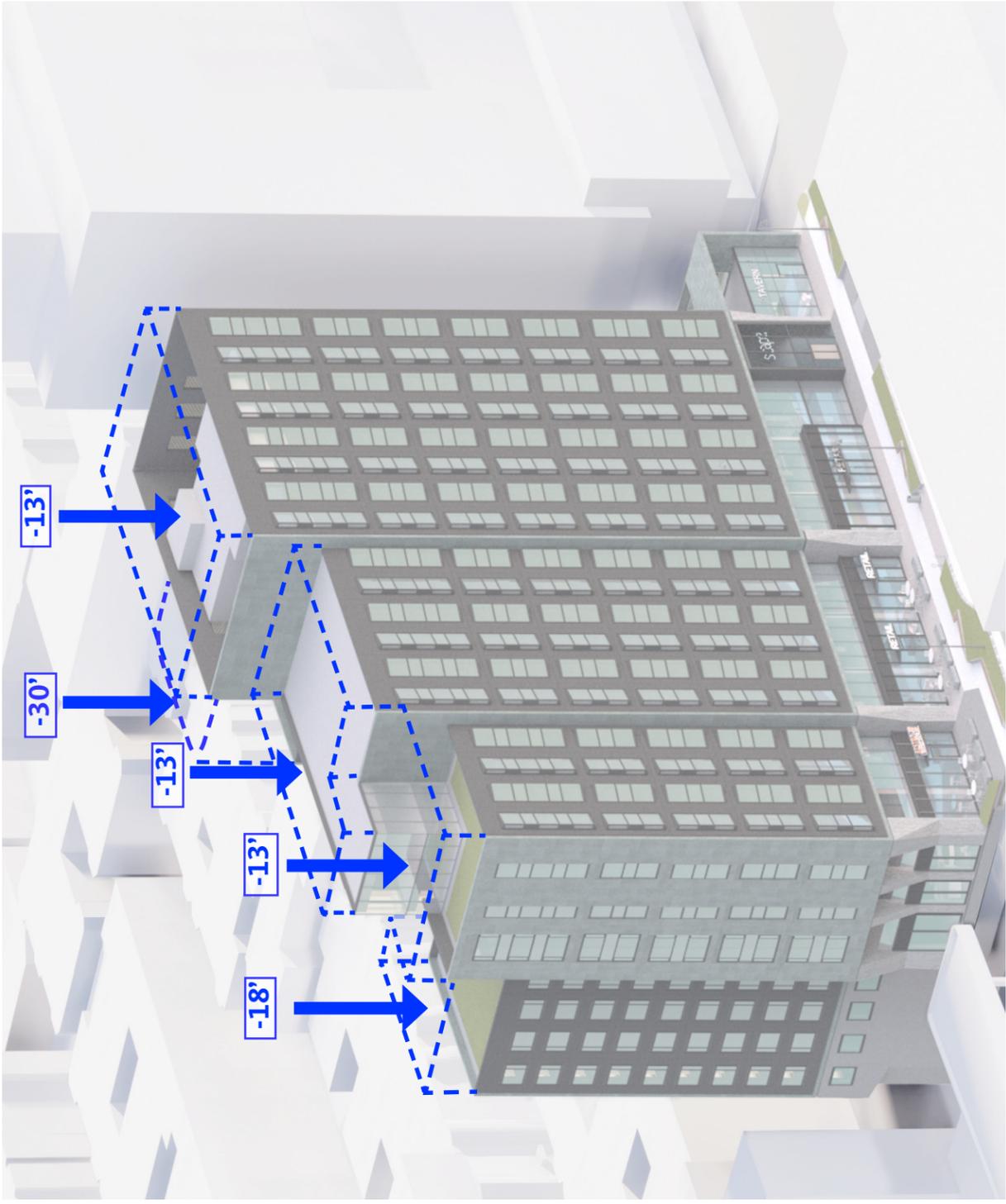
**Gensler**

Figure 2.3c  
 Building Massing Strategy -  
 Diagrams  
 1252-1270 Boylston  
 Boston, Massachusetts



**EPNF SCHEME** Looking Southwest

Source: Gensler



**REVISED SCHEME** Looking Southwest

**Gensler**

Figure 2.3d

Revised Massing:

Axon View

Looking South

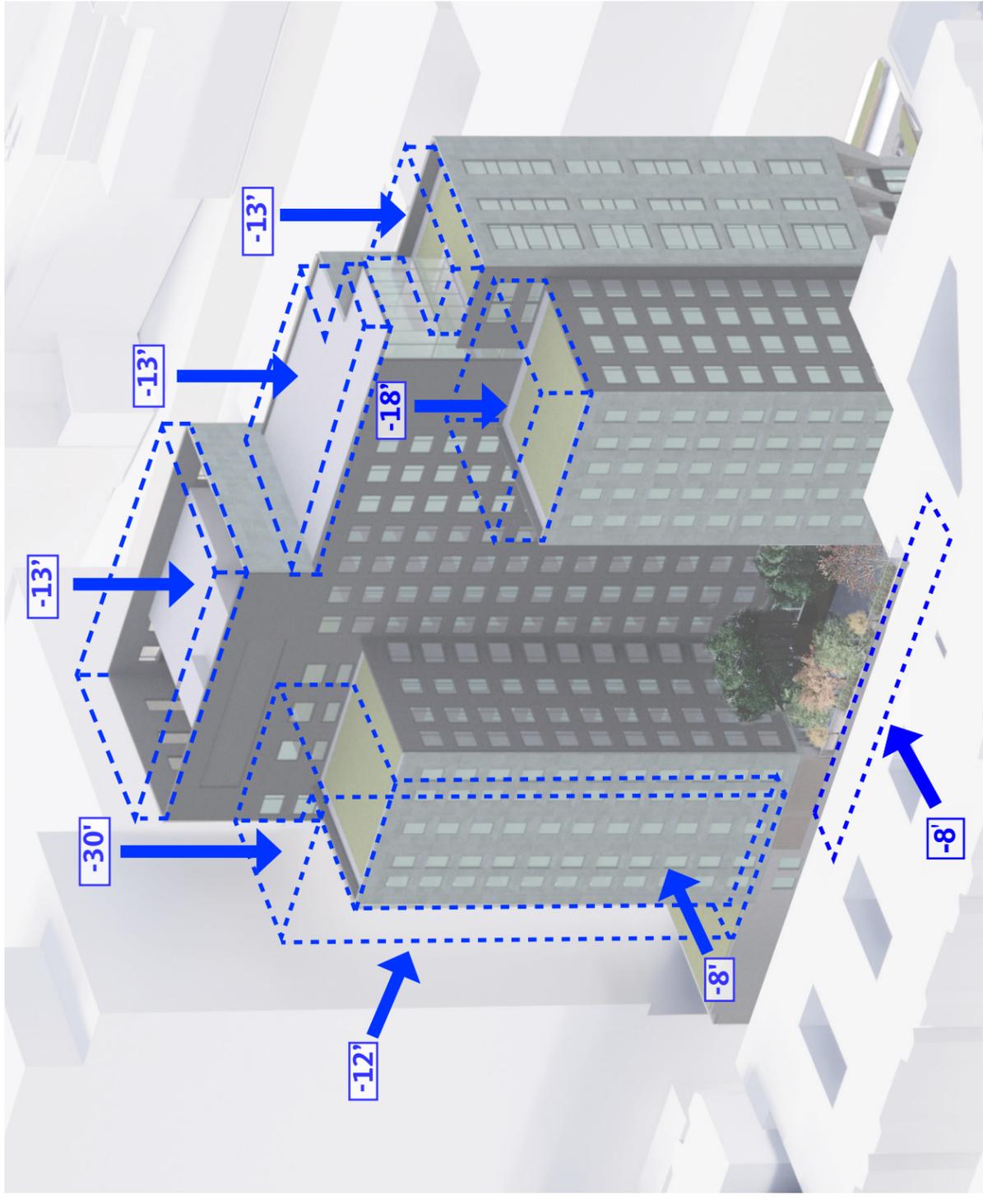
1252-1270 Boylston

Boston, Massachusetts



**EPNF SCHEME** Looking Northwest

Source: Gensler



**REVISED SCHEME** Looking Northwest



Figure 2.3e

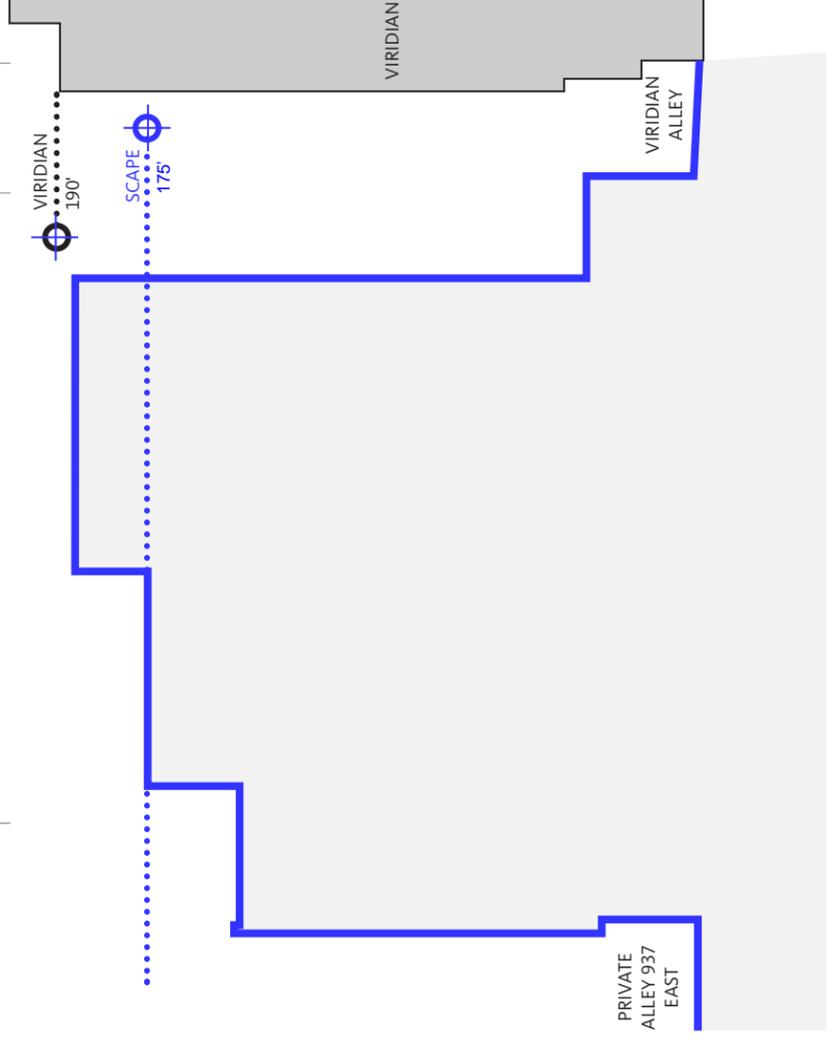
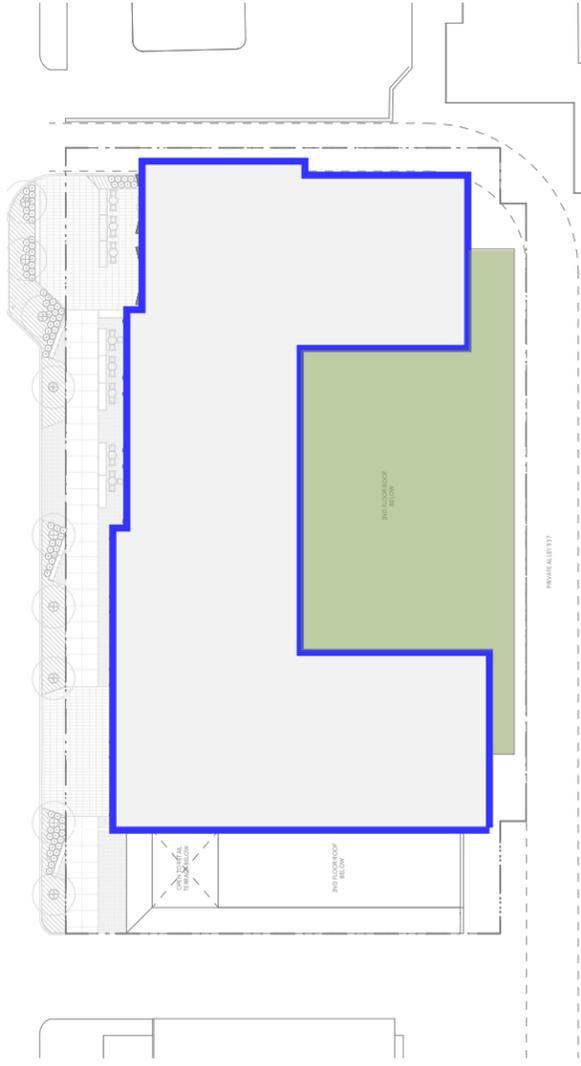
Revised Massing:

Axon View

Looking North

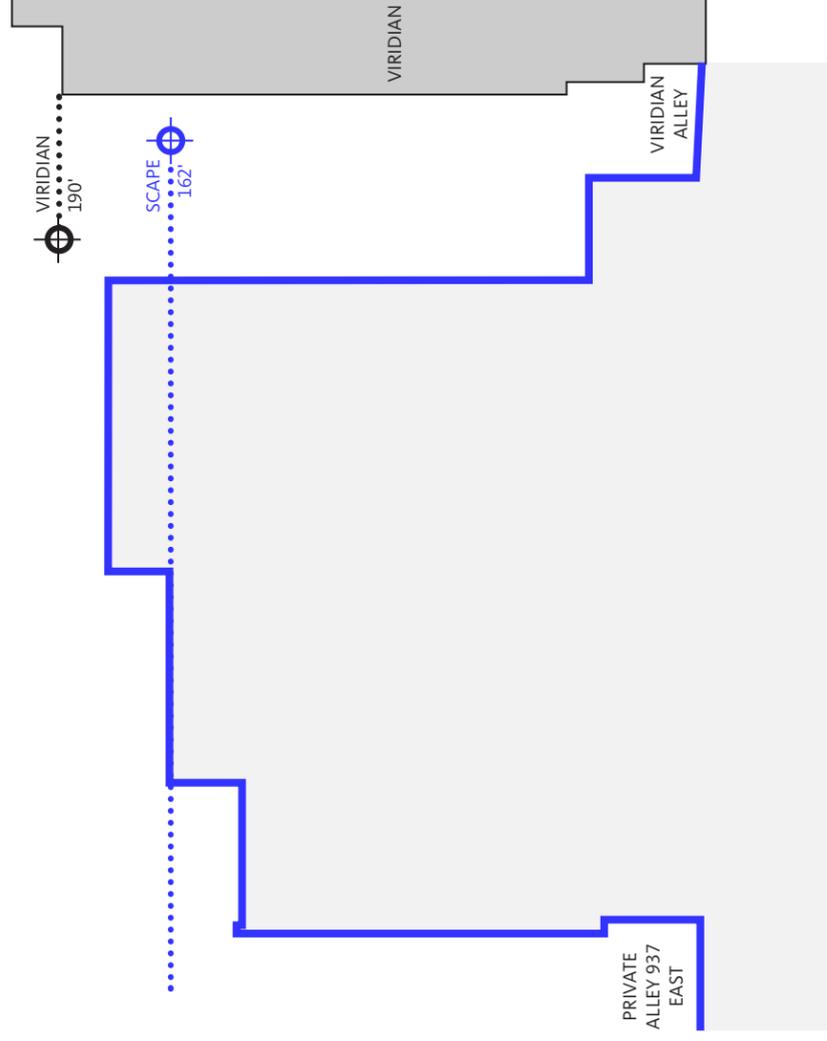
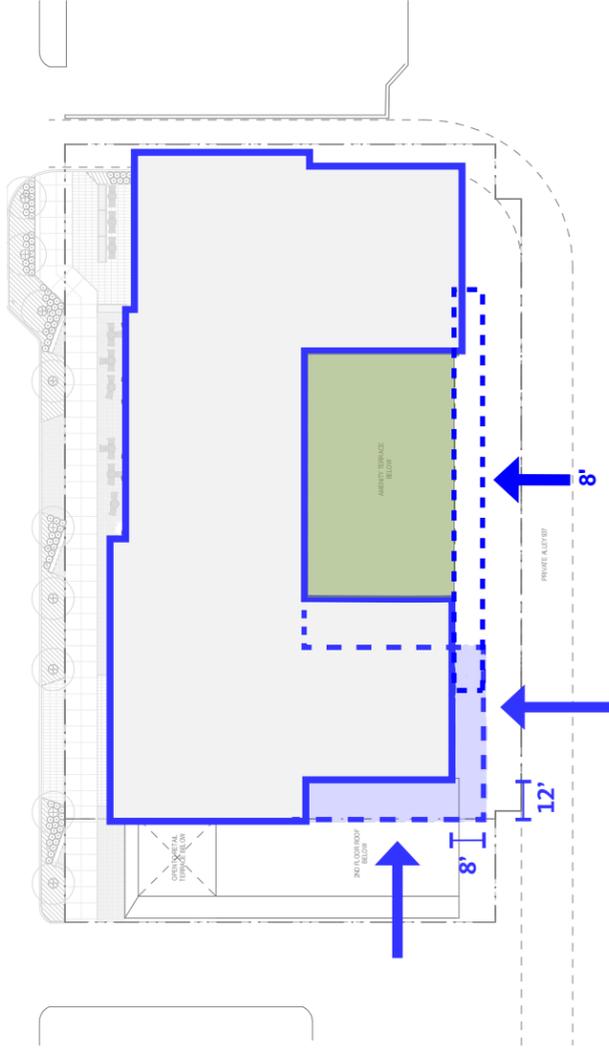
1252-1270 Boylston

Boston, Massachusetts



EPNF SCHEME Plan & Section

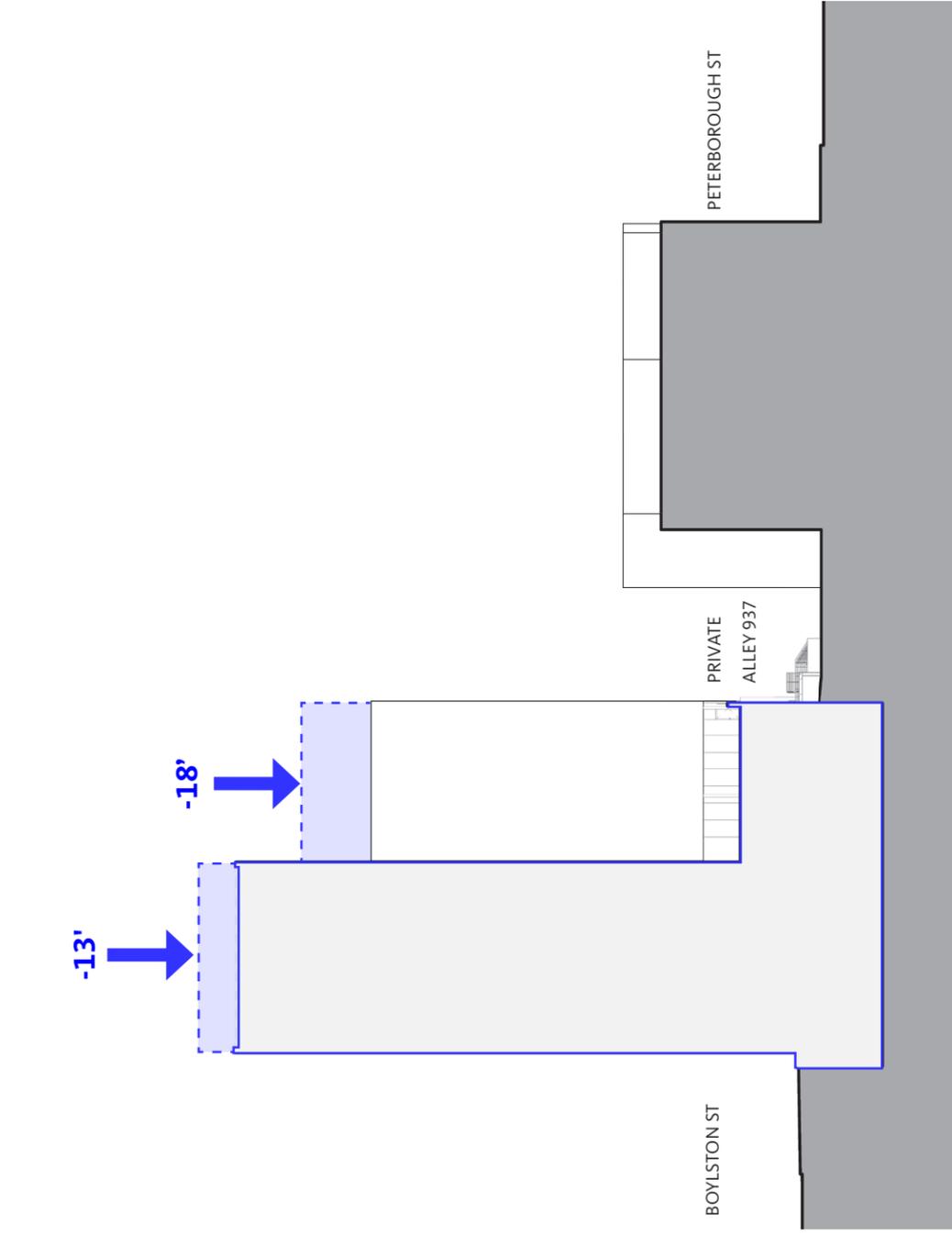
Source: Gensler



REVISED SCHEME Plan & Section

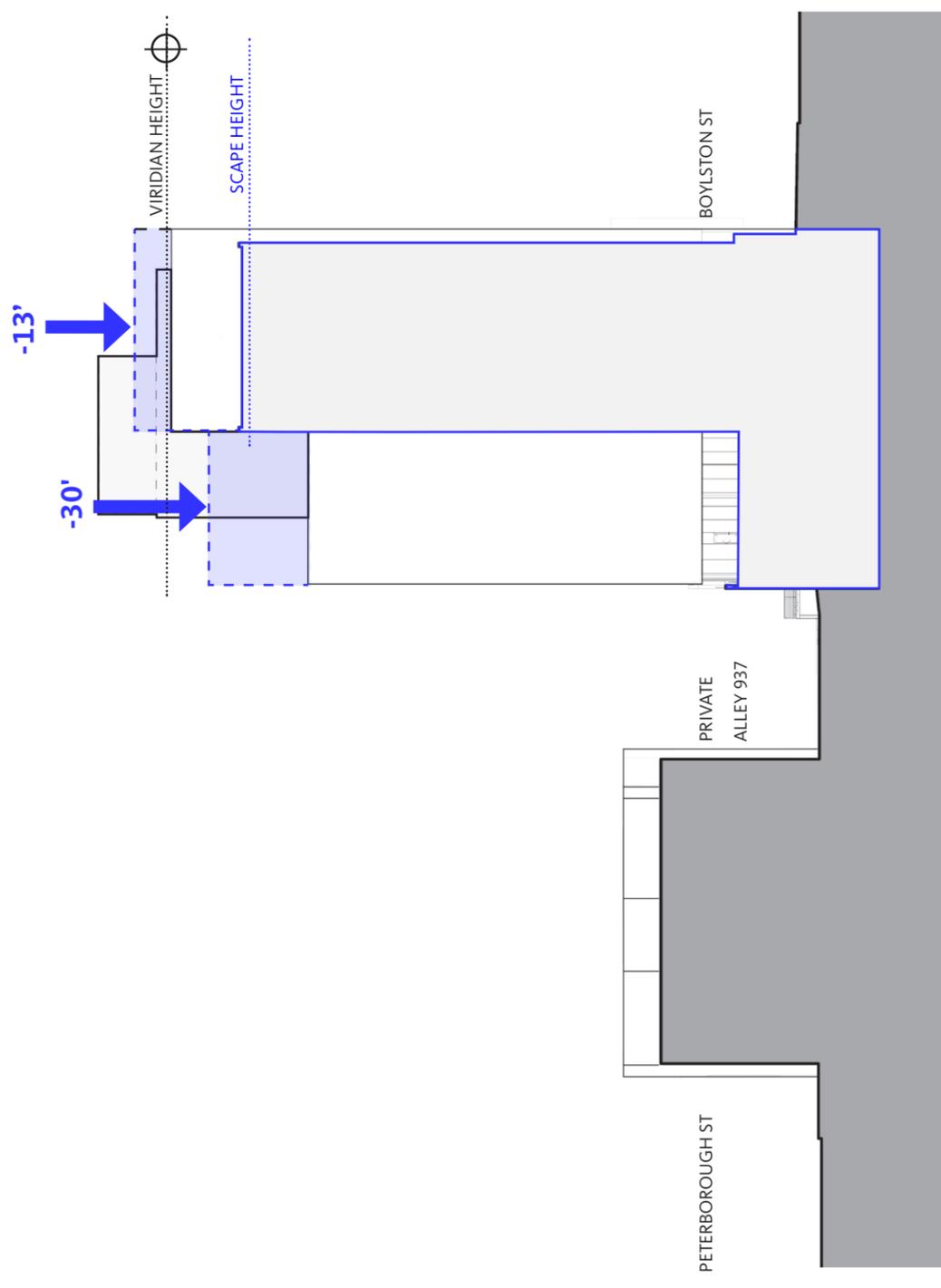


Figure 2.3f  
Revised Massing:  
Plan & Elevation Diagrams



REVISED SCHEME Looking East

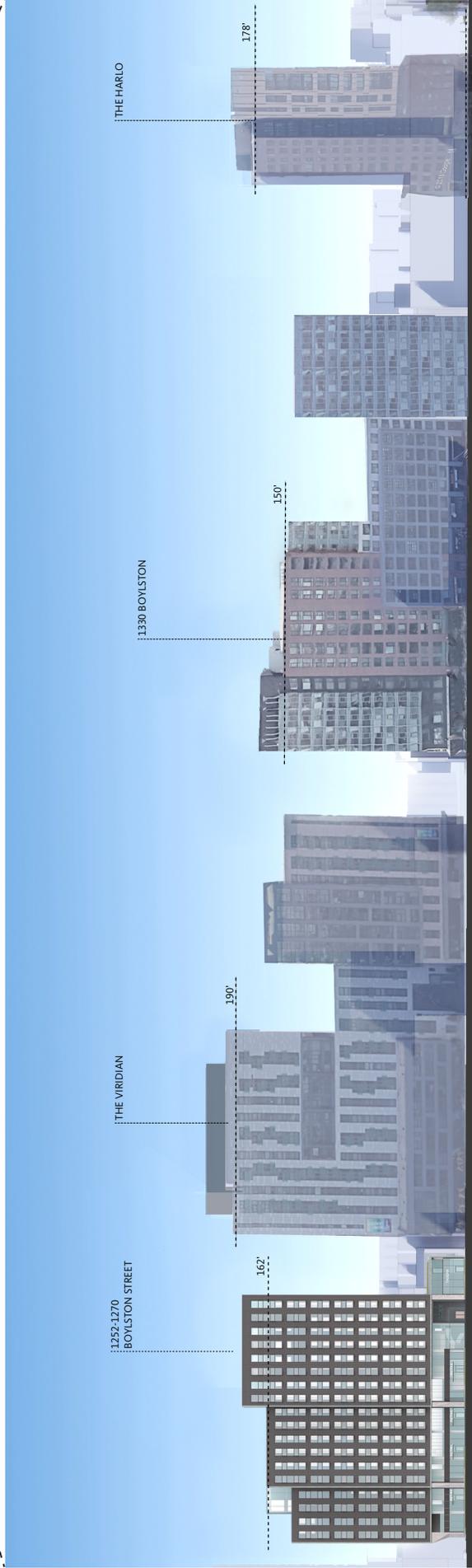
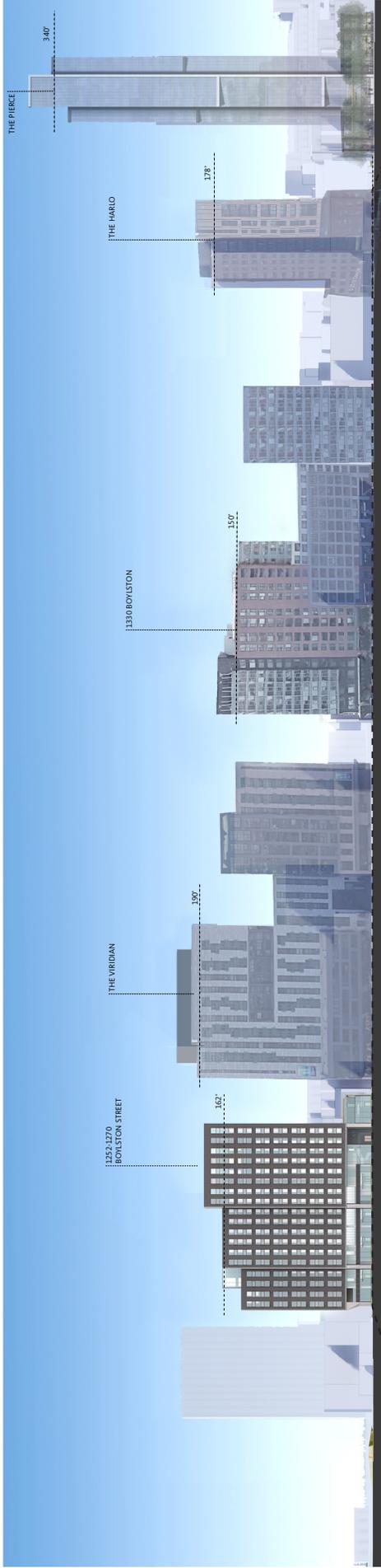
Source: Gensler



REVISED SCHEME Looking West

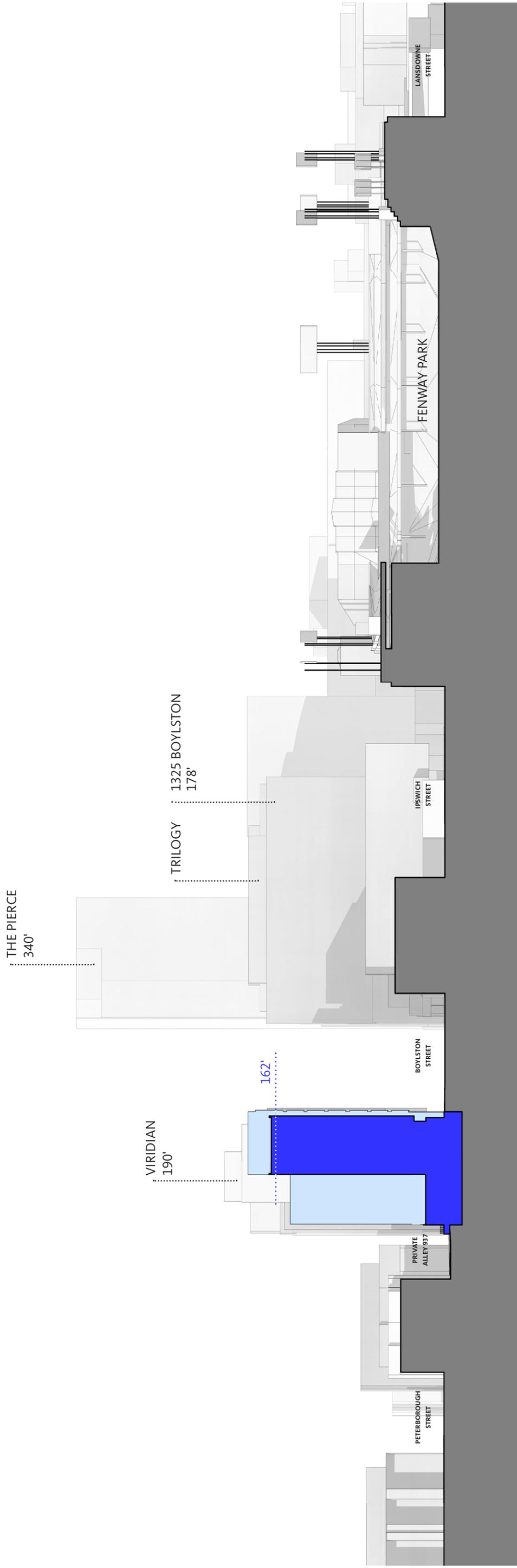
**Gensler**  
 Figure 2.3g  
 Revised Massing:  
 Section Diagrams

1252-1270 Boylston  
 Boston, Massachusetts



Source: Gensler

**Gensler** Figure 2.3h  
 Building Massing:  
 Elevation Boylston Street Context  
**1252-1270 Boylston**  
**Boston, Massachusetts**

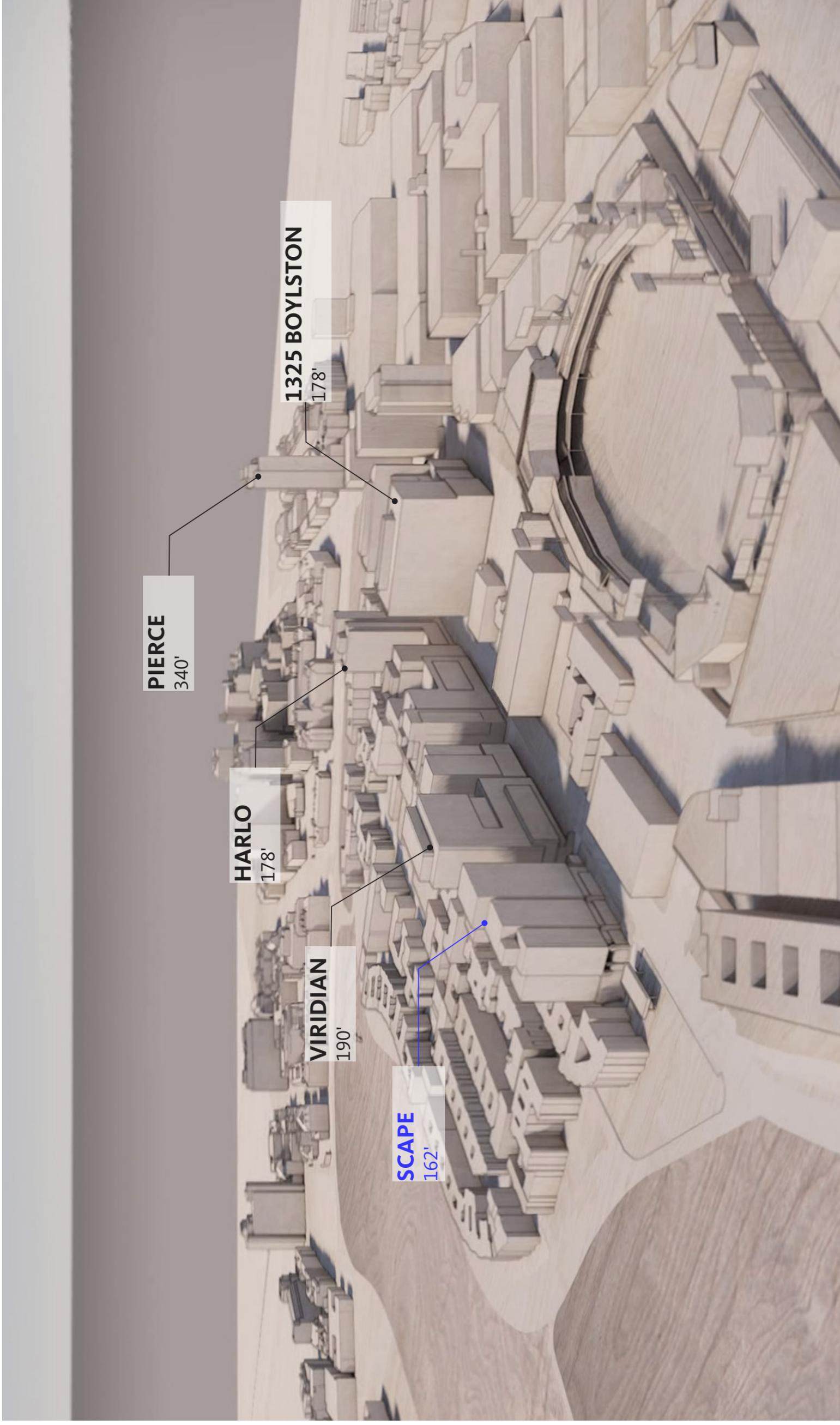


Source: Gensler

**Gensler**

Figure 2.3i  
 Building Massing  
 Section Cut North / South Looking  
 West

**1252-1270 Boylston  
 Boston, Massachusetts**

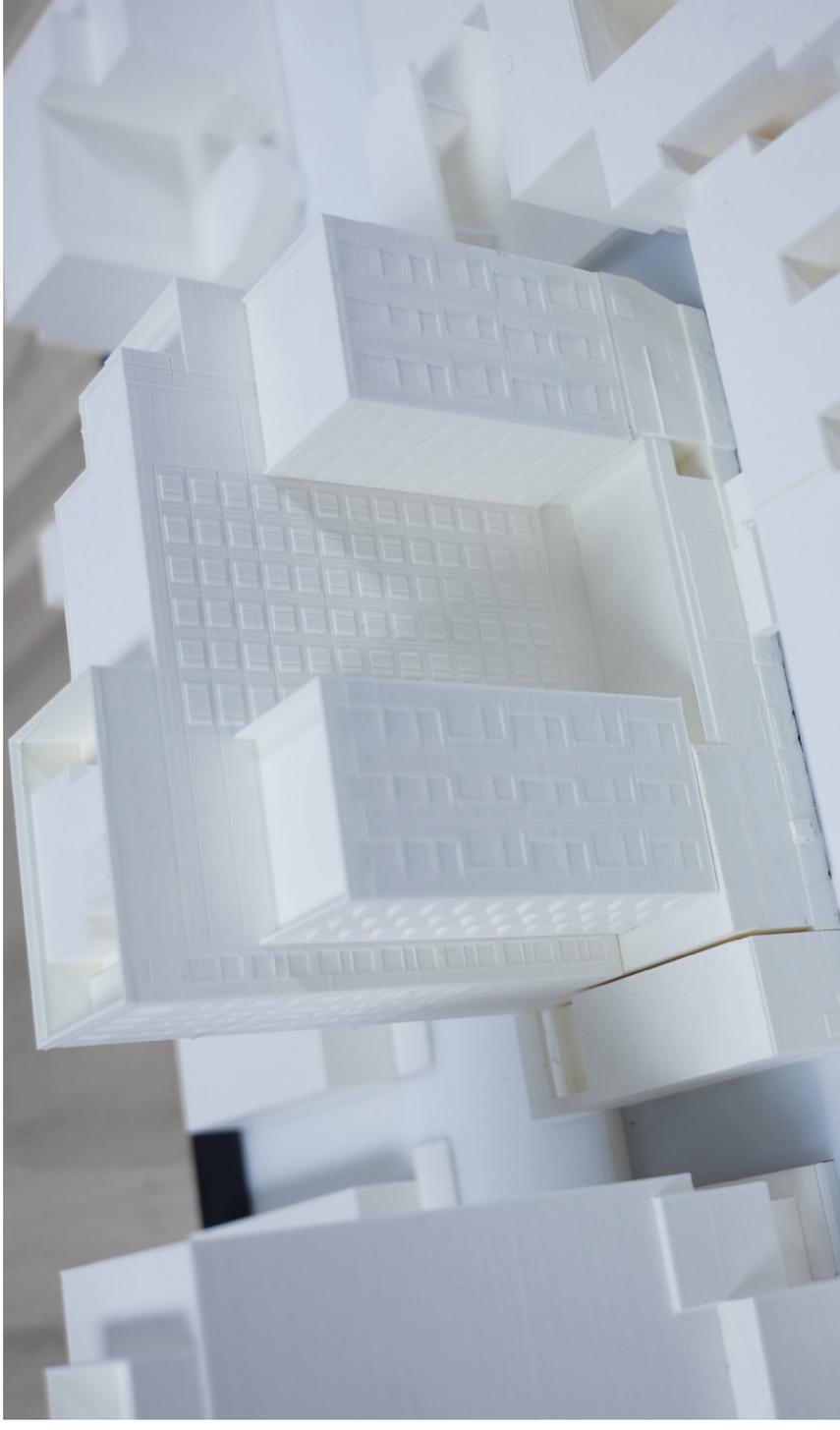


Source: Gensler

**Gensler**

Figure 2.3j  
Building Massing:  
Aerial View Looking Southwest

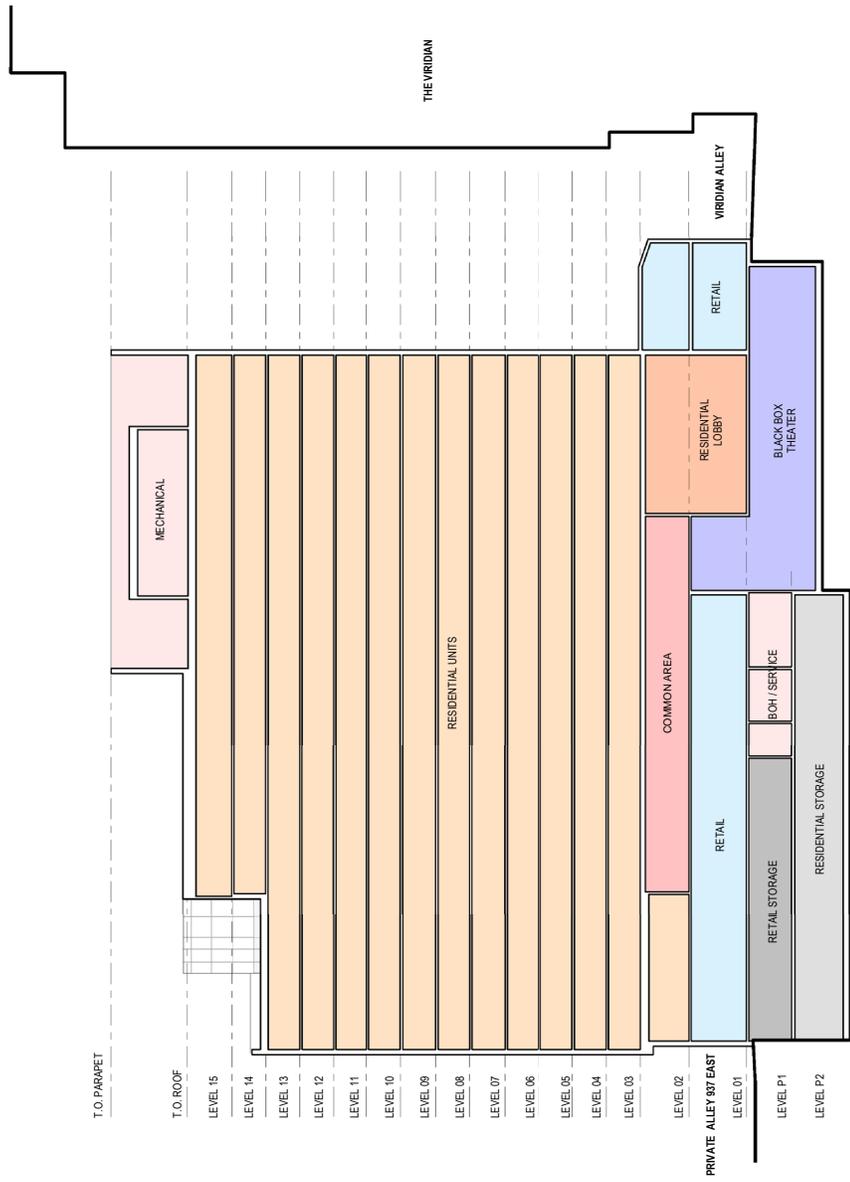
1252-1270 Boylston  
Boston, Massachusetts



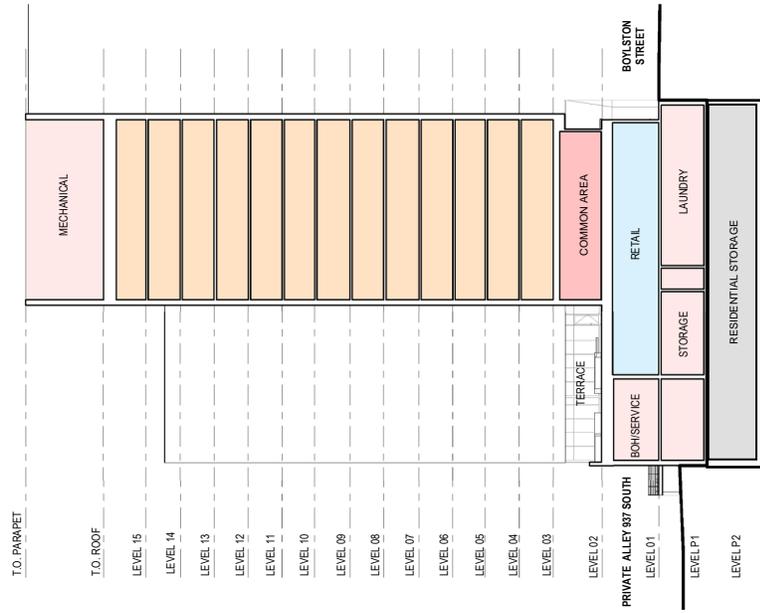
Source: Gensler

**Gensler**  
Figure 2.3k  
Building Massing:  
Context Model

1252-1270 Boylston  
Boston, Massachusetts



Section Cut East / West Looking South

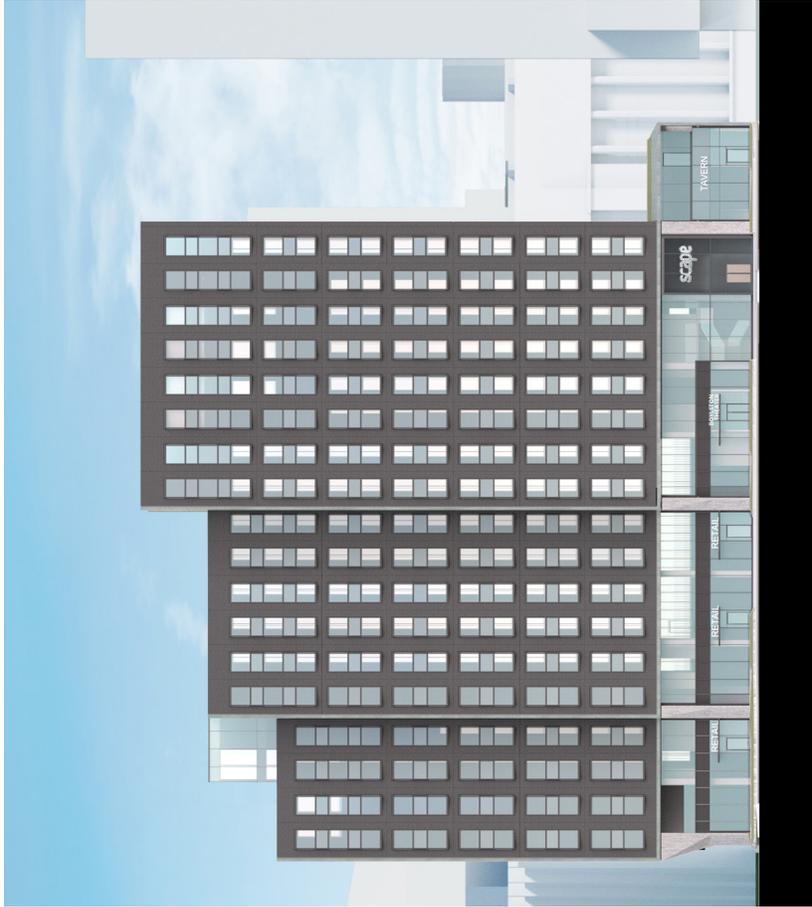


Section Cut North / South Looking West

Source: Gensler

**Gensler** Figure 2.4  
Building Sections

1252-1270 Boylston  
Boston, Massachusetts



**Building Elevation - North**

Source: Gensler



**Building Elevation - East**

**Gensler**

Figure 2.5a  
Building Elevations  
North & East  
**1252-1270 Boylston**  
**Boston, Massachusetts**



**Building Elevation - South**

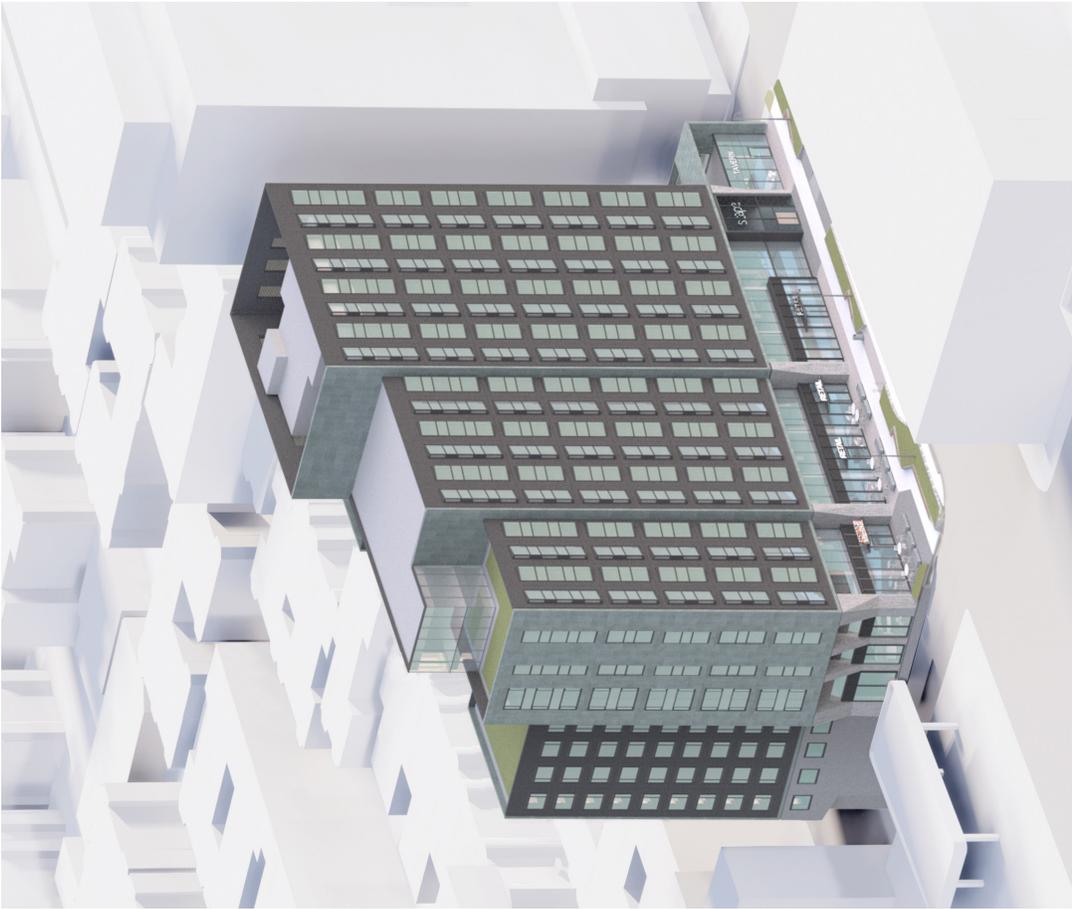
Source: Gensler



**Building Elevation - West**

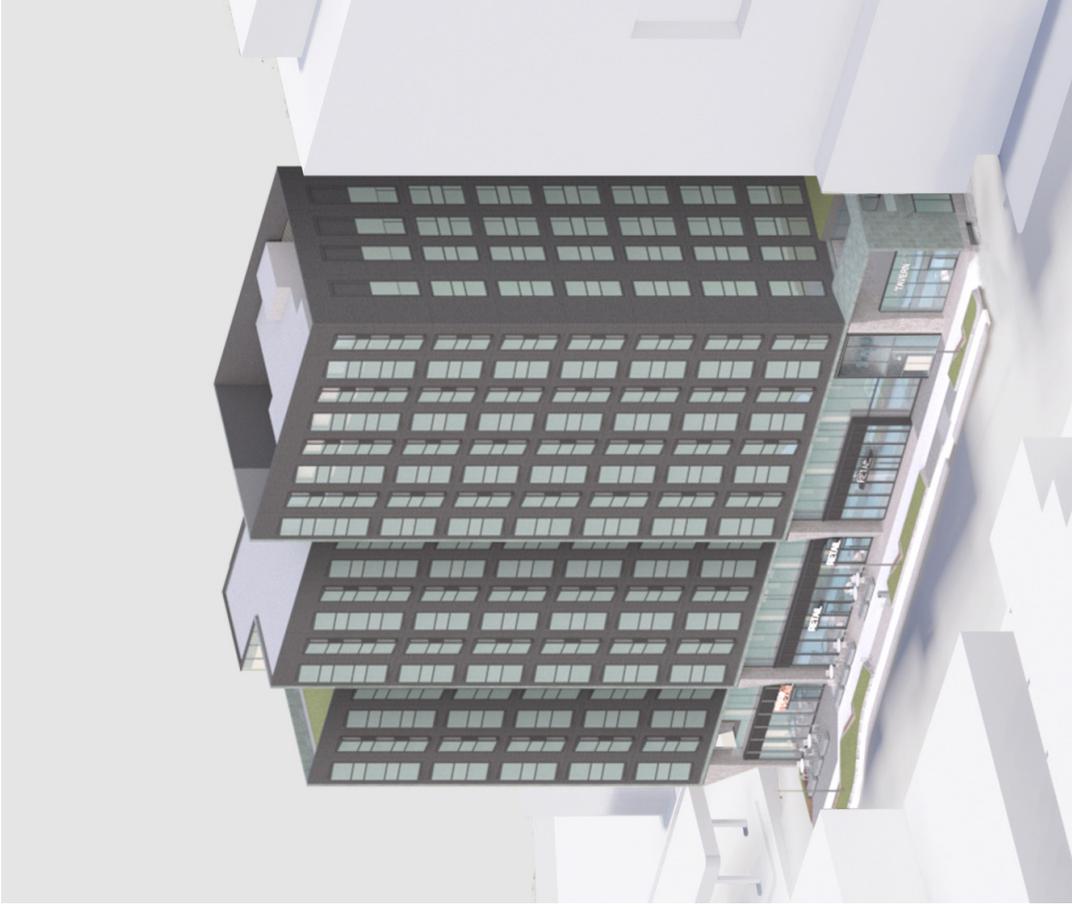
**Gensler**

Figure 2.5b  
Building Elevations  
South & West  
**1252-1270 Boylston**  
**Boston, Massachusetts**



**Aerial View - Looking Northeast**

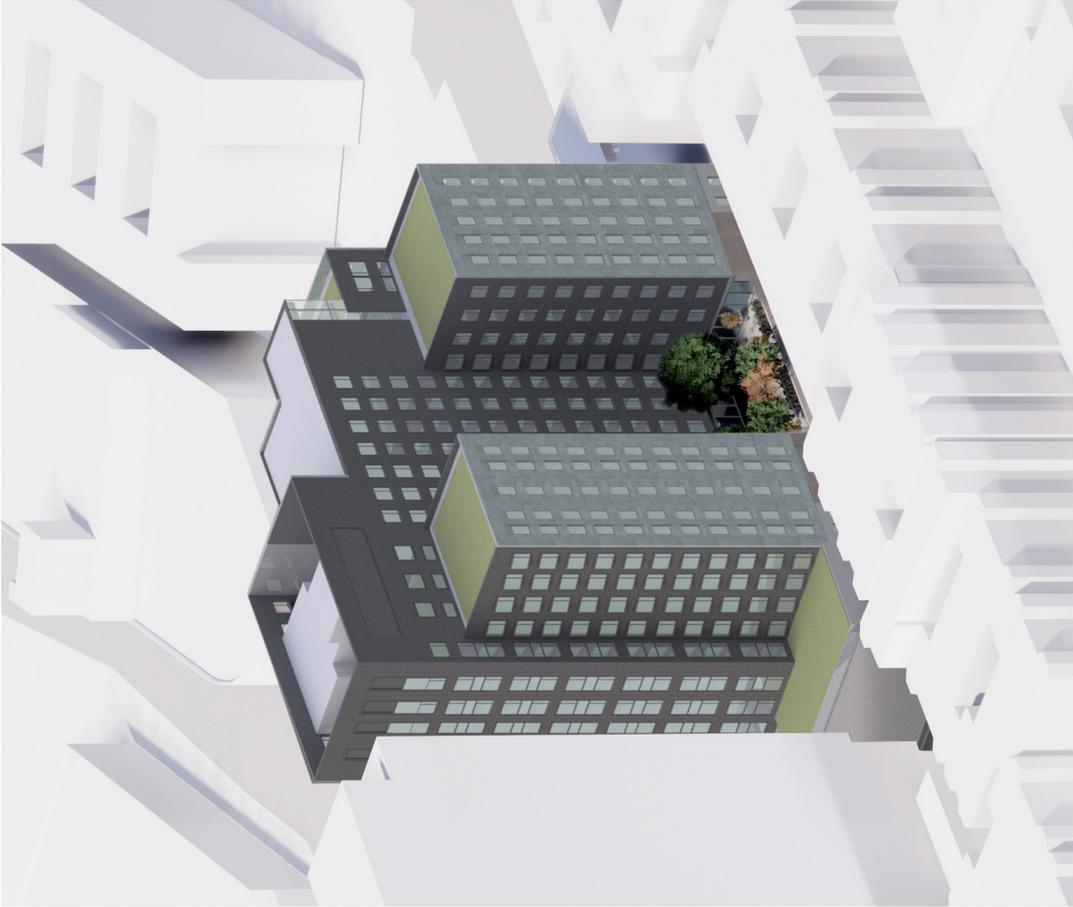
Source: Gensler



**Aerial View - Looking Northwest**

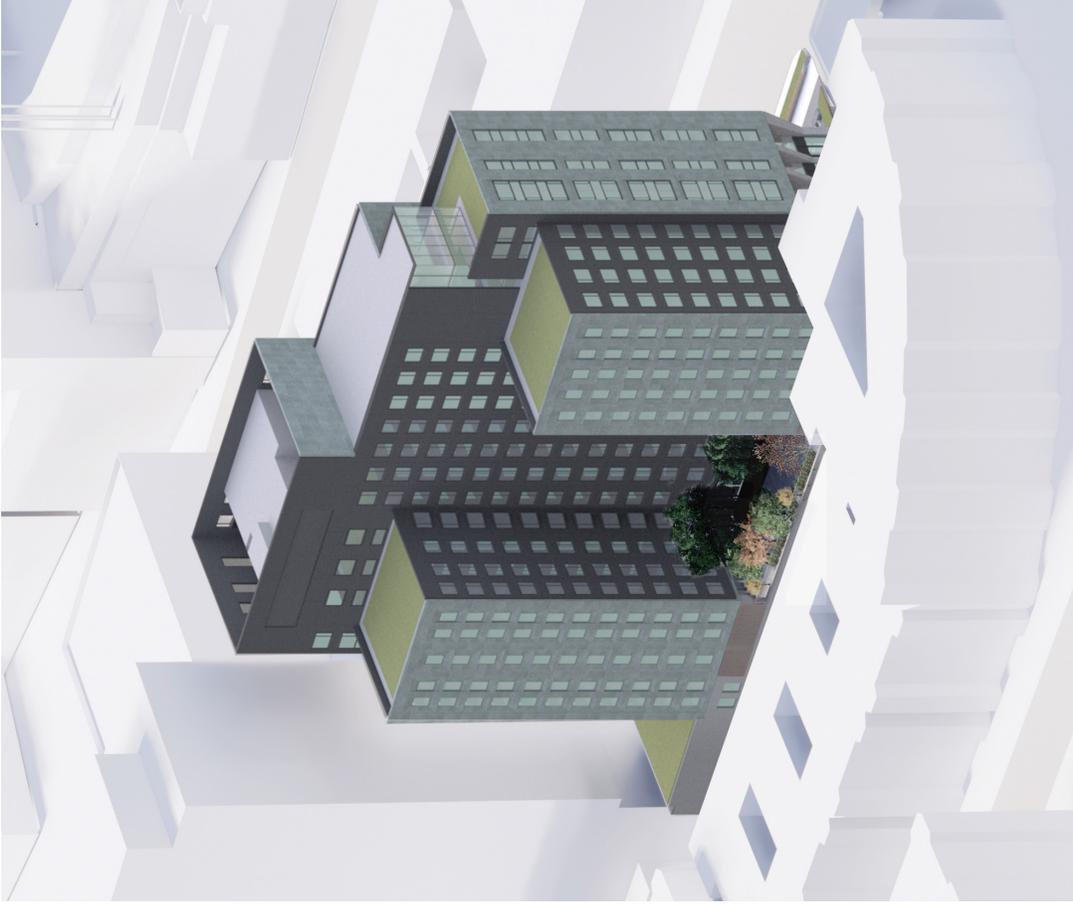
**Gensler**

Figure 2.6a  
Aerial Axon Views  
North  
**1252-1270 Boylston**  
**Boston, Massachusetts**



**Aerial View** - Looking Southwest

Source: Gensler



**Aerial View** - Looking Southeast

**Gensler**

Figure 2.6b  
Aerial Axon Views  
South  
**1252-1270 Boylston**  
**Boston, Massachusetts**



**Boylston Street** Looking Southwest

Source: Gensler

**Gensler**

Figure 2.7a  
Rendering Looking Southwest

**1252-1270 Boylston  
Boston, Massachusetts**



Boylston Street Looking Southeast

Source: Gensler

**Gensler**

Figure 2.7b

Rendering Looking Southeast

**1252-1270 Boylston  
Boston, Massachusetts**



Source: Gensler

**Gensler**

Figure 2.7c

Project Rendering:

Aerial View Looking North  
**1252-1270 Boylston**  
Boston, Massachusetts



Source: Gensler

**Gensler**

Figure 2.7d

Project Rendering:

Aerial View Looking West  
1252-1270 Boylston

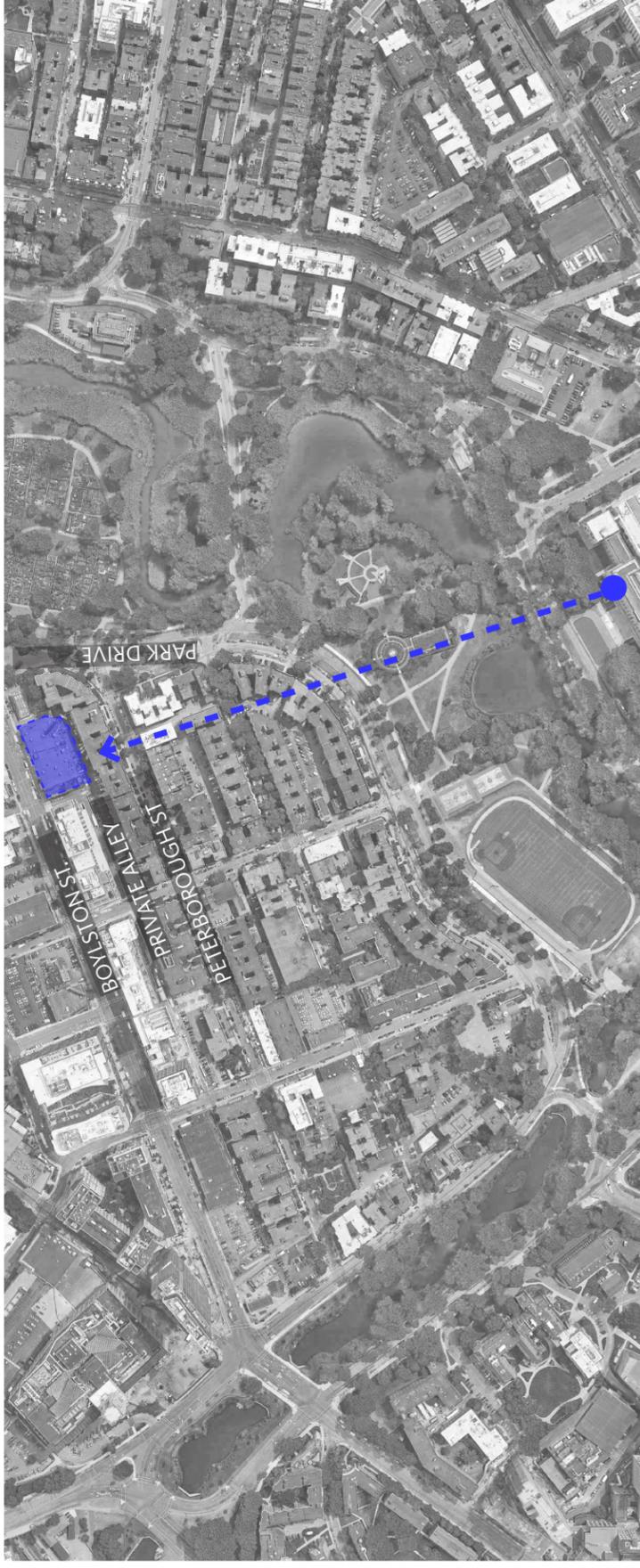
Boston, Massachusetts



EXISTING



PROPOSED



Source: Gensler

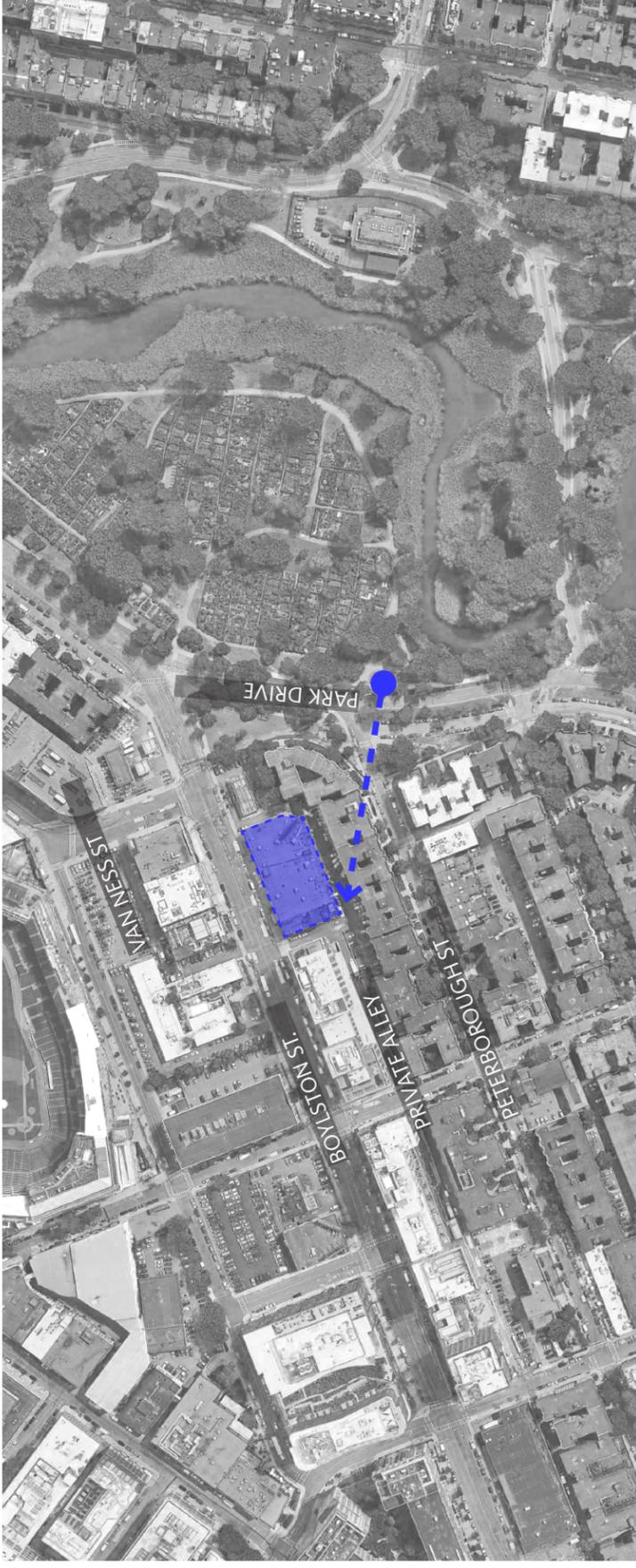
**Gensler**

Figure 2.7e

Building Views:

Looking from South

1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

**Gensler**

Figure 2.7f  
Building Views:  
Looking from the Southeast

1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

**Gensler**

Figure 2.7g  
Building Views:  
Looking from Peterborough St

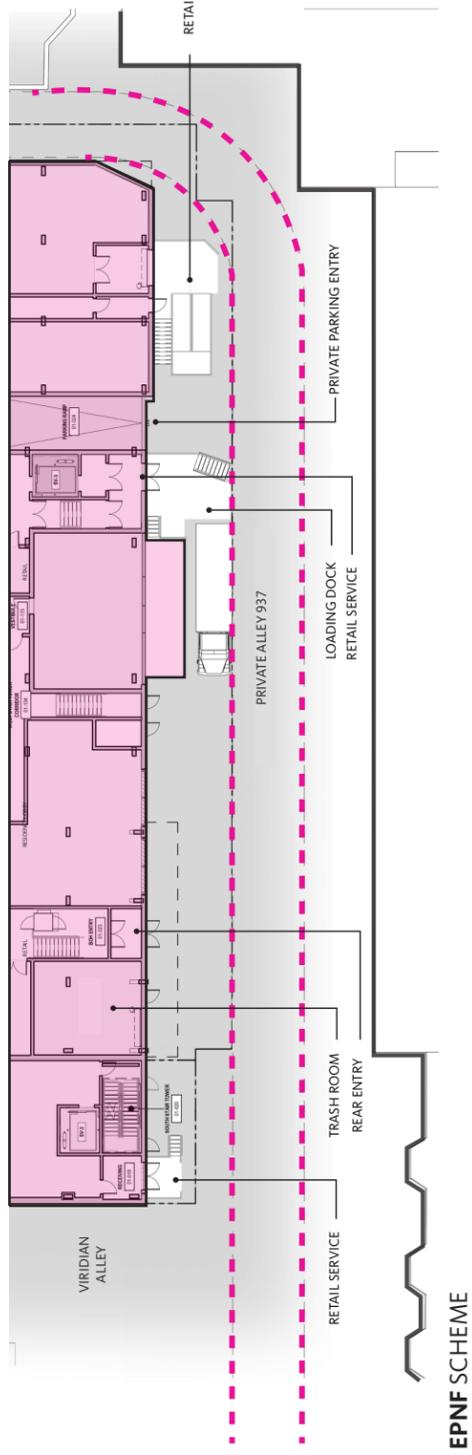
1252-1270 Boylston  
Boston, Massachusetts



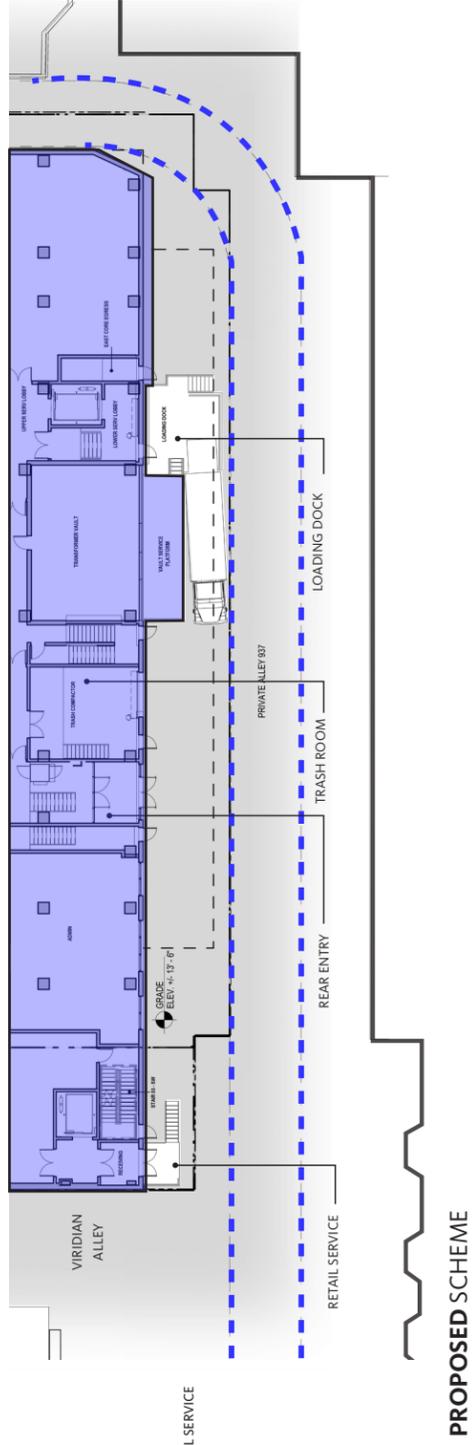
Source: Gensler

**Gensler**  
Figure 2.7h  
Building Views:  
Private Alley 937

1252-1270 Boylston  
Boston, Massachusetts



EPNF SCHEME



PROPOSED SCHEME

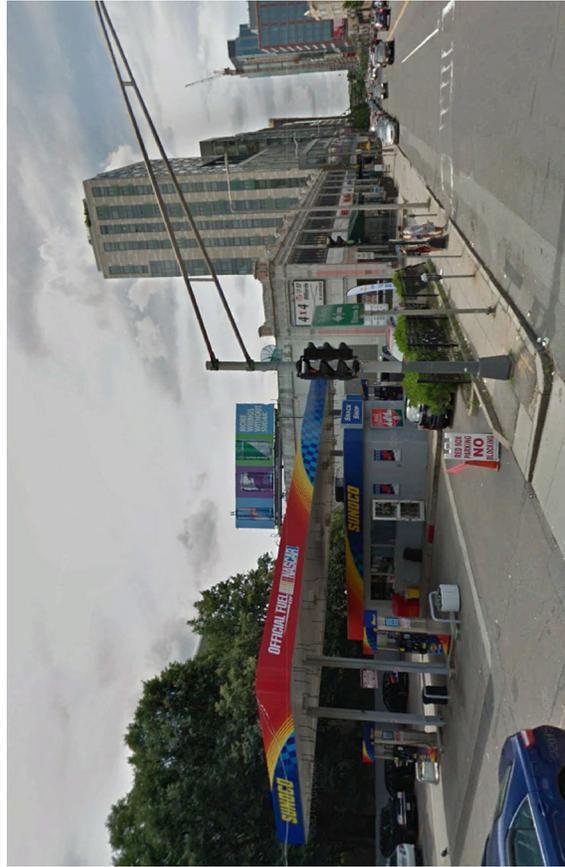
Source: Gensler

**Gensler** Figure 2.7i  
 Building Views:  
 Private Alley 937

1252-1270 Boylston  
 Boston, Massachusetts



Proposed Signage



Existing Signage

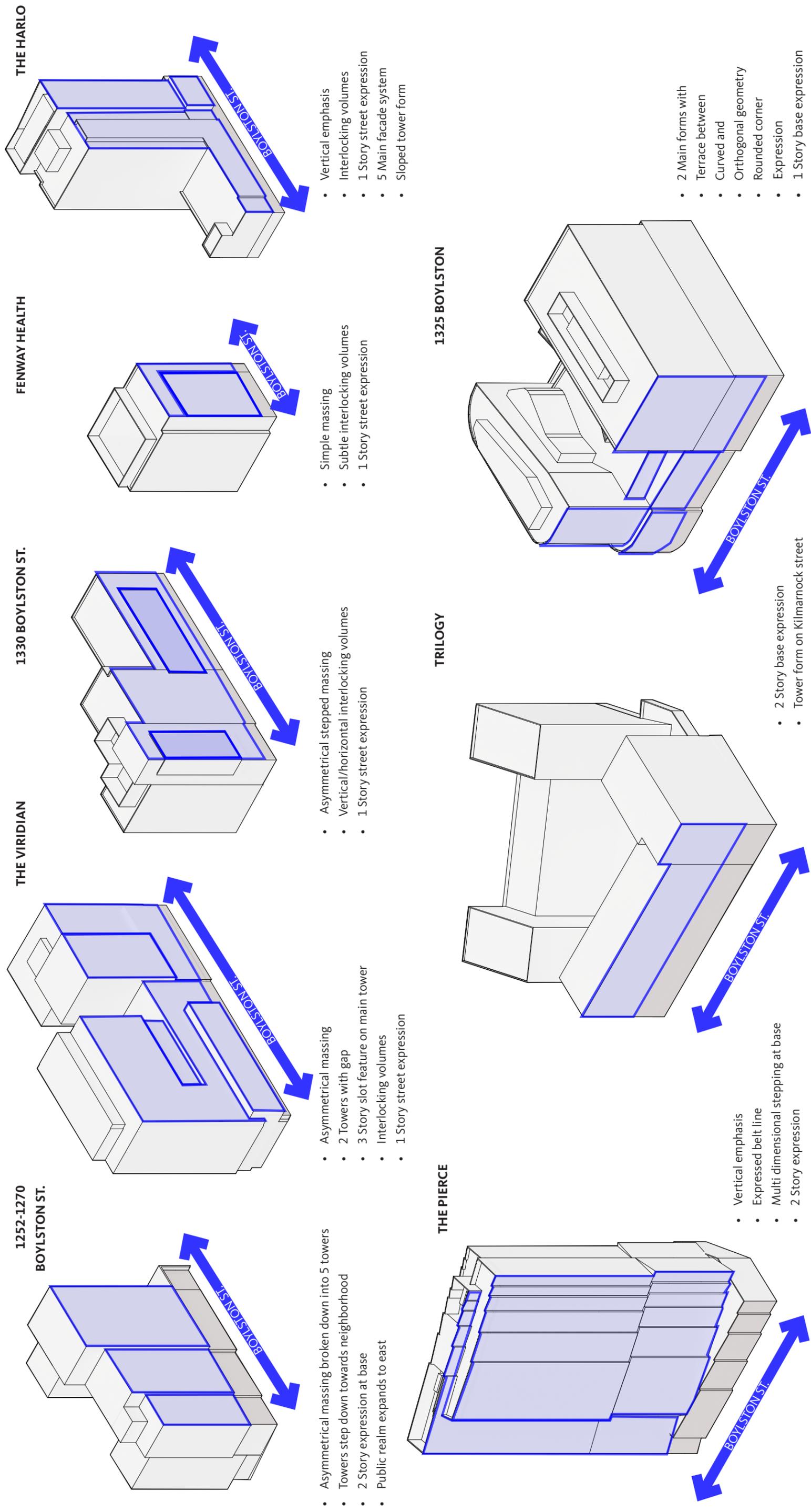
Source: Gensler

**Gensler**

Figure 2.7j

Building Signage

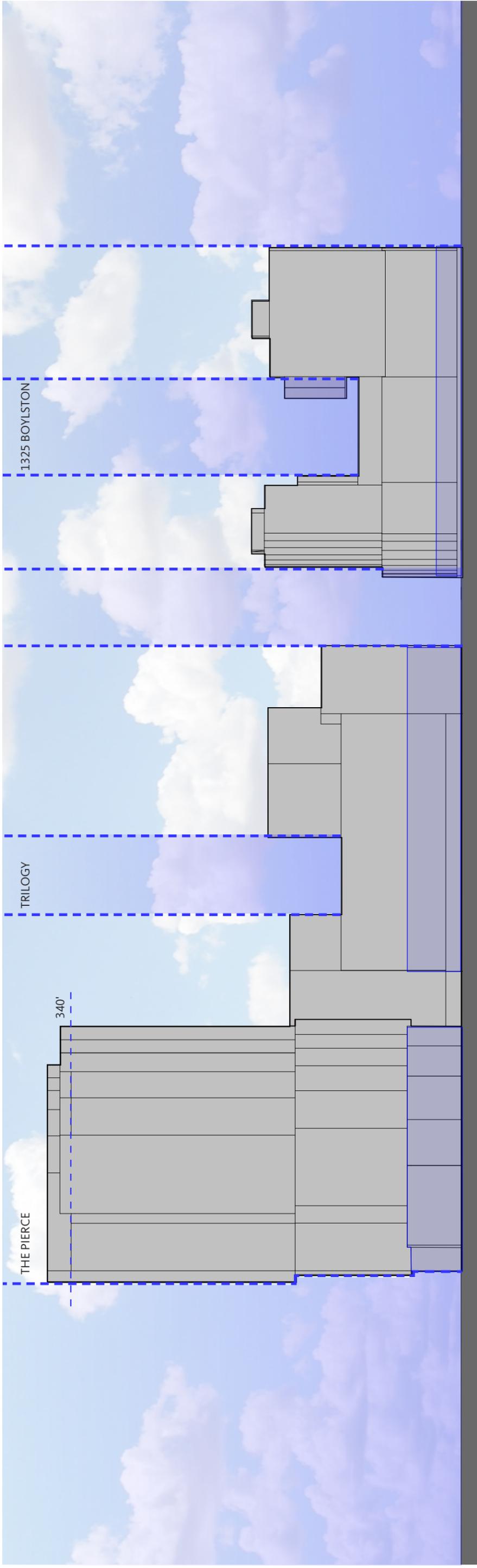
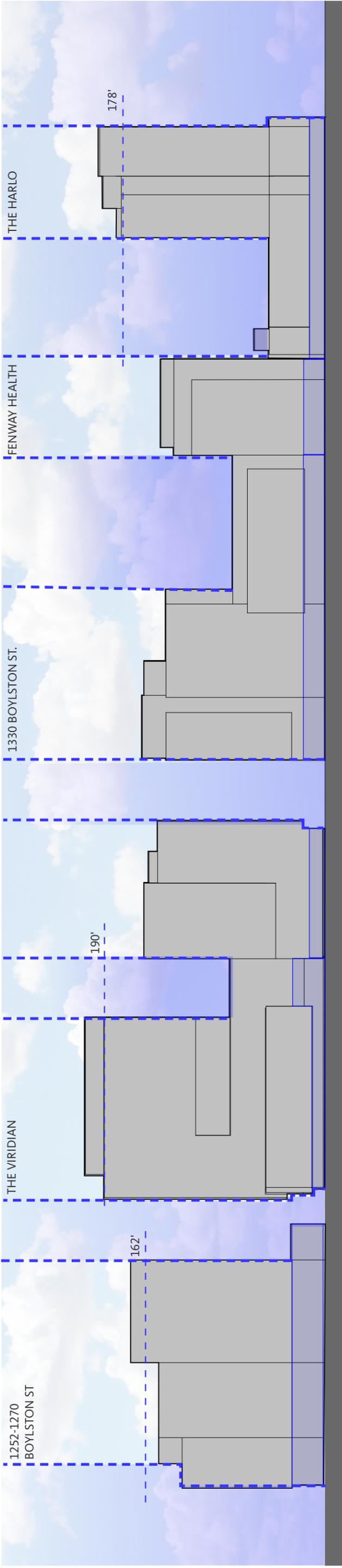
1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler



Figure 2.8a  
 Neighborhood Context Diagrams:  
 Boylston Street Building Plane  
 Variety  
**1252-1270 Boylston**  
**Boston, Massachusetts**



Source: Gensler

**Gensler**

Figure 2.8b  
 Neighborhood Context Diagrams:  
 Boylston Street Urban Corridor  
 Voids

**1252-1270 Boylston  
 Boston, Massachusetts**

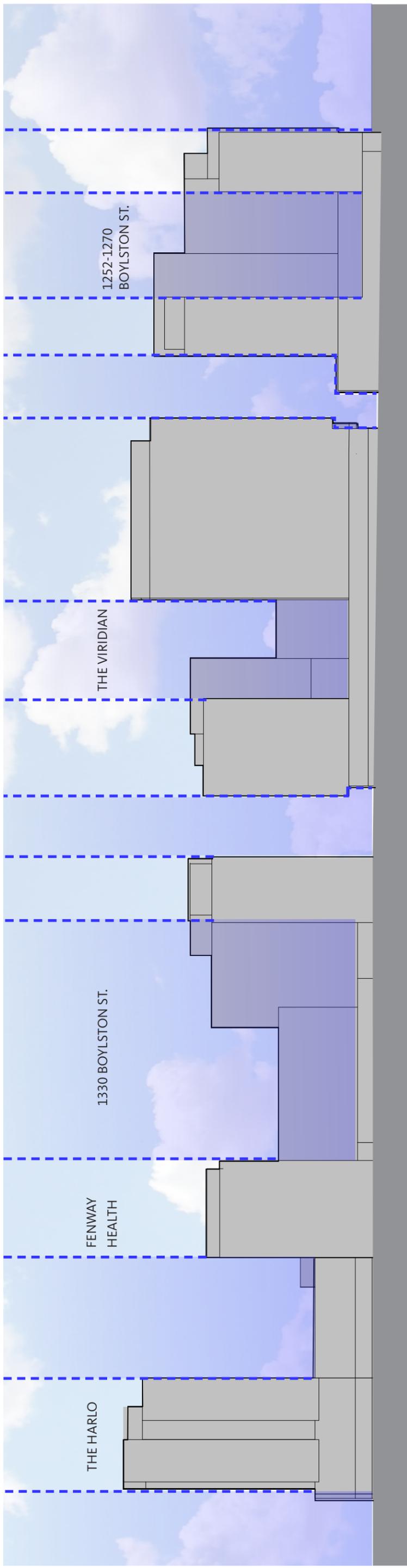
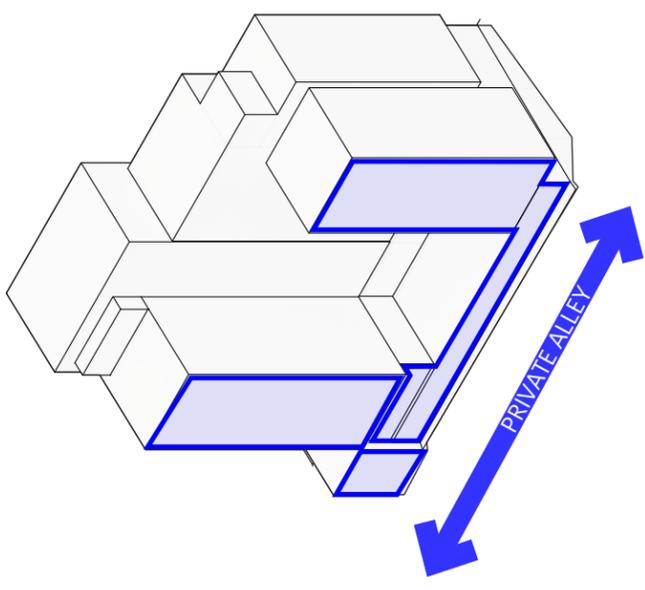
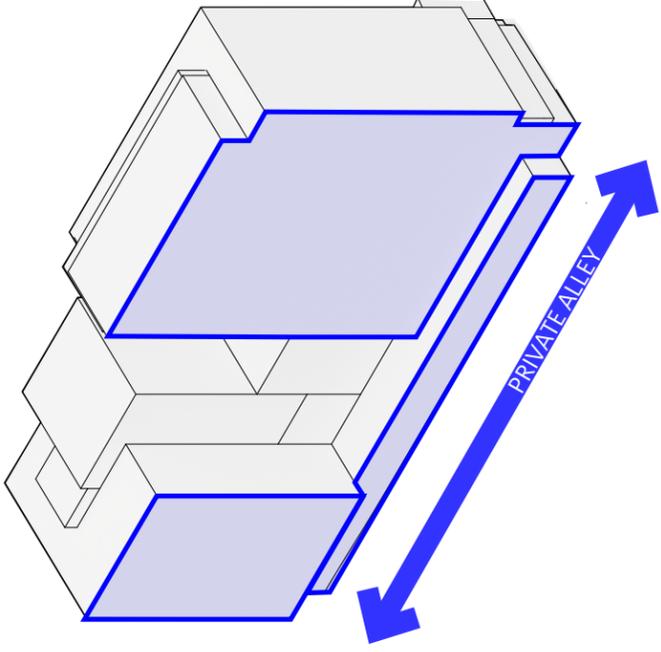
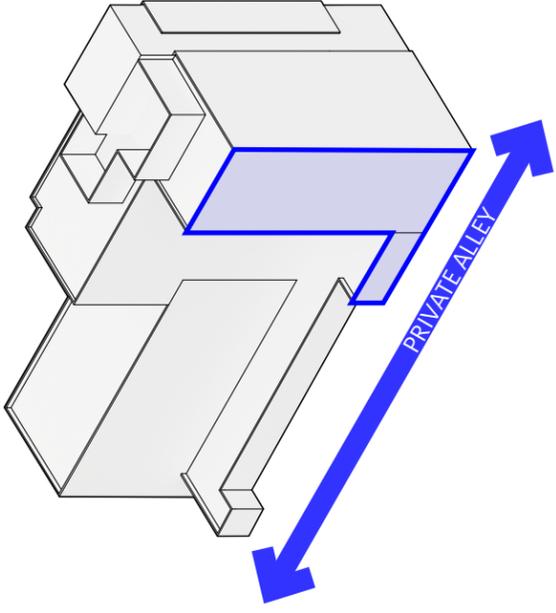
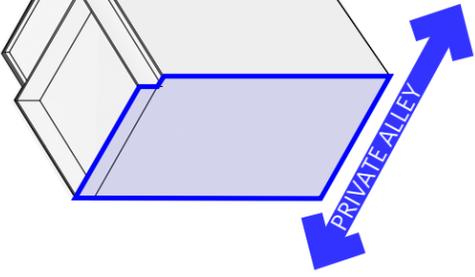
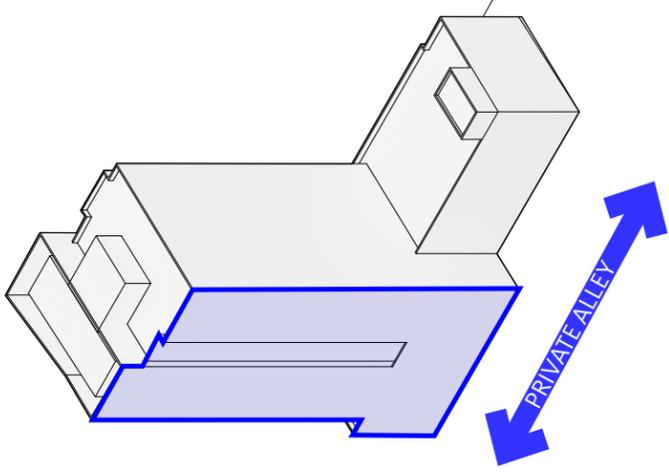
THE HARLO

FENWAY HEALTH

1330 BOYLSTON ST.

THE VIRIDIAN

1252-1270 BOYLSTON ST.

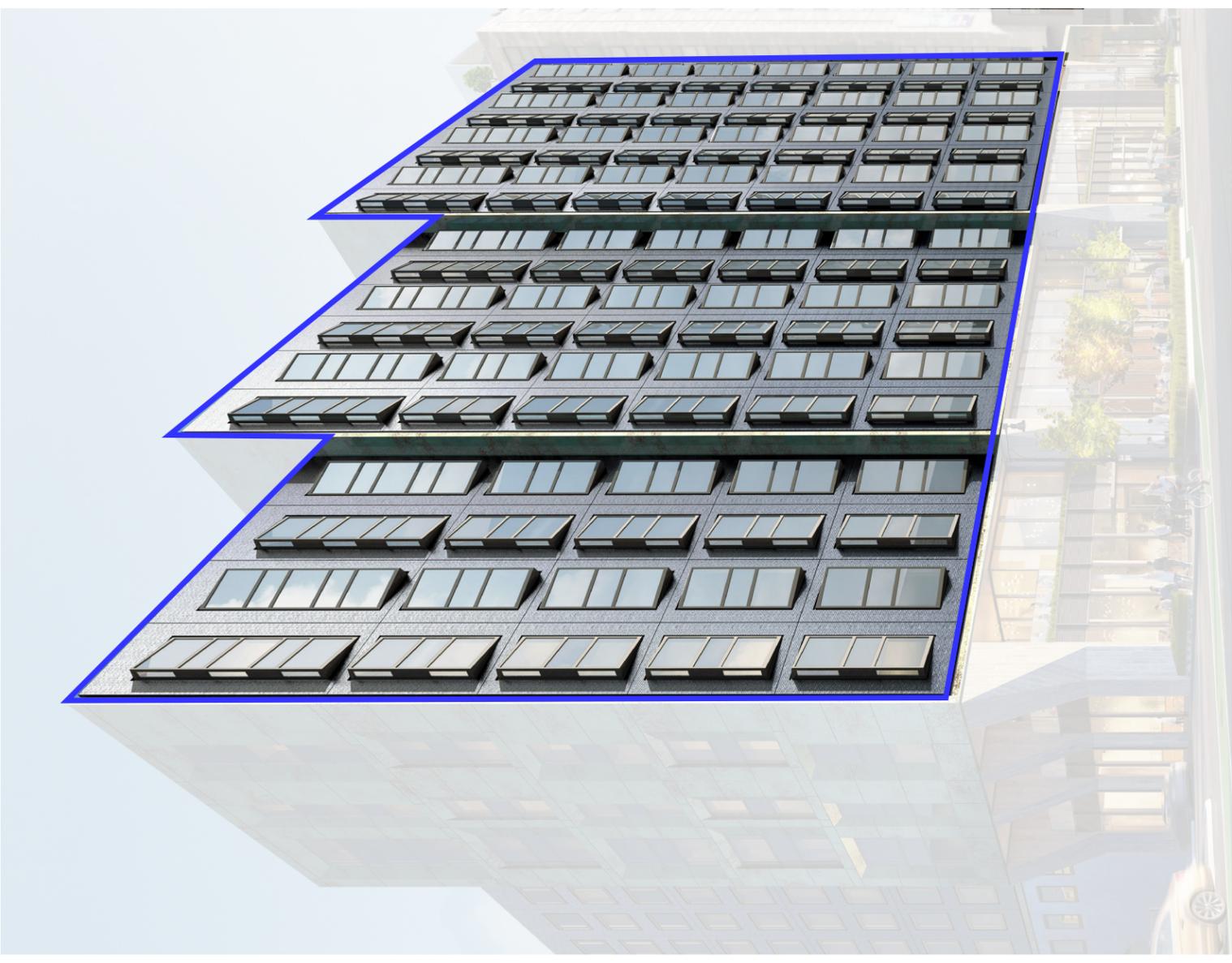
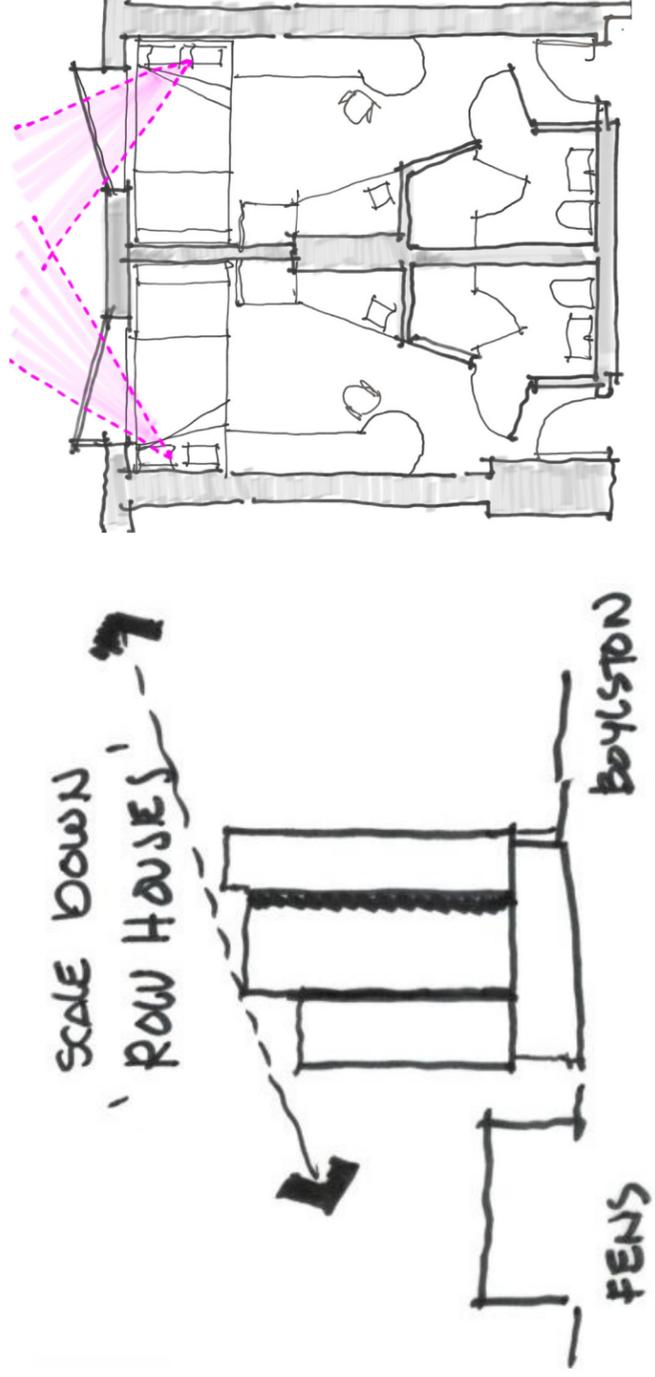


Source: Gensler

**Gensler**

Figure 2.8c  
Neighborhood Context Diagrams:  
Private Alley 937 Building Voids

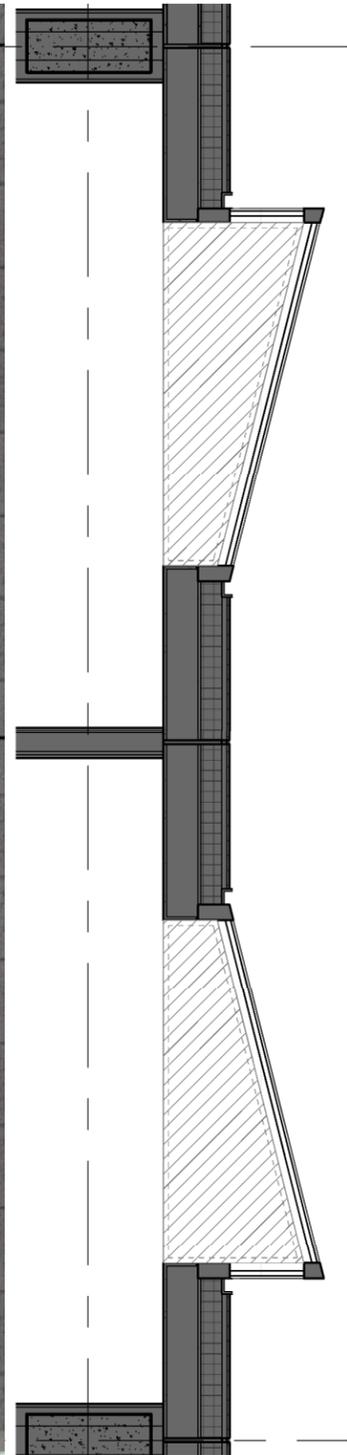
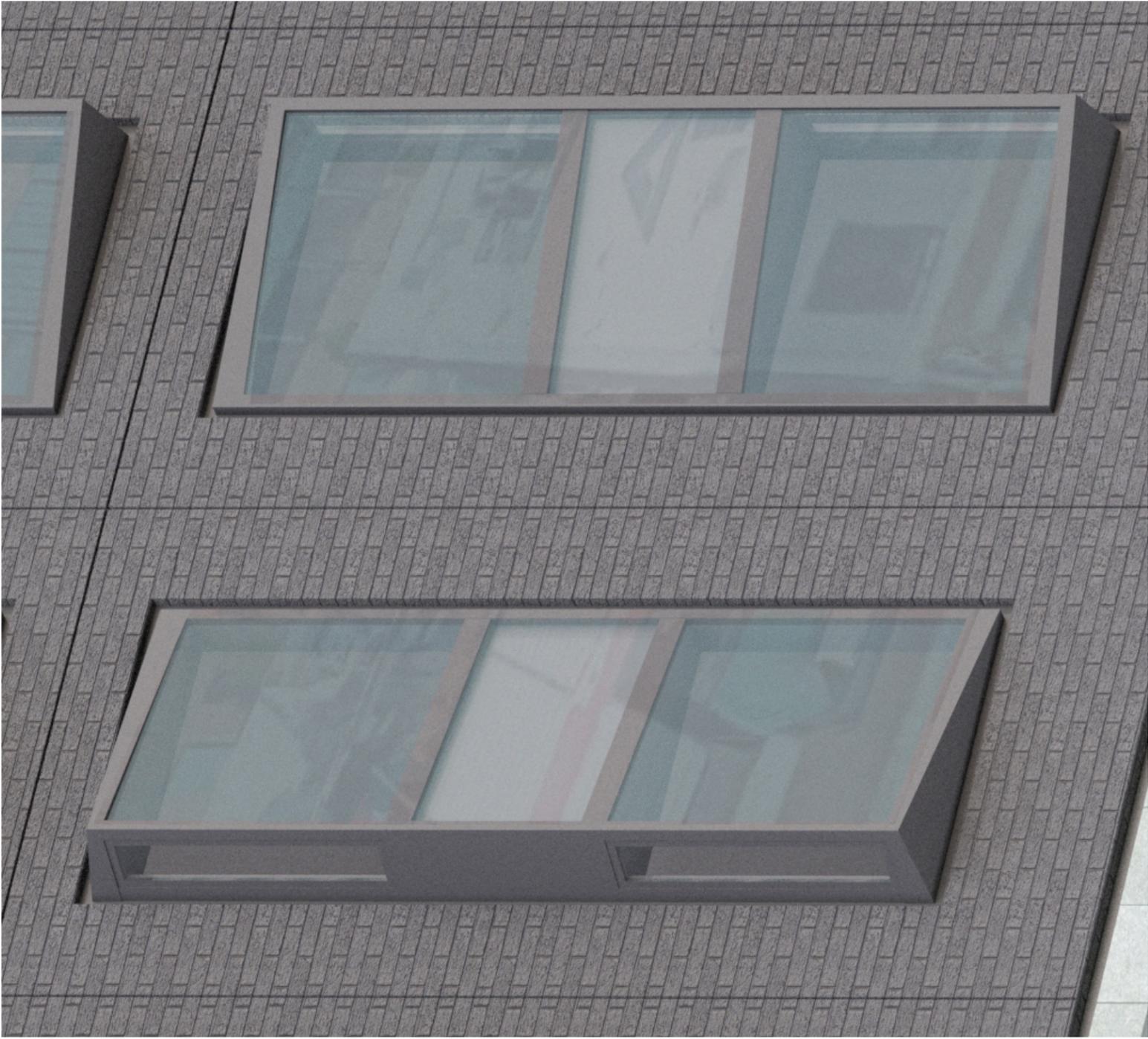
1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

**Gensler** Figure 2.8d  
 Design Inspirations:  
 Context & Form

1252-1270 Boylston  
 Boston, Massachusetts



Source: Gensler

**Gensler**  
Figure 2.8e  
Facade Detail  
Boylston Window Study

1252-1270 Boylston  
Boston, Massachusetts



Existing Boylston Corridor w/ SCAPE Boylston



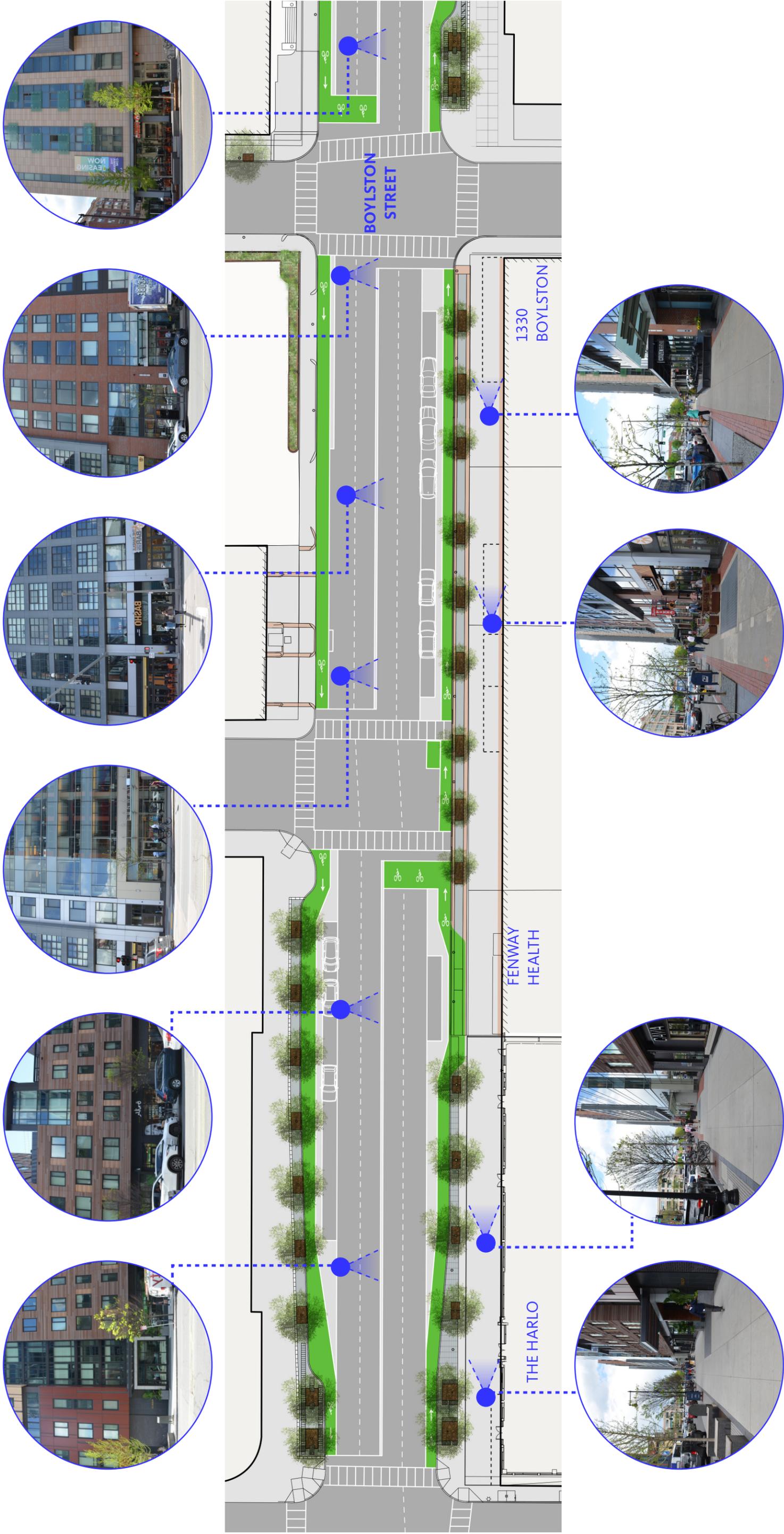
Proposed B.T.D. Boylston Corridor w/ SCAPE Boylston

Source: Gensler

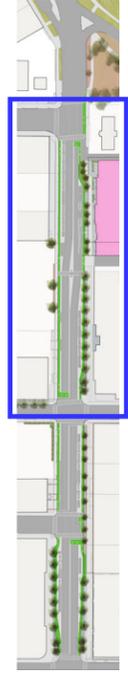
**Gensler**  
Figure 2.9a  
Streetscape

Existing & Proposed Conditions  
Boylston Corridor Context

1252-1270 Boylston  
Boston, Massachusetts

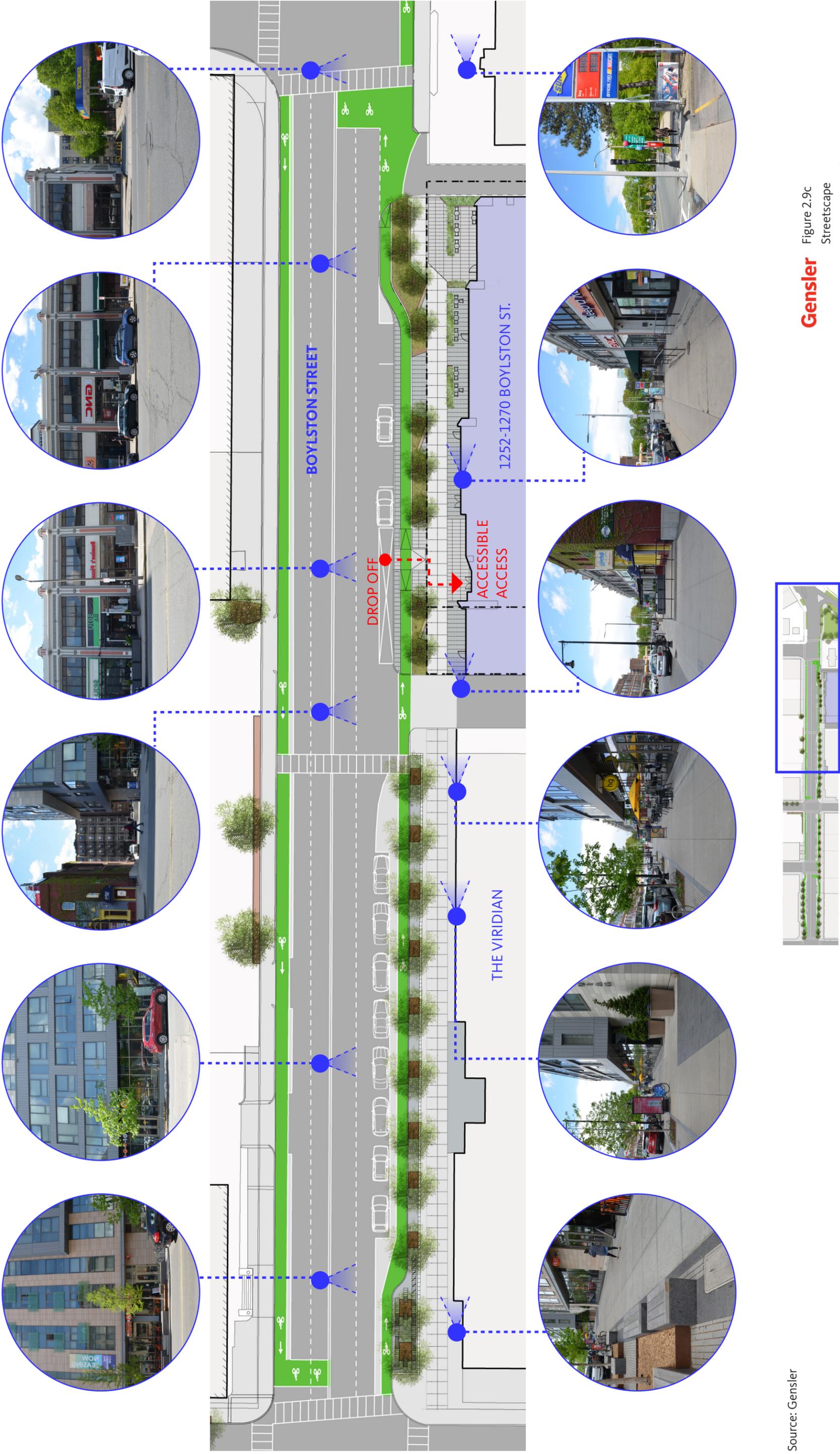


Source: Gensler



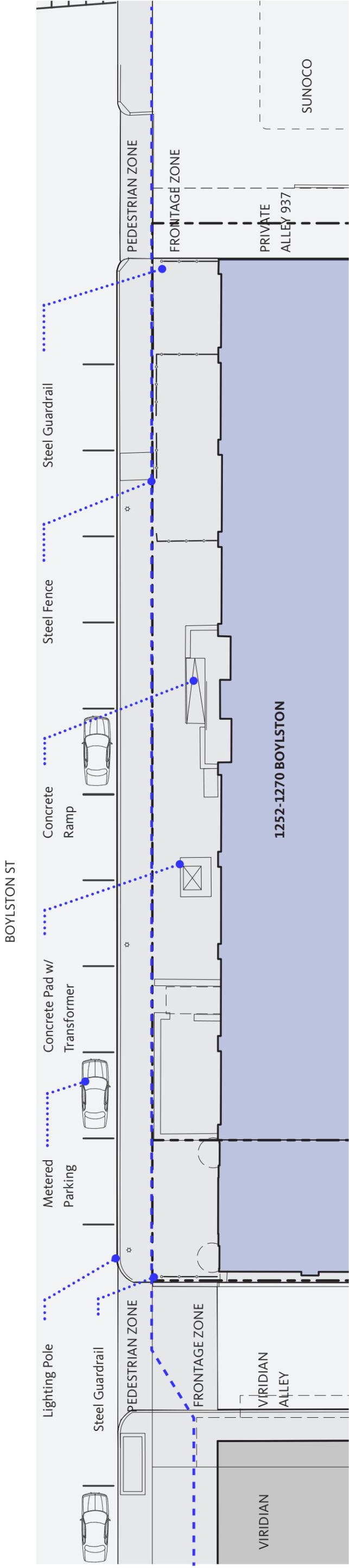
**Gensler**

Figure 2.9b  
 Streetscape  
 Proposed Conditions  
 Boylston Corridor Context  
 1252-1270 Boylston  
 Boston, Massachusetts

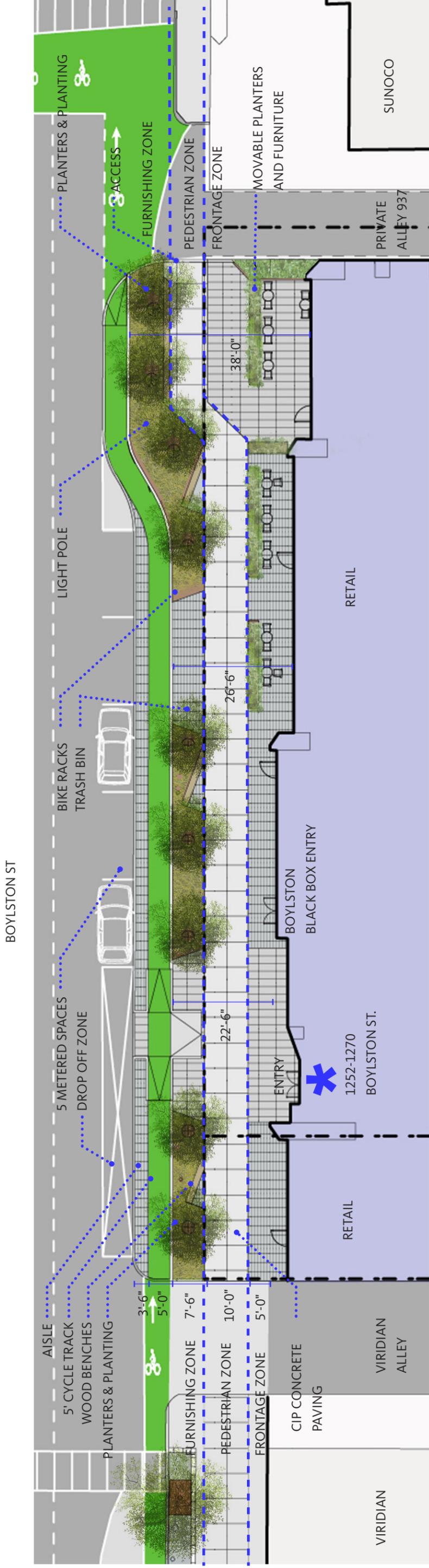


Source: Gensler

**Gensler**  
 Figure 2.9c  
 Streetscape  
 Proposed Conditions  
 Boylston Corridor Context  
 1252-1270 Boylston  
 Boston, Massachusetts



Existing



Proposed

Source: Gensler

**Gensler**

Figure 2.9d  
Streetscape

Boylston Street Existing &  
Proposed Condition Project Site  
1252-1270 Boylston  
Boston, Massachusetts



View of Boylston St. Elevation & Private Alley 937 Entry

Source: Gensler

**Gensler** Figure 2.9e  
Streetscape

Boylston Street Proposed Condition  
View Looking Southwest

**1252-1270 Boylston**  
**Boston, Massachusetts**



View of Boylston St. Elevation

Source: Gensler

**Gensler** Figure 2.9f  
Streetscape

Boylston Street Proposed Condition  
View Looking Southeast

**1252-1270 Boylston**  
**Boston, Massachusetts**



Source: Gensler

**Gensler**

Figure 2.9g  
Streetscape

Boylston Street Proposed Condition  
Sidewalk View

1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

**Gensler**  
Figure 2.9h  
Streetscape

Boylston Street Proposed Condition  
Sidewalk View

**1252-1270 Boylston**  
**Boston, Massachusetts**



**Gensler**

Figure 2.9i

Streetscape

Boylston Street Proposed Condition

Sidewalk View

1252-1270 Boylston

Boston, Massachusetts



ANGLED PRECAST CONCRETE PLANTERS AT STREET



IPE WOOD BENCH INTEGRATED INTO ANGLED PLANTERS



TENANT PLANTERS AT FRONTAGE ZONE



ANGLED PRECAST CONCRETE PAVERS (PARALLELOGRAM)



GRANITE ACCENT PAVERS AT MAIN ENTRY AND POCKET PARK



CONTINUOUS CONCRETE PAVEMENT AT CITY WALK



CAFE SEATING AT FRONTAGE ZONE



STAINLESS STEEL BIKE RACKS



BOYLSTON STREET STANDARD STREET LIGHT

Source: Gensler

**Gensler**

Figure 2.9j

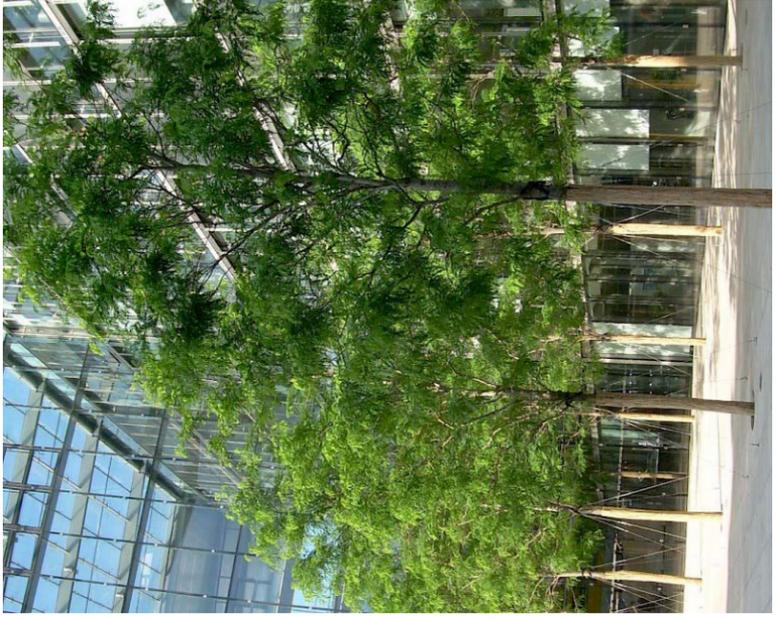
Streetscape

Boylston Street Proposed

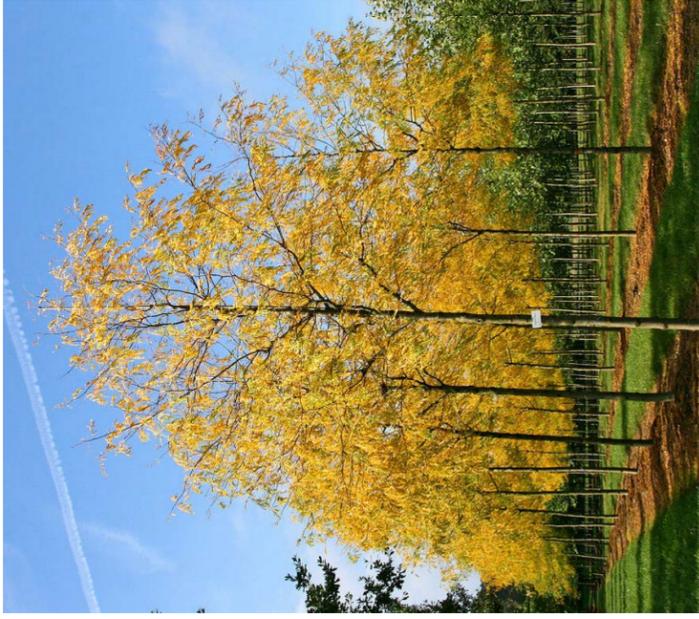
Condition Materials

1252-1270 Boylston

Boston, Massachusetts

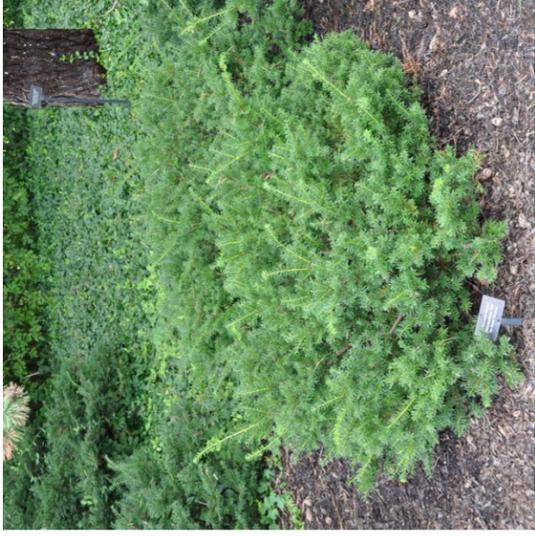


GLEDITSIA TRIACANTHOS (HONEY LOCUST) - SUMMER



GLEDITSIA TRIACANTHOS (HONEY LOCUST) - FALL

Source: Gensler



TAXUS CUSPIDATA 'LOW SPREADING' (LOW SPREADING YEW)



NEPETA X F. 'WALKERS LOW' (CATMINT)



LIRIOPE SPICATA (CREEPING LIRIOPE)



CALAMINTHA NEPETA 'WHITE CLOUD'



PEROVSKIA ATRICIFOLA 'LITTLE SPIRE' (RUSSIAN SAGE)



PINUS MUGO PUMILO (DWARF MUGO PINE)



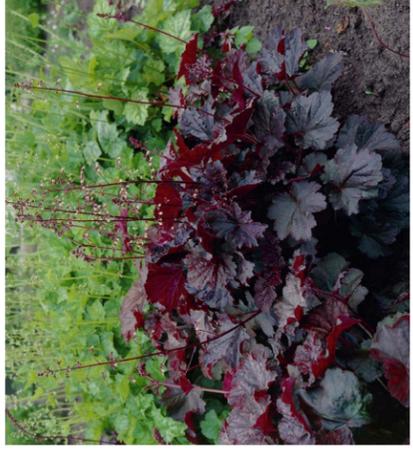
VINCA MINOR (PERIWINKLE)



SCHIZACHYRIUM S. 'BLUE PARADISE'



CAREX PENNSYLVANICA (SEDEGE)

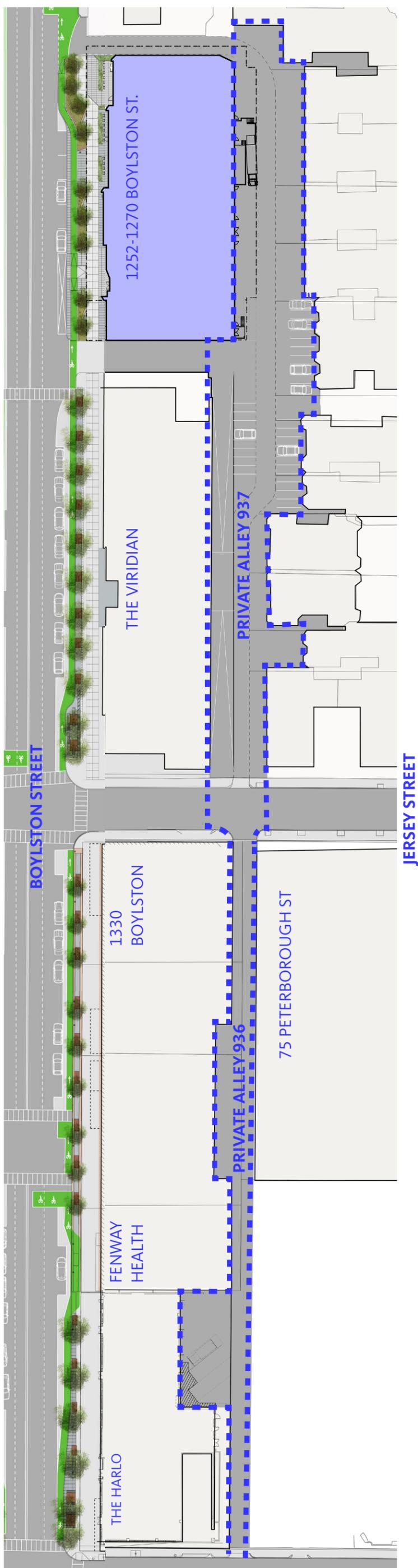


HEUCHERA MICANTHRA 'PALACE PURPLE'

**Gensler**  
Figure 2.9k  
Streetscape

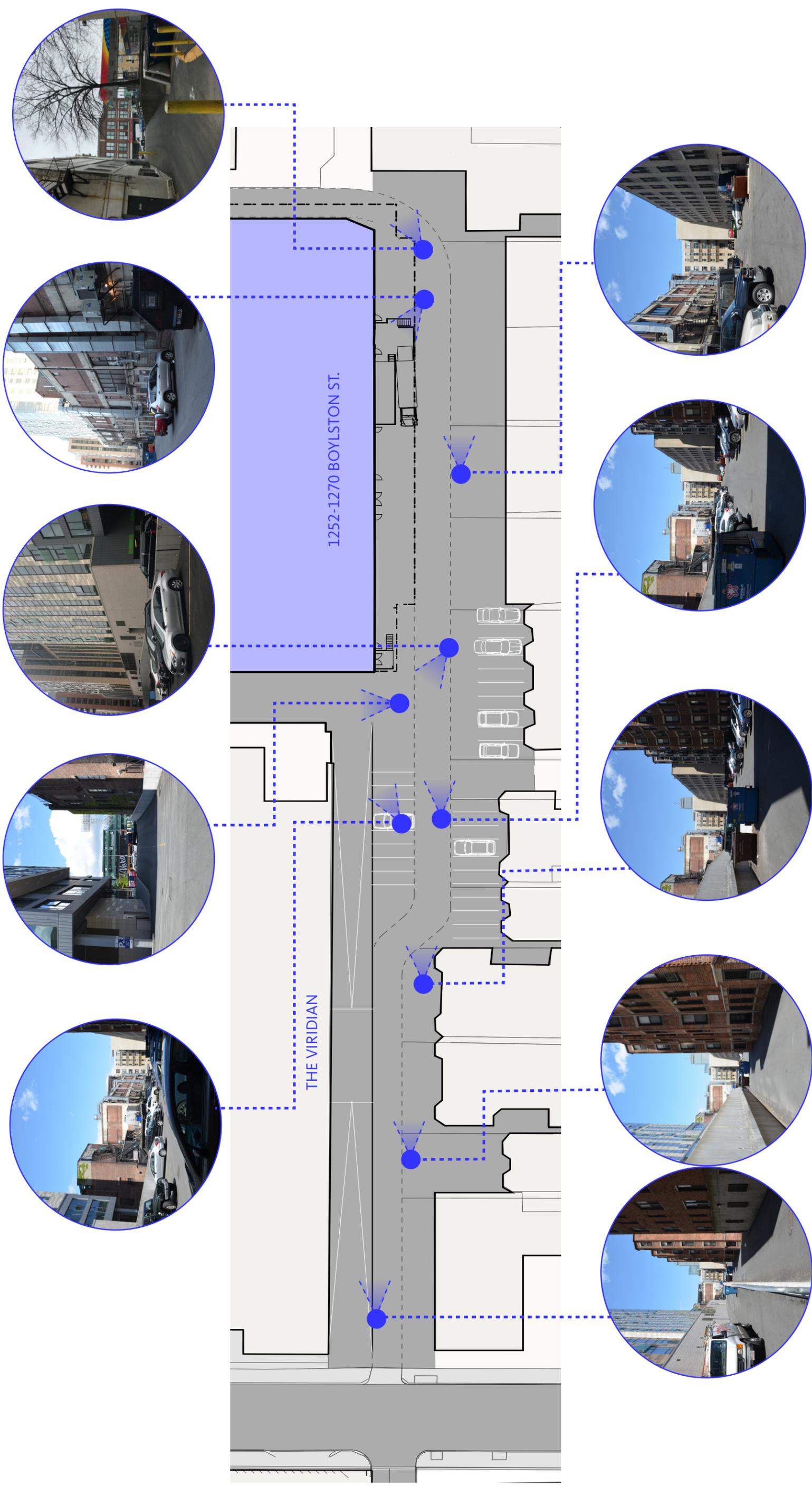
Boylston Street Proposed  
Condition Plantings

1252-1270 Boylston  
Boston, Massachusetts



Source: Gensler

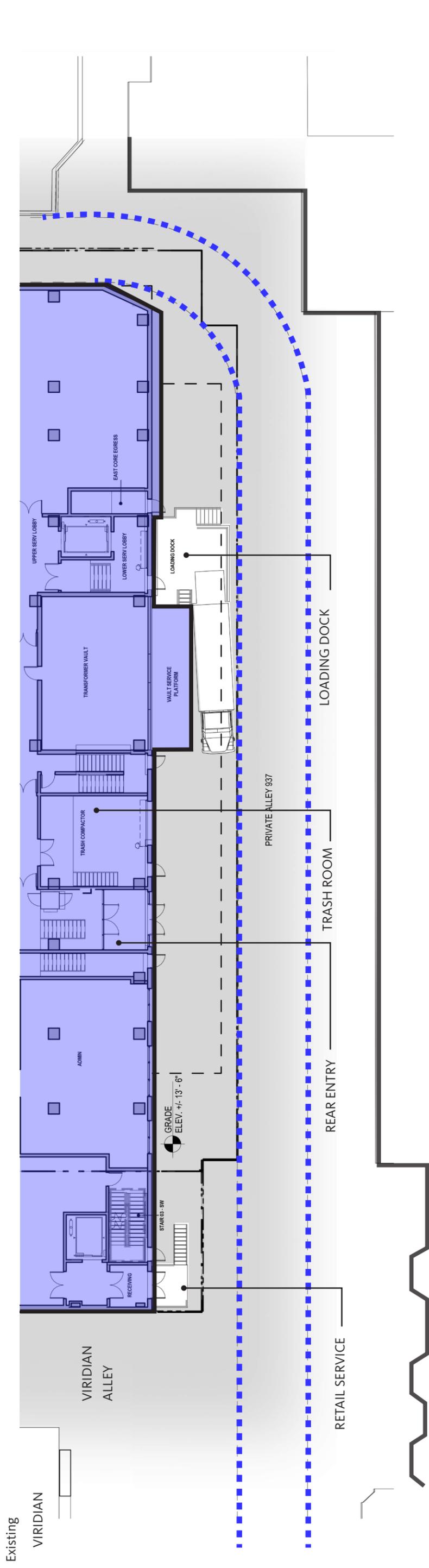
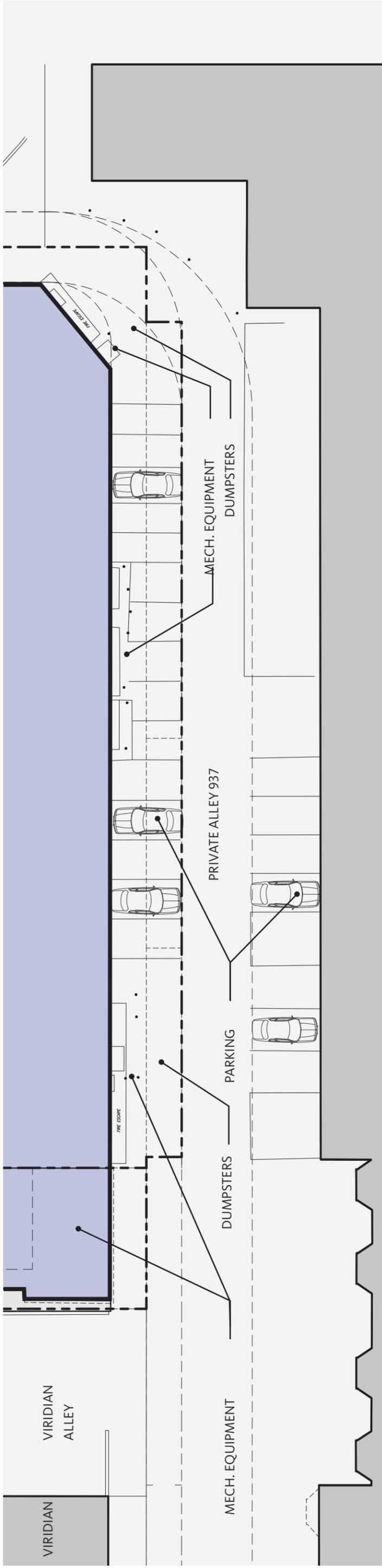
**Gensler** Figure 2.9|  
 Streetscape  
 Private Alley 937  
 Neighborhood Context  
**1252-1270 Boylston**  
**Boston, Massachusetts**



Source: Gensler

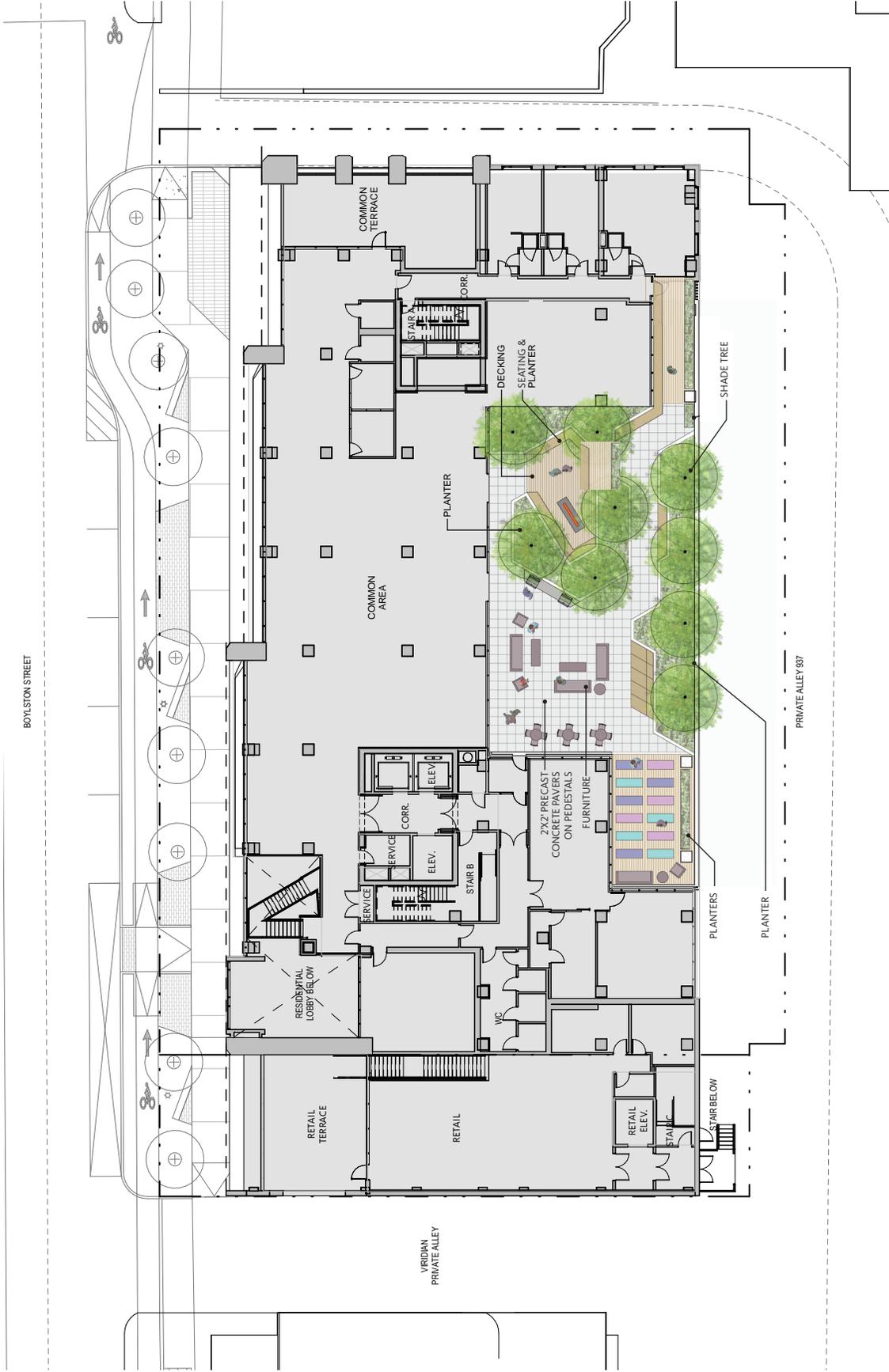


**Gensler**  
 Figure 2.9m  
 Streetscape  
 Private Alley 937  
 Neighborhood Context  
 1252-1270 Boylston  
 Boston, Massachusetts



Source: Gensler

**Gensler** Figure 2.9n  
 Streetscape  
 Private Alley 937  
 Neighborhood Context  
 1252-1270 Boylston  
 Boston, Massachusetts



Source: Gensler

**Gensler**

Figure 2.10

Proposed Common Terrace Plan

1252-1270 Boylston  
Boston, Massachusetts

1252-1270 BOYLSTON ST.



THE VIRIDIAN



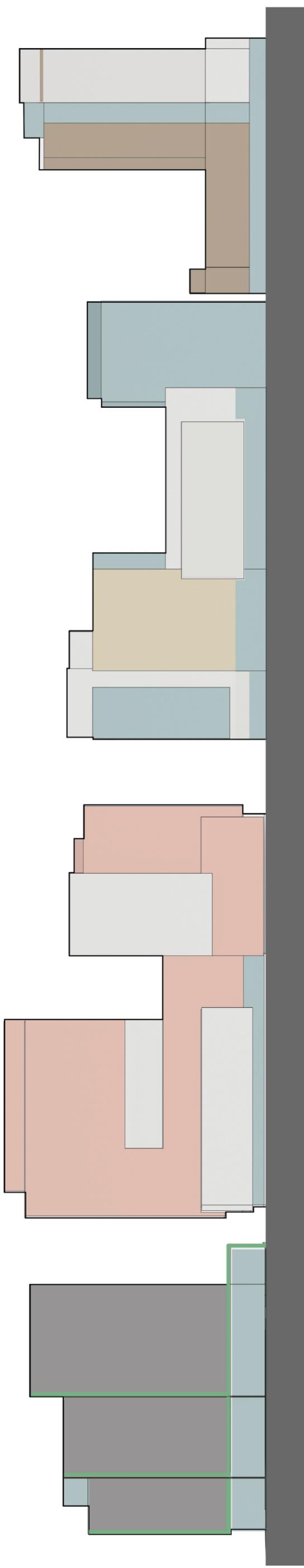
1330 BOYLSTON ST.



FENWAY HEALTH



THE HARLO



- BRICK
- GLASS
- METAL PANEL
- COPPER

- GLASS
- METAL PANEL
- TERRA-COTTA

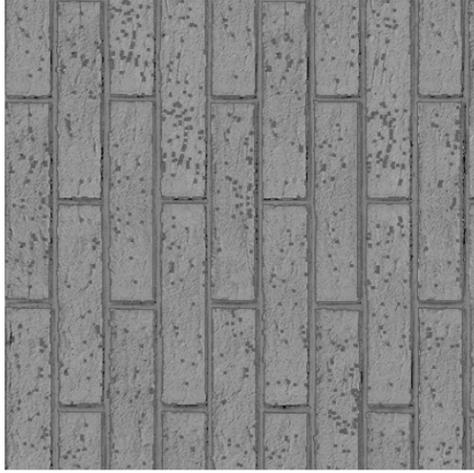
- BRICK
- GLASS
- METAL PANEL
- PRECAST

- GLASS
- METAL PANEL
- PRECAST

Source: Gensler

**Gensler**  
 Figure 2.11a  
 Building Materiality  
 Neighborhood Context

MATERIAL PALETTE



BRICK



ALUMINUM MULLIONS



COPPER PANELS



PRECAST CONCRETE

Source: Gensler



**Gensler**  
Figure 2.11b  
Building Materiality  
Proposed Materials

1252-1270 Boylston  
Boston, Massachusetts

# 3

## Sustainability / Green Building and Climate Change Resiliency

This chapter describes the Project's overall approach to sustainable design, construction, and operations. Included is an assessment of green building design updated from the EPNF filing, in compliance with the requirements of Article 37 of the Code pertaining to the City's Green Building policies and procedures ("Article 37"). The Project continues to achieve and exceed the Article 37 certifiable requirement by targeting a Silver rating level under the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) version 4 ("v4") rating system.

This chapter also discusses the susceptibility of the Project Site to predicted climate change impacts, in accordance with the BPDA Climate Change Preparedness and Resiliency Policy ("Resiliency Policy"). The required Climate Change Preparedness and Resiliency Checklist ("Resiliency Checklist") has been updated for the Project and is provided in Appendix B.

### 3.1 Summary of Key Findings and Benefits

Key findings and benefits related to sustainability / green building design and climate change preparedness include the following:

- › The Project is a reuse of a previously developed site in a dense urban setting, as opposed to an undeveloped open space.
- › The Proponent will rejuvenate an underutilized site – which currently contains buildings that have exhausted their useful lives – by delivering a program comprised of purpose-built mixed-uses and an enhanced public realm, while thoughtfully connecting the Project Site to the Boylston Street corridor.
- › The Project will be designed and constructed to be certifiable per the LEED v4 rating system, in compliance with Article 37 requirements targeting a minimum of certifiable level of LEED Silver.
- › The Project will promote health and wellness for occupants through the incorporation of sustainable design elements; design elements include large windows to increase ambient lighting and measures to improve indoor air quality.
- › Additional measures to further conserve energy, water, and infrastructure usage will continue to be evaluated as design advances in an effort to exceed Massachusetts Stretch Energy Code requirements and ASHRAE 90.1-2013. Such measures include LED lighting within common areas and units, low-flush and low-consumption plumbing fixtures, and building energy management systems.

- › Based on schematic design, the Project is estimated to exceed minimum requirements for energy performance. Energy usage will be reduced by approx. 28% compared to the baseline of the Massachusetts Stretch Energy Code and stationary source greenhouse gas (“GHG”) emissions will be reduced by approx. 17%.
- › The Proponent is committed to integrating a cogeneration system for recovery of energy and usage savings.
- › The Proponent has evaluated the integration of a rooftop solar PV system. The Project will be designed to structurally support future rooftop solar PV. The Project will consider the electrical infrastructure to allow potential future integration of solar PV into the building electrical system if it becomes financially feasible, or “solar ready.”
- › The Proponent has met with representatives of local utility companies serving the Project Site and has conducted discussions regarding potential energy conservation measures and the utility incentives programs.
- › According to City sea level rise mapping, the Project Site is not located within a flood zone hazard area.

### **3.2 Sustainability / Green Building Design Approach**

The Proponent has identified sustainability as one of the priorities for the Project. In support of the City’s energy conservation and GHG emissions reduction goals, the Project team is working to provide an energy efficient building that elevates the standard for residential properties in the Boylston Street corridor. The sustainability goals for the Project enhance the neighborhood by reusing and improving a previously developed site, proactively incorporating energy efficient and sustainable design measures, minimizing and mitigating any potential adverse environmental impacts through thoughtful programming and design, and cultivating health and wellness for the building’s occupants, employees, customers, and neighbors. These goals will continue to guide critical decisions regarding design and operations for the Project.

Article 37 requires that the Project is LEED certifiable. The Project will be designed to exceed the minimum requirements by showing compliance using the LEED v4 New Construction rating system (“LEED-NC”) to target a minimum certifiable level of Silver with 52 ‘yes’ points (an increase from the EPNF which identified 50 ‘yes’ points). Refer to Figure 3.1 for the updated draft LEED Scorecard.

The Project team includes several LEED Accredited Professionals, including members from Gensler, VHB, and WSP. The Proponent and Project team will continue to evaluate and incorporate sustainable design and energy conservation measures as the design process proceeds.

### 3.3 Compliance with Article 37

#### Location and Transportation

The Project team has identified 13 achievable points within the Location and Transportation Credit category along with three points that may be feasible pending additional investigation. The Project Site is located within the Fenway neighborhood with local access to a range of intermodal public transportation options. Additionally, its centralized location amongst various academic and medical institutions, employers and cultural attractions is convenient for walking and bicycling. Accordingly, the Project team sought to further align with sustainability objectives by eliminating onsite parking. Building occupants, employees, and customers will be encouraged to utilize alternative means of transportation. Neighbors and pedestrians will have the opportunity to engage with – and participate in – a thoughtfully programmed public realm and an activated neighborhood-oriented retail setting. The Project will provide covered bicycle storage spaces, supplemented by in-unit bicycle storage options and onsite exterior bicycle racks, further encouraging building occupants and the public to choose sustainable transportation alternatives. The Project team has met with the Boston Transportation Department (BTD) to review onsite bicycle storage and has received verbal approval for the proposed quantity.

#### Sustainable Sites

The Project team has identified three achievable points within the Sustainable Sites category. As a reuse of a previously developed site, the Project is ideal for reuse of existing utilities and public infrastructure surrounding the Project Site. The Project is designed to minimize rainwater runoff and reduce the impact of highly absorptive surfaces contributing to the urban heat island effect. The Project will also include a second-floor outdoor terrace, which will reduce contributions to the urban heat island effect and provide accessible, open, and green amenity space. The Project team has also identified five potential points which may be achievable, pending further investigation to determine feasibility. The Project team will continue to evaluate potential achievable credits related to the Project’s rainwater management strategy, pedestrian oriented open space, and onsite habitat protection and restoration.

#### Water Efficiency

The Project team has identified six points that are attainable, along with an additional two points that may be feasible pending additional investigation. The Project is designed to incorporate low-flow and low-consumption plumbing fixtures to reduce indoor water consumption by approx. 30-35% compared to a conventional building design. Also, advanced water meters will be installed to track water usage data for the building with the goal of realizing additional efficiencies. As building design advances, the Project team will continue to evaluate potential achievable credits related to additional water savings through the reduction of irrigation and indoor water use demands.

### **Energy and Atmosphere**

The Project team has identified 14 points within the Energy and Atmosphere category that are achievable based on current design, and another four points that may be feasible with further investigation. The 14 attainable credits in this category will be achieved through reductions in overall energy consumption and cost, enhanced commissioning strategies, green power and carbon offsets, and advanced metering of energy subsystems for future monitoring and recalibration to further reduce consumption through operations. Based on updated building energy modeling, the current conceptual design demonstrates an energy cost reduction of 10.4% compared to ASHRAE 90.1–2010, as required by LEED v4, which equates to three achievable points. The team has utilized an Alternative Compliance Path, which analyzes site energy savings and GHG emissions. This can allow the team to achieve seven LEED points.

The Project team will continue to evaluate potential measures to further improve energy performance, demand response, refrigerant management, and renewable energy production strategies. The Project team will implement a combined heat and power (“CHP”) system, to further optimize energy efficiency onsite (discussed further in Section 3.3.3 below).

### **Materials and Resources**

The Project team has identified four points that are attainable within the Materials and Resources category, and an additional two points as potential target credits. The Project will reduce the overall footprint of the materials and resources by utilizing sustainable waste management strategies and maximizing the declarations of environmental products and chemical ingredients of the permanently installed products. The Project team will continue to evaluate incremental points pertaining to Building Product Disclosure Optimization.

### **Indoor Environmental Quality**

The Project team has identified seven points in this category that are likely to be attainable for the Project, and two points that may be feasible subject to further evaluation. Strategies such as enhanced indoor air quality and construction indoor air quality management plans, as well as a low-emitting materials plan are incorporated to provide a healthy indoor environment for all occupants, employees, and customers.

### **Innovation**

All LEED v4 projects must pursue at least one pilot credit, one innovation credit, and no more than two exemplary performance credits. The innovation in design credits may include designing a walkable Project Site to encourage visitors to walk, increasing health and environmental benefits, purchasing lamps that contain minimal-to-zero mercury to reduce toxic materials onsite, and having a LEED Accredited Professional on the Project team.

### **Regional Priority**

The four points available in the Regional Priority category are contingent on the Project meeting certain thresholds for credits in previous categories as determined by the USGBC. The Project has identified the Regional Priority credit for Rainwater Management as attainable and two additional credits that may be feasible for the Project.

### **Boston Green Building Credits**

Appendix A of Article 37 lists Boston Green Building Credits, which are credits that may be included in the calculation toward achieving a LEED v4 certifiable project. These credits, along with the prerequisites, were developed by the City and are intended to address local issues unique to development within the City. This system supplements a LEED certification and allows projects to comply with these unique credits that can then be included in the calculation towards achieving a LEED certification. The credits include the following categories: Modern Grid, Historic Preservation, Groundwater Recharge, and Modern Mobility.

The Project team will comply with the prerequisites and will investigate the Boston Green Building Credits.

## **3.4 Preliminary Energy Conservation/GHG Emissions Reduction Approach**

In alignment with regional efforts to reduce GHG emissions and in support of Boston's specific GHG emissions reduction targets, the Project team will continue to evaluate energy efficiency measures ("EEMs") for possible inclusion in the Project. The EEMs will include low-flow and low-consumption plumbing fixtures, as well as high-efficiency mechanical and ventilation systems, which contribute to the estimated 28% reduction in energy consumption resulting in a reduction of approx. 17% in GHG emissions associated with the Project. The Project team is aware of the City's goal of achieving a 25% reduction in GHG emissions by 2020 and will continue to investigate additional GHG reduction strategies, such as a CHP, as the design progresses. Whole building energy modeling was used for a preliminary analysis of possible energy efficient measures.

### **3.4.1 Energy Conservation Approach**

The energy savings calculated in the preliminary energy model were based on several key energy conservation measures for the Project that include:

- › High-performance glazing with reduced window to wall ratio, including:
  - Reduced glazing below 40%;
  - Better-than-code glazing U-factor below 0.40;
- › Improved opaque exterior wall system with performance 20% better than code;
- › High performance water-source heat pumps with EC motors;

- › Energy recovery wheel with 75% effectiveness on ventilation air;
- › Condensing hot water boiler with 96% efficiency;
- › Condensing hot water heater with 96% efficiency;
- › Low-flow and low-consuming domestic hot water fixtures;
- › Low-lighting power density; and
- › Major energy-using equipment installed correctly through the help of Commissioning.

As the design process advances, the Project team will evaluate further load reduction measures.

**3.4.2 Updated Energy Model Results**

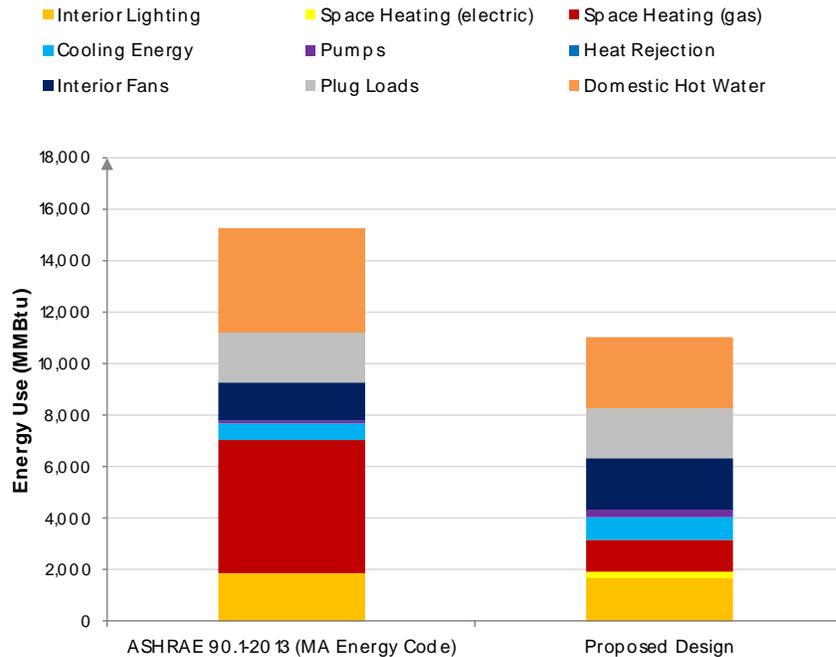
The Project meets the current MA Stretch Energy Code requirement to demonstrate a minimum 10% reduction in energy consumption compared to the base energy code requirements (ASHRAE 90.1-2013), or the "Savings Target." As currently designed the estimated energy usage for the building is reduced by approx. 28% compared to the Base Case, as presented in Table 3-1. With the proposed design, the energy consumption of the Project is expected to result in an estimated GHG emissions of 974 tons per year, which represents an approx. 17% reduction compared to the Base Case. The high performance of the Project is proposed to be achieved through a combination of measures including the incorporation of high-efficiency heating and cooling systems, heat rejection system improvements, improved lighting and envelope options. The energy consumption broken down by end use for the base code and proposed design are presented in Graph 3-1 below.

**Table 3-1 Preliminary Energy Model Results**

Energy Consumption			
	Electricity (MBtu)	Natural Gas (MBtu)	Total (kBtu/sf)
Base Case (ASHRAE 90.1-2013)	6,091	9,232	67.5
	40%	60%	
Design Case	7,139	3,938	48.8
	64%	36%	
Savings	-1,048	5,294	18.7
Savings Target <sup>1</sup>	-	-	10%
Percent Savings	-17%	57%	<b>28%</b>

<sup>1</sup> Per the current MA Stretch Energy Code.

**Graph 3-1 Energy Model End-Use**



**Table 3-2 Preliminary GHG Emissions Reductions**

Greenhouse Gas (CO <sub>2</sub> ) Emissions			
	Electricity (short tons)	Natural Gas (short tons)	Total (short tons)
Base Case (ASHRAE 90.1-2013)	634	541	1,175
	54%	46%	
Design Case	743	231	974
	76%	24%	
Savings	-109	311	201
Percent Savings	-17%	57%	<b>17%</b>

### 3.4.3 Updated Evaluation of Onsite Renewable Energy

#### Combined Heat and Power (CHP)

A CHP system is the simultaneous production of electricity with the recovery and utilization of heat. Fuel (e.g. natural gas) is used to generate electricity at a facility and a portion of the waste heat from the power generation is then used to provide useful thermal energy.

CHP systems are most efficient when there is a hot water demand year-round, making it applicable for residential projects. The Project team will include a 125-kilowatt (kW)

CHP unit for the building for use in heating domestic hot water and providing power during normal operation and standby power during loss of normal power.

#### **Solar Photovoltaic (PV)**

The onsite renewable energy evaluation for the Project considered the incorporation of a roof-mounted solar PV system. The preliminary analysis indicates that a maximum 67-kW solar PV array could be installed on the building rooftop. The system would generate up to 85,700-kWh per year of electricity offsetting a minimum of approx. 2% of the total estimated energy usage of the building equating to a reduction of 31.11 tons per year in GHG emissions annually. The system is estimated to result in an annual energy cost savings of approx. \$13,700. With the installed cost of the system estimated at approx. \$235,000, a payback of 10.3 years (after state incentives and without federal tax credits considered) is anticipated. As a result, the Proponent will focus on other energy efficiency strategies, such as CHP and building envelope improvements. At a minimum, the Project will be designed to structurally support future rooftop solar PV. The Project will consider the electrical infrastructure to allow potential future integration of solar PV into the building electrical system if it becomes financially feasible, or "solar ready."

#### **Wind Turbines**

The Project team reviewed onsite electrical generation from wind and decided that it does not make sense for the Project for the following reasons:

1. Location of proposed wind turbines to maximize efficiency would be adjacent to neighboring roof decks reducing views and increasing noise levels on site.
2. Initial installation and ongoing maintenance is cost prohibitive to the Project.

### **3.4.4 Utility Outreach Updates**

The Proponent and the Project team held a Mass Save Energy kick-off meeting on April 25, 2019 and a follow-up meeting on September 16, 2019 to discuss the Project and outline proposed energy conservation measures to review. The Proponent has committed to this program for incentive funds to allow the design to include energy conservation measure that make sense for the Project and are supported by the utility incentives.

### **3.4.5 Zero Carbon Building Assessment**

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral Boston 2050, the IGBC requests the Project team include a project specific Zero Carbon Building Assessment with respect to reducing carbon footprint. Refer to Appendix E for Zero Carbon Building Assessment.

## **3.5 Climate Change Preparedness and Resiliency**

This section discusses the proposed design approach to preparing for anticipated changes in the climate, in accordance with the BPDA Climate Change Preparedness

and Resiliency Policy. The required Resiliency Checklist has been completed for the Project and is provided in Appendix B.

### **3.5.1 Extreme Weather Events/Temperature**

This section examines how the Project may be affected by – and will prepare for – climate change-induced extreme weather events.

The 2011 *Massachusetts Climate Change Adaptation Report* projects an increase in extreme weather events which could consist of droughts, floods, increased precipitation, extreme heat and cold stretches, increased number of days with extreme heat (i.e. temperatures greater than 90°F), increased winter precipitation (mostly in the form of rain), and fewer snow events.

To understand the potential impacts of extreme weather conditions, the Project team will use Whole Building Energy Simulation to analyze the performance of heating and cooling equipment under extreme cold (0°F) and heat (100°F) events. The Project team will assess occupant thermal comfort under extreme conditions lasting up to three consecutive days, which includes a power outage or a loss of heating and cooling capacity.

The Climate Change Preparedness and Resiliency Checklist in Appendix B will demonstrate how the Project will respond to extreme weather conditions.

### **3.5.2 Potential Resiliency Measures**

The Project will incorporate roofing and paving materials with high Solar Reflectance Index (SRI) values aimed at reducing the urban heat island effect during extreme heat events. In the case of an extreme rain event, the storm water conveyance infrastructure has been designed to minimize runoff and sustainably infiltrate storm water onsite. As the design process advances, the Project team will continue to evaluate potential incremental measures to further mitigate the effects of climate change.

#### **Site Design**

The Project will provide infiltration of storm water runoff to help alleviate capacity in Boston Water and Sewer Commission (BWSC) systems in Boylston Street. The infiltration systems will be sized according to the BPDA Smart Utilities Policy and BWSC regulations.

#### **Building Design**

The Project's Finished Floor Elevation will be well-protected from flooding as it is currently located approx. seven feet above the nearest FEMA floodplain, at the nearby Muddy River, and is not within the BPDA mapped area for predicted Sea Level Rise. Furthermore, all critical building equipment will be protected from flooding. The building's transformers and switches are placed at ground level, approx. seven feet above the nearest FEMA floodplain. The critical equipment in the electrical room in the basement of the building along Private Alley 937 will be located at a minimum

elevation of 13.0 feet, which is above the nearby Muddy River flooding elevations established by FEMA and the BPDA.

Employing reflective roof materials and vegetated roofs will be considered in order to mitigate rising temperature impacts.

As part of the energy modeling process, historic climate data that inform the predicted increase in temperature may be used to better understand how the buildings and their systems would perform under different climate conditions. This understanding will be considered when designing major plant and overall Heating, Ventilation, and Air Conditioning (HVAC) systems.

The Project will include a CHP unit to help with building resiliency measures. Power produced from the unit will provide standby power for some of the buildings critical systems such as water booster pumps to allow domestic water distribution to continue throughout the building, freeze protection of exposed equipment to the outdoors, sump pumps at basement levels to protect the building from normal water infiltration and to provide power to a common area in the building that is heated/cooled, with power/lighting and receptacles to charge electronic devices.

Y	?	N	Credit 1	Integrative Process	1	
13	0	3	<b>Location and Transportation</b>			16
			Credit	LEED for Neighborhood Development Location	16	
1			Credit 1	Sensitive Land Protection	1	
			Credit 2	High Priority Site	2	
5			Credit 3	Surrounding Density and Diverse Uses	5	
5			Credit 4	Access to Quality Transit	5	
1			Credit 5	Bicycle Facilities	1	
1			Credit 6	Reduced Parking Footprint	1	
			Credit 7	Green Vehicles	1	
3	0	7	<b>Sustainable Sites</b>			10
Y			Prereq 1	Construction Activity Pollution Prevention	Required	
			Credit 1	Site Assessment	1	
			Credit 2	Site Development - Protect or Restore Habitat	2	
			Credit 3	Open Space	1	
			Credit 4	Rainwater Management	3	
2			Credit 5	Heat Island Reduction	2	
1			Credit 6	Light Pollution Reduction	1	
6	2	3	<b>Water Efficiency</b>			11
Y			Prereq 1	Outdoor Water Use Reduction	Required	
Y			Prereq 2	Indoor Water Use Reduction	Required	
Y			Prereq 3	Building-Level Water Metering	Required	
1	1		Credit 1	Outdoor Water Use Reduction	2	
2	1	3	Credit 2	Indoor Water Use Reduction	6	
2			Credit 3	Cooling Tower Water Use	2	
1			Credit 4	Water Metering	1	
14	2	17	<b>Energy and Atmosphere</b>			33
Y			Prereq 1	Fundamental Commissioning and Verification	Required	
Y			Prereq 2	Minimum Energy Performance	Required	
Y			Prereq 3	Building-Level Energy Metering	Required	
Y			Prereq 4	Fundamental Refrigerant Management	Required	
4	4	2	Credit 1	Enhanced Commissioning	6	
7	2	9	Credit 2	Optimize Energy Performance	18	
1			Credit 3	Advanced Energy Metering	1	
			Credit 4	Demand Response	2	
			Credit 5	Renewable Energy Production	3	
			Credit 6	Enhanced Refrigerant Management	1	
2			Credit 7	Green Power and Carbon Offsets	2	

4	2	7	<b>Materials and Resources</b>			13
Y			Prereq 1	Storage and Collection of Recyclables	Required	
Y			Prereq 2	Construction and Demolition Waste Management Planning	Required	
			Credit 1	Building Life-Cycle Impact Reduction	5	
1	1		Credit 2	Building Product Disclosure and Optimization - Environmental Product Declarations	2	
			Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2	
1	1		Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2	
2			Credit 5	Construction and Demolition Waste Management	2	
7	2	7	<b>Indoor Environmental Quality</b>			16
Y			Prereq 1	Minimum Indoor Air Quality Performance	Required	
Y			Prereq 2	Environmental Tobacco Smoke Control	Required	
2			Credit 1	Enhanced Indoor Air Quality Strategies	2	
2	1		Credit 2	Low-Emitting Materials	3	
1			Credit 3	Construction Indoor Air Quality Management Plan	1	
			Credit 4	Indoor Air Quality Assessment	2	
1			Credit 5	Thermal Comfort	1	
1			Credit 6	Interior Lighting	2	
			Credit 7	Daylight	3	
			Credit 8	Quality Views	1	
			Credit 9	Acoustic Performance	1	
4	2	0	<b>Innovation</b>			6
3	2		Credit 1-5	Innovation	5	
1			Credit 6	LEED Accredited Professional	1	
1	1	2	<b>Regional Priority</b>			4
			Credit 1	Optimize Energy Performance (8 point threshold)	1	
			Credit 2	High Priority Site	1	
1			Credit 3	Rainwater Management (2 point threshold)	1	
			Credit 4	Building Lifecycle Impact Reduction (2 point threshold)	1	

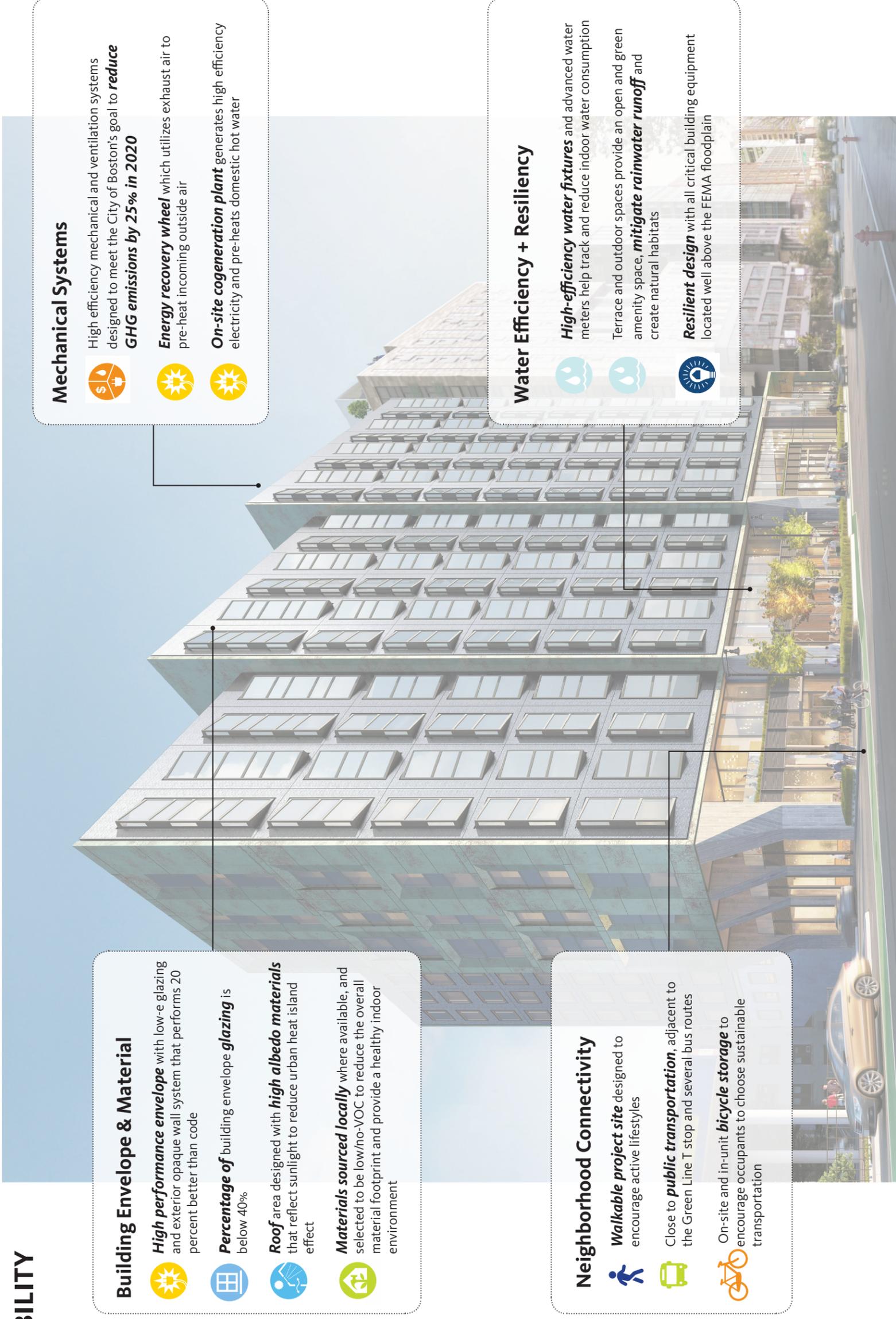
**52** **11** **47** **TOTALS** **Possible Points: 110**  
 Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110



Figure 3.1

Draft LEED Scorecard

# SUSTAINABILITY



Source: Gensler

**Gensler** Figure 3.2  
Sustainability Diagram

# 4

## Transportation

This chapter presents an evaluation and summary of the transportation elements of the Project, including a comparison of the expected transportation impacts of the Project as currently proposed versus the EPNF submitted on April 11, 2019. This Chapter includes an analysis of estimated trip generation characteristics for the Project and qualitatively describes onsite parking conditions, loading and service activities, pedestrian/bicycle amenities, and other important transportation mitigation and improvement actions that will be provided in connection with the Project. The purpose of this analysis is to:

- › Describe the transportation-related characteristics of the Project;
- › Quantify the transportation impacts that will be generated by the Project and compare those impacts to the previously presented Project;
- › Update Transportation Demand Management (TDM) and mitigation that will be offered by the Proponent.

In addition to the transportation narrative provided in this chapter, responses to all specific comments received on the EPNF are provided in Chapter 7, *Response to Comments*. Copies of the BPDA Scoping Determination and all comment letters submitted on the EPNF are provided in Appendix A for reference.

### 4.1 Summary of Key Findings and Benefits

The Project is designed to have minimal impacts on the area's peak period traffic operations. The results of the analysis indicate that there will be no changes in level of service ("LOS") in the study area from Project-related traffic and only nominal increases in delay at specific intersections within the study area. The Project will also implement a proactive TDM program and other onsite amenities to encourage use of alternative transportation modes.

The following are key findings and benefits related to transportation in connection with the Project:

- › The Project Site is located within the Fenway neighborhood, offering a range of intermodal public transportation options and alternative vehicle uses, such as walking and bicycling.
- › Traffic generated by the Project will create no measurable impacts to the surrounding transportation network.
  - In total, the Project is projected to generate 19 trips during the morning peak hour and 17 trips during the evening peak hour.

- All retail loading service will remain on the rear side of the Project Site, while all resident move-ins will be coordinated and scheduled at specific drop-off times at the front of the Project Site. As all units are fully-furnished and turnkey, the Project will eliminate the need for large moving vehicles and loading dock accommodations.
- No onsite parking will be constructed in connection with the Project due to the increase in size of the Black Box Theater. There will be space for drop-offs on Boylston Street at the front of the Project Site.
- › The Project improves the existing conditions by delivering a program comprised of purpose-built mixed-uses and an enhanced public realm, while thoughtfully connecting the Project Site to the Boylston Street corridor.
  - The Project will provide sidewalk improvements along Boylston Street that are consistent with recent projects along the Boylston Street corridor, including activated, neighborhood-oriented, ground-floor retail and outdoor seating, along with complementary street lighting, landscaping, and waste disposal.
  - New sidewalks and ramps will conform to Americans with Disabilities Act and Architectural Board (ADA/AAB) standards.
  - A new bike lane, drop-off curb cut, and public benches will be included in the design, in order to complete the public realm along Boylston Street. All improvements will be in accordance with City guidelines and neighborhood standards.
- › The Project will provide 239 covered bicycle storage spaces, supplemented by in-unit bicycle storage options and onsite, public exterior bicycle racks.
- › The indoor bicycle storage room will be easily accessible from the Boylston Street main entrance.
- › The Project will implement a proactive TDM Plan with specific measures to promote and encourage residents and visitors to use sustainable transportation modes, such as walking and bicycling.
  - A new bike lane, drop-off curb cut, and public benches will be included in the design, in order to complete the public realm along Boylston Street. All improvements will be in accordance with City guidelines and neighborhood standards.
  - Retail and / or restaurant tenants will be encouraged to provide an Emergency Ride Home program, similar to MassRides.

## 4.2 Updates to the Project Since the EPNF

The changes to the Project that are described in this DPIR are in response to community concerns related to building a dormitory-like residential building in the Fenway Neighborhood. The most significant change to the Project is that it will now be residential housing units open to the public instead of dormitory use for students. Additionally, the Proponent is reducing the total bed count and adding two-bedroom

units to the mix. The development program proposed in connection with this DPIR represents an overall reduction of 56 units as compared to the previously presented Project in the EPNF. The retail portion of the Project will remain the same. The modified program includes the following uses:

- › Retail: 16,325 SF
- › Residential: 477 units (was 533 units)
- › Black Box Theater: 10,000 SF

The 15 existing parking spaces that were to be relocated to a garage onsite will now be eliminated. The garage space that was proposed in the EPNF will now be a Black Box Theater which will replace the Machine night club. Refer to Figure 4.1 which shows the updated site plan for the Project.

#### **4.2.1 Updated Background Projects**

The 2023 No-Build Condition was developed to evaluate future transportation conditions in the traffic study area without consideration of the Project. As described in the EPNF, the following development projects were incorporated into the traffic projections:

- › 2 Charlesgate West
- › 60-80 Kilmarnock Street
- › 560 Commonwealth Avenue
- › 839 Beacon Street
- › 1241 Boylston Street (Fenway Hotel)
- › Fenway Center
- › Kenmore Square Redevelopment
- › Landmark Center
- › The Pierce

In addition to those projects, the BPDA has requested that the study be updated to include the newly approved 12-28 Lansdowne Street (Fenway Theater) and the Parcel 12 Air Rights project. Updated No-Build vehicle volumes for the morning and evening peak hours are shown in Figure 4.2 and Figure 4.3, respectively.

#### **4.2.2 Updated Trip Generation**

To assess the traffic impacts of the Project, trip generation estimates were based on standard rates from the *ITE Trip Generation, 10<sup>th</sup> Edition*. As detailed in the EPNF, the Project was analyzed as an off-campus student apartment building. Since the updated Project will be classified as an apartment building and not strictly student housing, an updated trip generation analysis is presented in this section. Table 4-1 shows the land uses and program for the previously presented project compared to the current Project program.

**Table 4-1 Trip Generation Land Use Codes**

Land Use	ITE Land Use Code (LUC)		Project Program	
	EPNF	DPIR	EPNF	DPIR
Residential	225 – Off-Campus Student Apartment	222 – High-Rise Residential	533 Units	477 Units
Retail	820 – Shopping Center	820 – Shopping Center	16,325 SF	16,325 SF

This analysis also assumes that the small 156 seat Black Box Theater will not be a peak hour trip generator. Shows at the theater are expected to start at around 8:00 PM, which means patrons would start arriving after the 4:30 PM – 5:30 PM calculated peak hour that was analyzed in this chapter, as required by BTD. This analysis was also contemplated in conjunction with Fenway Park events which also begin after the 4:30 PM – 5:30 PM calculated peak hour (or occur on weekends).

Table 4-2 below shows the net-new Project generated trips by mode from the previously presented Project compared to the current Project program. Figures 4.4 and 4.5 show the Project-generated trips, and Figures 4.6 and 4.7 show the 2023 Build Condition vehicle volumes.

**Table 4-2 Trip Generation Comparison**

	EPNF					DPIR				
	Transit (Person)	Walk / Bicycle / Other (Person)	Auto (Vehicle)	Existing Site Vehicle Trips <sup>1</sup>	Net-New Vehicle Trips	Transit (Person)	Walk / Bicycle / Other (Person)	Auto (Vehicle)	Existing Site Vehicle Trips <sup>1</sup>	Net-New Vehicle Trips
<b>Daily</b>										
Enter	254	706	263	-132	131	271	756	281	-132	149
Exit	254	706	263	-132	131	271	756	281	-132	149
<b>Total</b>	<b>508</b>	<b>1,412</b>	<b>526</b>	<b>-264</b>	<b>262</b>	<b>542</b>	<b>1,512</b>	<b>562</b>	<b>-264</b>	<b>298</b>
<b>Weekday AM Peak</b>										
Enter	8	23	7	-7	0	8	26	8	-7	1
Exit	8	30	9	-3	6	19	74	21	-3	18
<b>Total</b>	<b>16</b>	<b>53</b>	<b>16</b>	<b>-10</b>	<b>6</b>	<b>27</b>	<b>100</b>	<b>29</b>	<b>-10</b>	<b>19</b>
<b>Weekday PM Peak</b>										
Enter	21	60	20	-11	9	26	79	25	-11	14
Exit	22	62	21	-16	5	21	55	19	-16	3
<b>Total</b>	<b>43</b>	<b>122</b>	<b>41</b>	<b>-27</b>	<b>14</b>	<b>47</b>	<b>134</b>	<b>44</b>	<b>-27</b>	<b>17</b>

As shown in the table above, the change in program from the EPNF will result in an increase of 13 net-new vehicle trips during the morning peak hour and an increase of 3 net-new vehicle trips during the evening peak hour. While the total unit count was reduced from what was presented in the EPNF, the new land use code (High Rise Residential) is a higher trip generator than the land use code that was used in the EPNF (Off-campus student apartment). This results in the Project experiencing a net-increase in trip generation compared to what was previously analyzed. This modest increase, once distributed throughout the network, is not expected to significantly

affect the level of service analysis that was presented in the EPNF. However, the model was re-run using the updated trip generation to account for the reduction in housing units (-56 units) and to account for the 156-seat Black Box Theater, plus the additional two background Projects that were identified in the Scoping Determination.

**4.2.3 Updated Traffic Operations Analysis**

Consistent with City guidelines, Synchro 9 software was used to model LOS operations at the study area intersections. LOS is a qualitative measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection.

LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS D is considered acceptable. LOS E indicates vehicles experience significant delay while LOS F suggests unacceptable delay for the average vehicle. LOS thresholds differ for signalized and unsignalized intersections. Longer delays at signalized intersections are perceived as acceptable.

Table 4-3 below demonstrates the LOS delay threshold criteria as defined in the Transportation Research Board’s Highway Capacity Manual (“HCM”).

**Table 4-3 LOS Criteria**

<b>Level of Service</b>	<b>Unsignalized Intersection Control Delay (sec/vehicle)</b>	<b>Signalized Intersection Control Delay (sec/vehicle)</b>
LOS A	≤ 10	≤ 10
LOS B	> 10-15	> 10-20
LOS C	> 15-25	> 20-35
LOS D	> 25-35	> 35-55
LOS E	> 35-50	> 55-80
LOS F	> 50	> 80

Source: HCM 2000

Adjustments were made to the Synchro model to include characteristics of the study area such as heavy vehicles, bus operations, parking activity, and pedestrian crossings. The capacity analysis results are summarized in the following sections.

**4.2.3.1 Signalized Capacity Analysis**

Detailed results including delay by movement, queuing, and volume-to-capacity ratios are demonstrated in Tables 4-4 through 4-7 and the detailed Synchro results are provided in Appendix D.

**Table 4-4 No-Build Condition (2023) Signalized Intersection LOS Summary  
– Morning Peak Hour**

Intersection / Approach	V/C	Delay (sec)	LOS	50 <sup>th</sup> % Queue (feet)	95 <sup>th</sup> % Queue (feet)
<b>Park Dr / Boylston St / Brookline Ave</b>	<b>0.85</b>	<b>35.9</b>	<b>D</b>	-	-
Brookline Ave EB L	0.73	77.6	E	52	#129
Brookline Ave T	0.73	35.7	D	218	329
Brookline Ave R	0.75	17.8	B	246	323
Brookline Ave WB T	0.43	34.0	C	78	107
Brookline Ave WB R	0.29	33.1	C	25	76
Park Dr NB L/T/R	0.85	41.6	D	193	227
Boylston St NWB L/T	0.74	36.6	D	159	218
Boylston St NWB R	0.73	86.3	F	86	#206
<b>Kilmarnock Street / Boylston Street</b>	<b>0.62</b>	<b>14.6</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.66	16.0	B	383	471
Boylston St WB L/T/R	0.48	7.1	A	113	155
Kilmarnock St NB L/T/R	0.15	33.5	C	15	55
Kilmarnock St SB L	0.49	36.6	D	51	102
Kilmarnock St SB T/R	0.13	33.4	C	13	47
<b>Jersey Street / Boylston Street</b>	<b>0.77</b>	<b>11.3</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.79	13.2	B	134	#296
Boylston St WB L/T/R	0.72	4.8	A	39	48
Jersey St NB L/T/R	0.53	39.2	D	44	98
<b>Boylston Street / Ipswich Street</b>	<b>0.73</b>	<b>18.9</b>	<b>B</b>	-	-
Boylston St EB L/T	0.91	23.1	C	162	#452
Boylston St WB T/R	0.75	12.2	B	94	m94
Ipswich St SB L	0.32	31.2	C	51	77
Ipswich St SB R	0.35	32.7	C	41	65
<b>Park Drive / Boylston Street</b>	<b>1.07</b>	<b>26.6</b>	<b>C</b>	-	-
Boylston St EB T	0.98	36.1	D	366	m#458
Boylston St EB R	0.05	11.9	B	8	m11
Boylston St WB L/T	1.00	20.7	C	~93	#424
<b>Boylston Street / Charlesgate</b>	<b>1.19</b>	<b>54.1</b>	<b>D</b>	-	-
Boylston St WB R	1.26	148.5	F	~555	#698
Charlesgate SB L	0.80	27.6	C	275	360
Charlesgate SB R	0.88	17.5	B	251	368
Boylston St NEB L	0.81	22.3	C	161	m171
Boylston St NEB R	0.35	18.3	B	113	m115

~ Volume exceeds capacity; queue is theoretically infinite

# 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer

m Volume for 95<sup>th</sup> percentile queue is metered by upstream signal

**Table 4-5 No-Build Condition (2023) Signalized Intersection LOS Summary  
– Evening Peak Hour**

Intersection / Approach	V/C	Delay (sec)	LOS	50th % Queue (feet)	95th % Queue (feet)
<b>Park Dr / Boylston St / Brookline Ave</b>	<b>0.81</b>	<b>43.1</b>	<b>D</b>	-	-
Brookline Ave EB L	0.94	125.4	F	80	#193
Brookline Ave T	0.53	34.9	C	169	256
Brookline Ave R	0.47	10.5	B	137	178
Brookline Ave WB T	0.45	40.4	D	108	142
Brookline Ave WB R	0.82	62.7	E	186	#310
Park Dr NB L/T/R	0.91	57.6	E	224	#275
Boylston St NWB L/T	0.68	40.0	D	213	279
Boylston St NWB R	0.61	43.2	D	108	232
<b>Kilmarnock Street / Boylston Street</b>	<b>0.65</b>	<b>15.9</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.57	10.3	B	156	221
Boylston St WB L/T/R	0.57	6.8	A	64	135
Kilmarnock St NB L/T/R	0.21	32.1	C	23	48
Kilmarnock St SB L	0.89	68.9	E	118	#231
Kilmarnock St SB T/R	0.22	32.1	C	21	69
<b>Jersey Street / Boylston Street</b>	<b>0.75</b>	<b>13.5</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.72	9.1	A	105	181
Boylston St WB L/T/R	0.67	8.7	A	95	121
Jersey St NB L/T/R	0.77	52.1	D	109	119
<b>Boylston Street / Ipswich Street</b>	<b>0.82</b>	<b>19.6</b>	<b>B</b>	-	-
Boylston St EB L/T	0.83	13.4	B	100	244
Boylston St WB T/R	0.62	13.2	B	212	m194
Ipswich St SB L	0.82	56.4	E	174	#281
Ipswich St SB R	0.54	42.5	D	79	133
<b>Park Drive / Boylston Street</b>	<b>1.11</b>	<b>24.9</b>	<b>C</b>	-	-
Boylston St EB T	0.68	5.1	A	93	107
Boylston St EB R	0.07	2.4	A	3	m4
Boylston St WB L/T	1.05	43.3	D	~195	#186
<b>Boylston Street / Charlesgate</b>	<b>1.05</b>	<b>33.5</b>	<b>C</b>	-	-
Boylston St WB R	1.08	80.0	E	~534	#677
Charlesgate SB L	0.76	27.9	C	301	385
Charlesgate SB R	0.71	10.8	B	184	250
Boylston St NEB L	0.86	17.4	B	306	401
Boylston St NEB R	0.23	26.1	C	76	99

~ Volume exceeds capacity; queue is theoretically infinite

# 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer

m Volume for 95<sup>th</sup> percentile queue is metered by upstream signal

**Table 4-6 Build Condition (2023) Signalized Intersection LOS Summary  
– Morning Peak Hour**

Intersection / Approach	V/C	Delay (sec)	LOS	50 <sup>th</sup> % Queue (feet)	95 <sup>th</sup> % Queue (feet)
<b>Park Dr / Boylston St / Brookline Ave</b>	<b>0.85</b>	<b>36.0</b>	<b>D</b>	-	-
Brookline Ave EB L	0.73	77.6	E	52	#129
Brookline Ave T	0.73	35.7	D	218	329
Brookline Ave R	0.75	17.8	B	246	323
Brookline Ave WB T	0.43	34.0	C	78	107
Brookline Ave WB R	0.29	33.1	C	25	76
Park Dr NB L/T/R	0.85	41.6	D	193	227
Boylston St NWB L/T	0.75	36.7	D	160	219
Boylston St NWB R	0.75	88.1	F	89	#209
<b>Kilmarnock Street / Boylston Street</b>	<b>0.62</b>	<b>14.6</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.66	16.0	B	383	471
Boylston St WB L/T/R	0.48	7.1	A	114	154
Kilmarnock St NB L/T/R	0.15	33.5	C	15	55
Kilmarnock St SB L	0.49	36.6	D	51	102
Kilmarnock St SB T/R	0.13	33.4	C	13	47
<b>Jersey Street / Boylston Street</b>	<b>0.77</b>	<b>11.3</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.79	13.2	B	134	#296
Boylston St WB L/T/R	0.72	4.9	A	39	48
Jersey St NB L/T/R	0.53	39.2	D	45	98
<b>Boylston Street / Ipswich Street</b>	<b>0.74</b>	<b>19.3</b>	<b>B</b>	-	-
Boylston St EB L/T	0.92	24.0	C	164	#460
Boylston St WB T/R	0.75	12.2	B	95	m94
Ipswich St SB L	0.32	31.2	C	51	77
Ipswich St SB R	0.35	32.7	C	41	65
<b>Park Drive / Boylston Street</b>	<b>1.07</b>	<b>27.3</b>	<b>C</b>	-	-
Boylston St EB T	0.99	37.6	D	370	m#458
Boylston St EB R	0.06	11.8	B	9	m11
Boylston St WB L/T	1.00	20.8	C	~94	#424
<b>Boylston Street / Charlesgate</b>	<b>1.20</b>	<b>54.1</b>	<b>D</b>	-	-
Boylston St WB R	1.26	148.5	F	~555	#698
Charlesgate SB L	0.80	27.6	C	275	360
Charlesgate SB R	0.88	17.5	B	252	368
Boylston St NEB L	0.82	22.6	C	165	m172
Boylston St NEB R	0.35	18.2	B	112	m113

~ Volume exceeds capacity; queue is theoretically infinite

# 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer

m Volume for 95<sup>th</sup> percentile queue is metered by upstream signal

**Table 4-7 Build Condition (2023) Signalized Intersection LOS Summary  
– Evening Peak Hour**

Intersection / Approach	V/C	Delay (sec)	LOS	50 <sup>th</sup> % Queue (feet)	95 <sup>th</sup> % Queue (feet)
<b>Park Dr / Boylston St/Brookline Ave</b>	<b>0.81</b>	<b>43.1</b>	<b>D</b>	-	-
Brookline Ave EB L	0.94	125.4	F	80	#193
Brookline Ave T	0.53	34.9	C	169	256
Brookline Ave R	0.47	10.5	B	138	179
Brookline Ave WB T	0.45	40.4	D	108	142
Brookline Ave WB R	0.82	62.7	E	186	#310
Park Dr NB L/T/R	0.91	57.8	E	224	#276
Boylston St NWB L/T	0.68	39.8	D	211	276
Boylston St NWB R	0.59	42.6	D	104	227
<b>Kilmarnock Street / Boylston Street</b>	<b>0.65</b>	<b>16.0</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.57	10.3	B	157	222
Boylston St WB L/T/R	0.57	6.8	A	66	135
Kilmarnock St NB L/T/R	0.21	32.1	C	23	48
Kilmarnock St SB L	0.89	68.9	E	118	#231
Kilmarnock St SB T/R	0.22	32.1	C	21	69
<b>Jersey Street / Boylston Street</b>	<b>0.75</b>	<b>13.5</b>	<b>B</b>	-	-
Boylston St EB L/T/R	0.72	9.1	A	106	182
Boylston St WB L/T/R	0.67	8.6	A	95	120
Jersey St NB L/T/R	0.77	52.1	D	109	119
<b>Boylston Street / Ipswich Street</b>	<b>0.82</b>	<b>19.7</b>	<b>B</b>	-	-
Boylston St EB L/T	0.83	13.4	B	100	243
Boylston St WB T/R	0.63	13.4	B	215	m195
Ipswich St SB L	0.83	57.0	E	175	#283
Ipswich St SB R	0.54	42.6	D	80	134
<b>Park Drive / Boylston Street</b>	<b>1.12</b>	<b>26.3</b>	<b>C</b>	-	-
Boylston St EB T	0.68	5.1	A	94	107
Boylston St EB R	0.07	2.4	A	3	m4
Boylston St WB L/T	1.05	45.9	D	~211	#194
<b>Boylston Street / Charlesgate</b>	<b>1.08</b>	<b>39.9</b>	<b>D</b>	-	-
Boylston St WB R	1.14	102.9	F	~534	#677
Charlesgate SB L	0.78	28.7	C	301	385
Charlesgate SB R	0.75	11.8	B	186	253
Boylston St NEB L	0.86	17.4	B	306	402
Boylston St NEB R	0.24	26.2	C	78	102

~ Volume exceeds capacity; queue is theoretically infinite

# 95<sup>th</sup> percentile volume exceeds capacity; queue may be longer

m Volume for 95<sup>th</sup> percentile queue is metered by upstream signal

#### 4.2.3.2 Unsignalized Capacity Analysis

The LOS results of the unsignalized capacity analyses are summarized in Table 4-8 and Table 4-9 for the 2023 No-Build, and 2023 Build Condition peak hours.

**Table 4-8 Unsignalized Intersection LOS Summary – Morning Peak Hour**

Intersection / Movement	2023 No-Build			2023 Build		
	V/C <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	V/C	Delay	LOS
<b>Jersey Street/ Van Ness Street</b>						
Van Ness St WB T/R	0.36	13.3	B	0.36	13.3	B
Jersey St NB L/T/R	0.02	1.5	A	0.02	1.5	A
<b>Jersey Street/ David Ortiz Drive / Brookline Avenue</b>						
Brookline Ave EB	0.01	0.2	A	0.01	0.2	A
Brookline Ave WB T/R	0.27	0.0	A	0.27	0.0	A
Jersey Street NB	0.71	47.3	E	0.71	47.3	E

<sup>1</sup> Volume to capacity ratio

<sup>2</sup> Delay in seconds

<sup>3</sup> Level of service

**Table 4-9 Unsignalized Intersection LOS Summary – Evening Peak Hour**

Intersection / Movement	2023 No-Build			2023 Build		
	V/C <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	V/C	Delay	LOS
<b>Jersey Street/ Van Ness Street</b>						
Van Ness St WB T/R	0.42	12.0	B	0.42	14.0	A
Jersey St NB L/T/R	0.02	1.5	A	0.02	1.5	A
<b>Jersey Street/ David Ortiz Drive / Brookline Avenue</b>						
Brookline Ave EB	0.02	0.7	A	0.02	0.7	A
Brookline Ave WB T/R	0.19	0.0	A	0.19	0.0	A
Jersey Street NB	0.83	56.3	F	0.83	56.3	F

<sup>1</sup> Volume to capacity ratio

<sup>2</sup> Delay in seconds

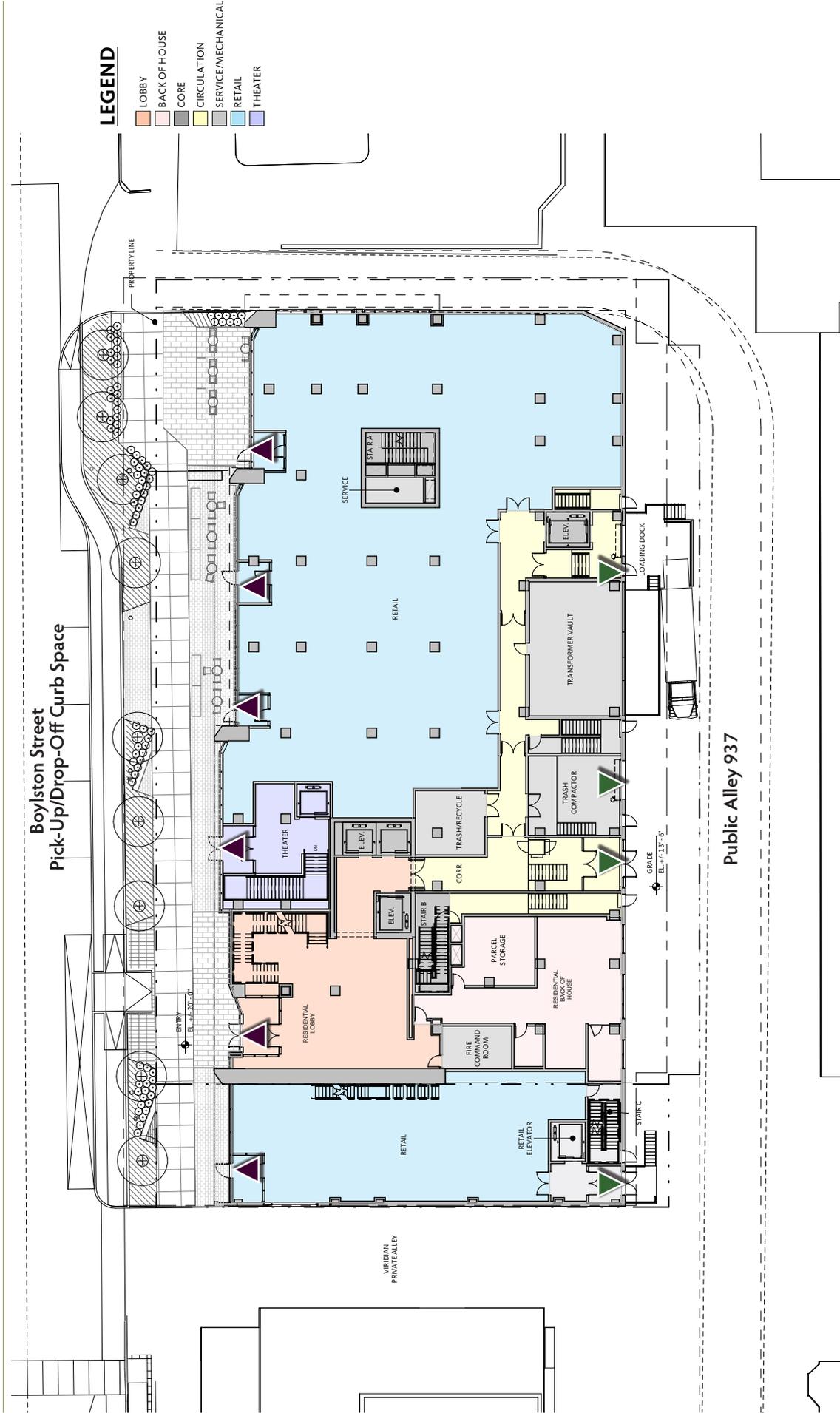
<sup>3</sup> Level of service

As demonstrated in this Section, the study area intersections demonstrate no change in performance from the 2023 No-Build Condition to the 2023 Build Condition, and all the LOS outcomes remain constant for both the morning and evening peak hours, with the exception of Boylston Street at Charlesgate during the evening peak hour. This changes from a LOS C in the No-Build Scenario to a LOS D in the Build Scenario. However, this change in LOS is due to the increase of only 6.4 seconds. The traffic volumes generated from the Project will not noticeably affect the surrounding area intersections.

### 4.3 Proposed Improvements/Mitigation

The following list provides updates to the proposed improvements/mitigation that will be provided by the Proponent:

- › The Proponent is working closely with City staff and officials to ensure that the bike lanes and sidewalks constructed as part of the Project will transition well with BTB’s latest Boylston Street Design. Figure 4.1 shows the latest sidewalk design in front of the Project Site.
- › As shown in Figure 4.8, there are no physical or safety constraints to the back alley that would prevent using it for all loading needs. The proposed driveway is 16.10’ wide along the east side of the building and will be able to accommodate an SU-30 truck.
- › The Proponent will work with BTB’s TDM coordinator to ensure that the TDM elements considered for the Project and presented in the DPIR are adequate. The TDM elements presented in the DPIR include:
  - The Proponent will designate a Transportation Coordinator to oversee move-in and move-out operations, as well as promote the use of alternative transportation measures and carpooling.
  - The Proponent will consider providing real-time transit information displayed on-screen in the entry of the building, as well as provide maps and schedules in the resident welcome package.
  - The Proponent will orient residents with ridesharing, carsharing and carpool options within proximity of the Project Site.
  - The Proponent will work with the City to provide safe pedestrian access to the Project from the surrounding area.
  - Retail and restaurant tenants will be encouraged to provide an Emergency Ride Home program, similar to MassRides.
  - Residents will be prohibited from obtaining Fenway resident parking permits.
  - The Proponent is committed to working with the BPDA and BTB to upgrade the necessary signal infrastructure for the Boylston Street at Ipswich Street intersection..
  - As previously discussed and approved with BTB staff, the Proponent will provide covered bicycle parking at a rate of 0.5 spaces per unit which totals approx. 239 spaces. Long-term bicycle parking spaces are provided at the Project Site at a location that is easily accessible from the Boylston Street lobby. The total number of outdoor bicycle racks for short-term parking will be confirmed once the design for the landscaping area along Boylston Street is complete and reviewed with the BTB.
  - The Proponent will sponsor one BlueBikes Station.



Source: Genster

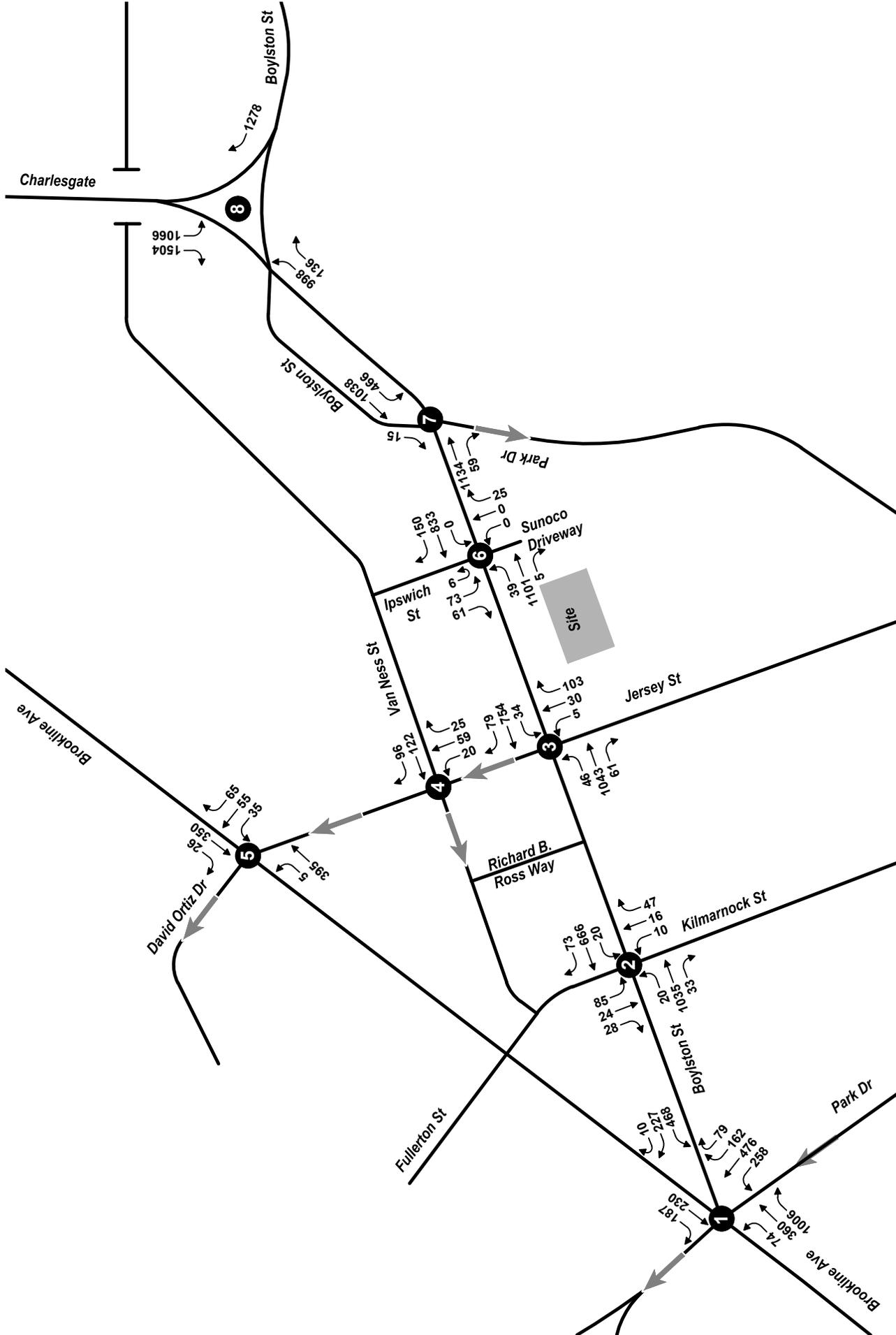
- Pedestrian Entrance
- Loading/Service Access



Figure 4.1

Proposed Site Transportation  
Access and Circulation

1252-1270 Boylston Street  
Boston, Massachusetts

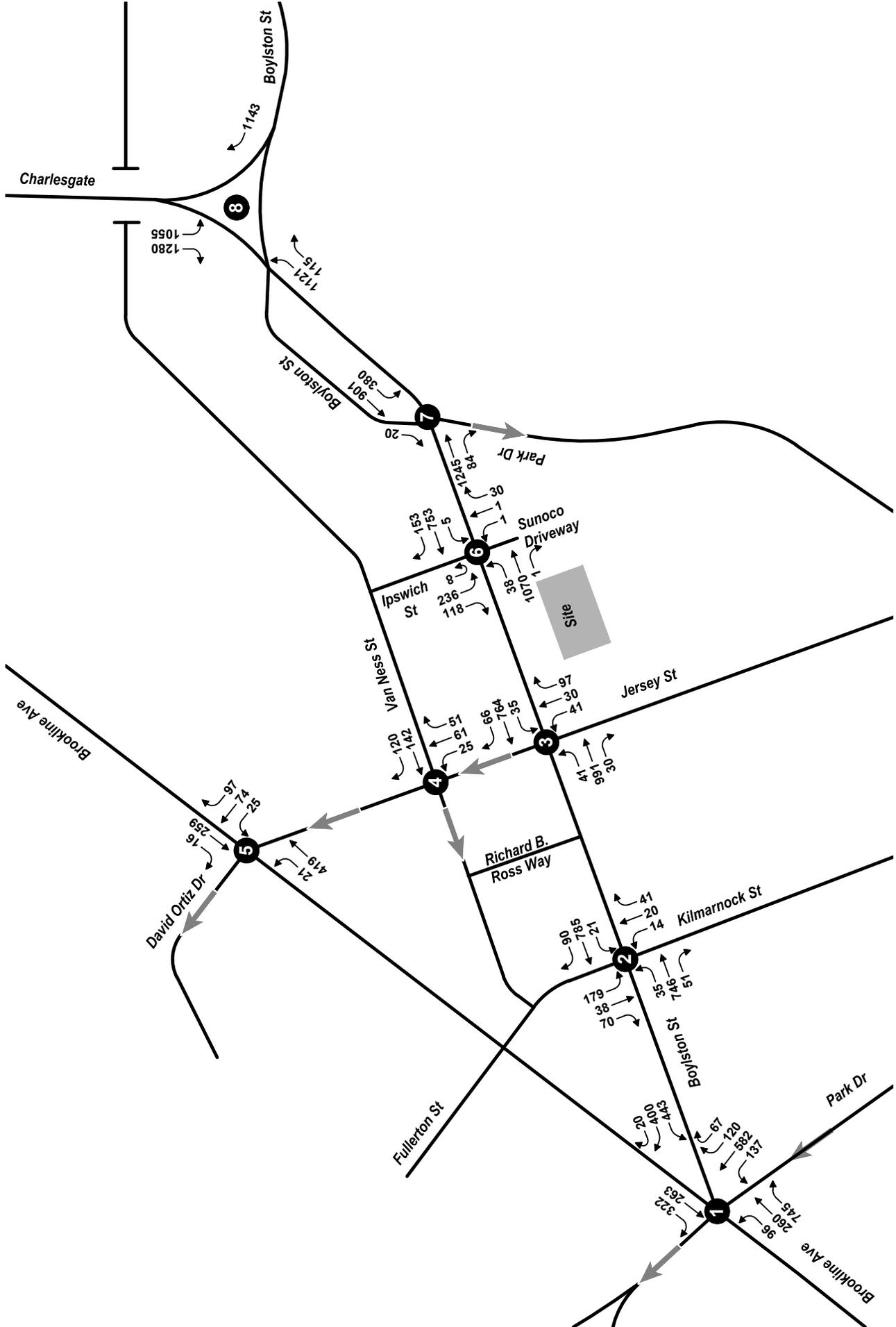


**Figure 4.2**

2023 No-Build Condition  
 Morning Peak Hour Vehicle Volumes  
 1252-1270 Boylston Street  
 Boston, Massachusetts



Not to Scale

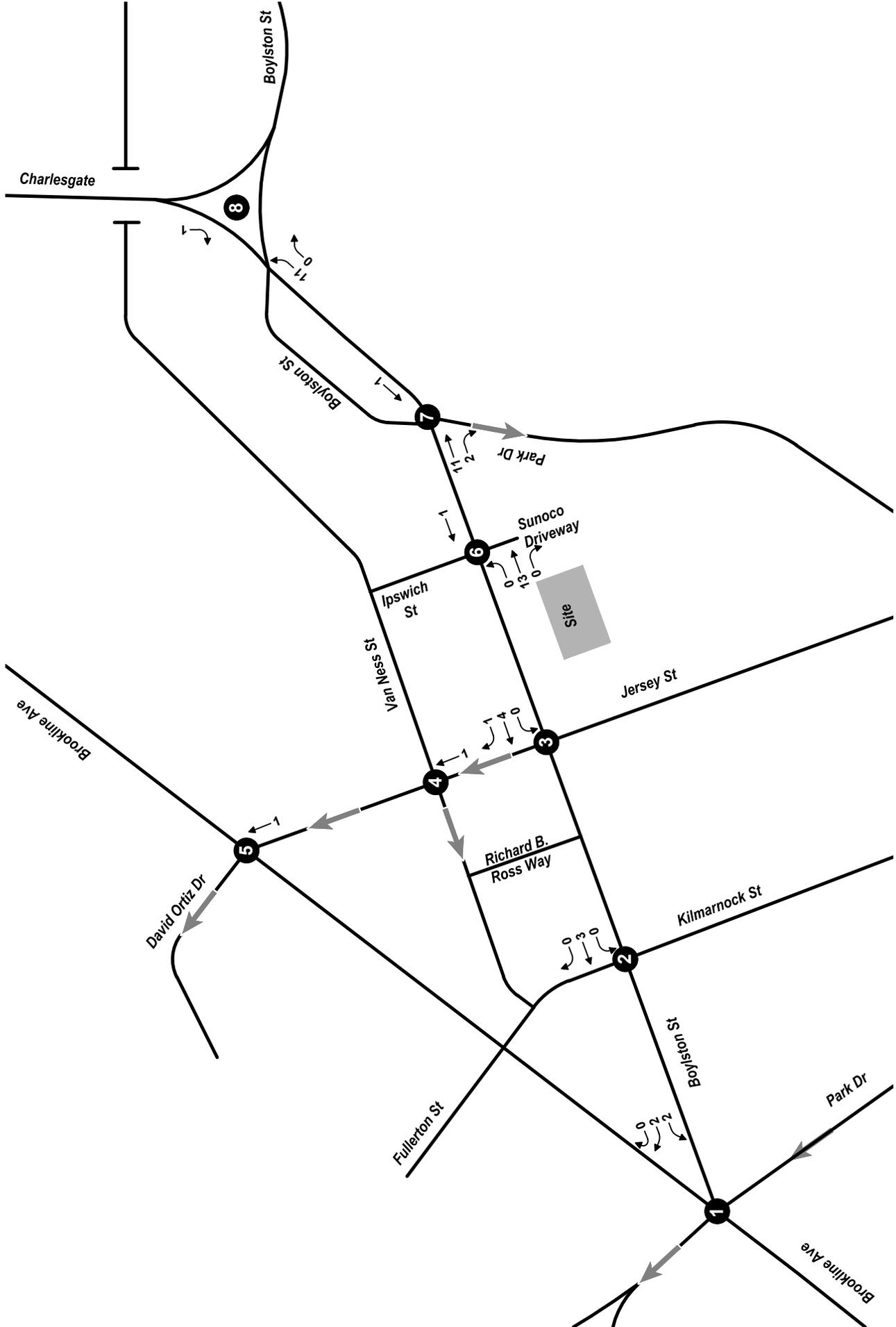


**Figure 4.3**

2023 No-Build Condition  
 Evening Peak Hour Vehicle Volumes  
 1252-1270 Boylston Street  
 Boston, Massachusetts



Not to Scale

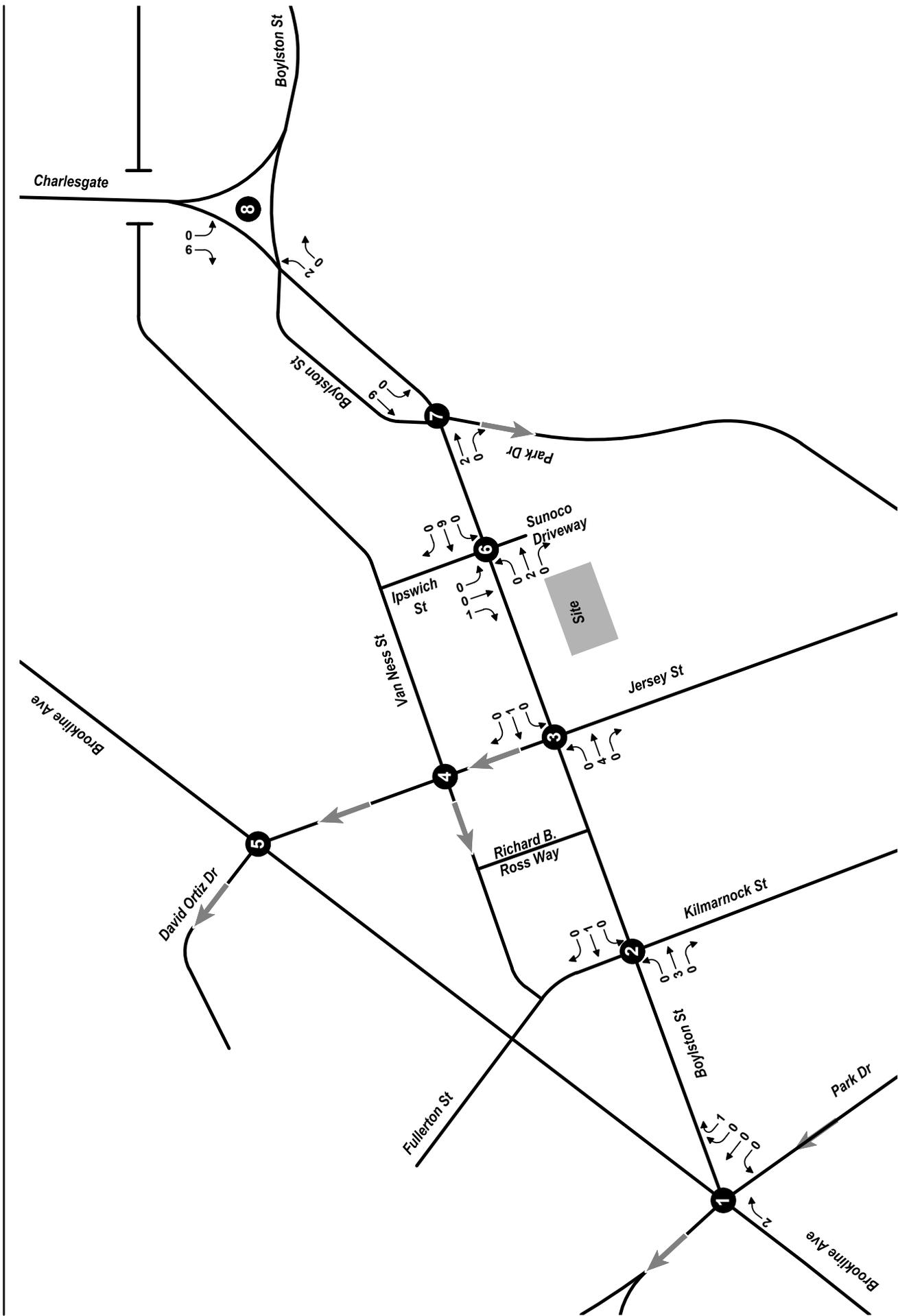


**Figure 4.4**

Net New Project Generated Trips  
 Morning Peak Hour Vehicle Volumes  
 1252-1270 Boylston Street  
 Boston, Massachusetts



Not to Scale

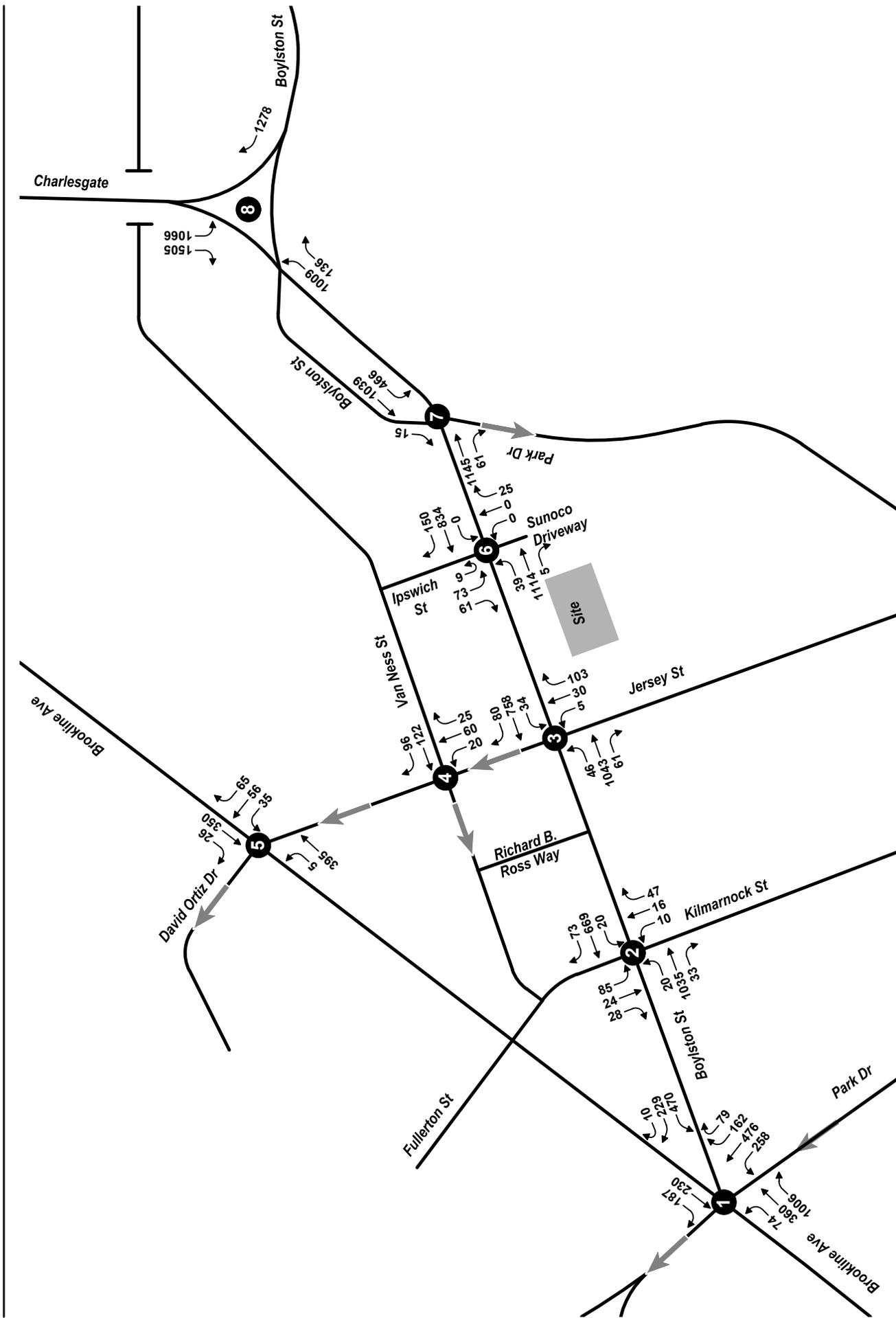


**Figure 4.5**

Net New Project Generated Trips  
 Evening Peak Hour Vehicle Volumes  
 1252-1270 Boylston Street  
 Boston, Massachusetts



Not to Scale

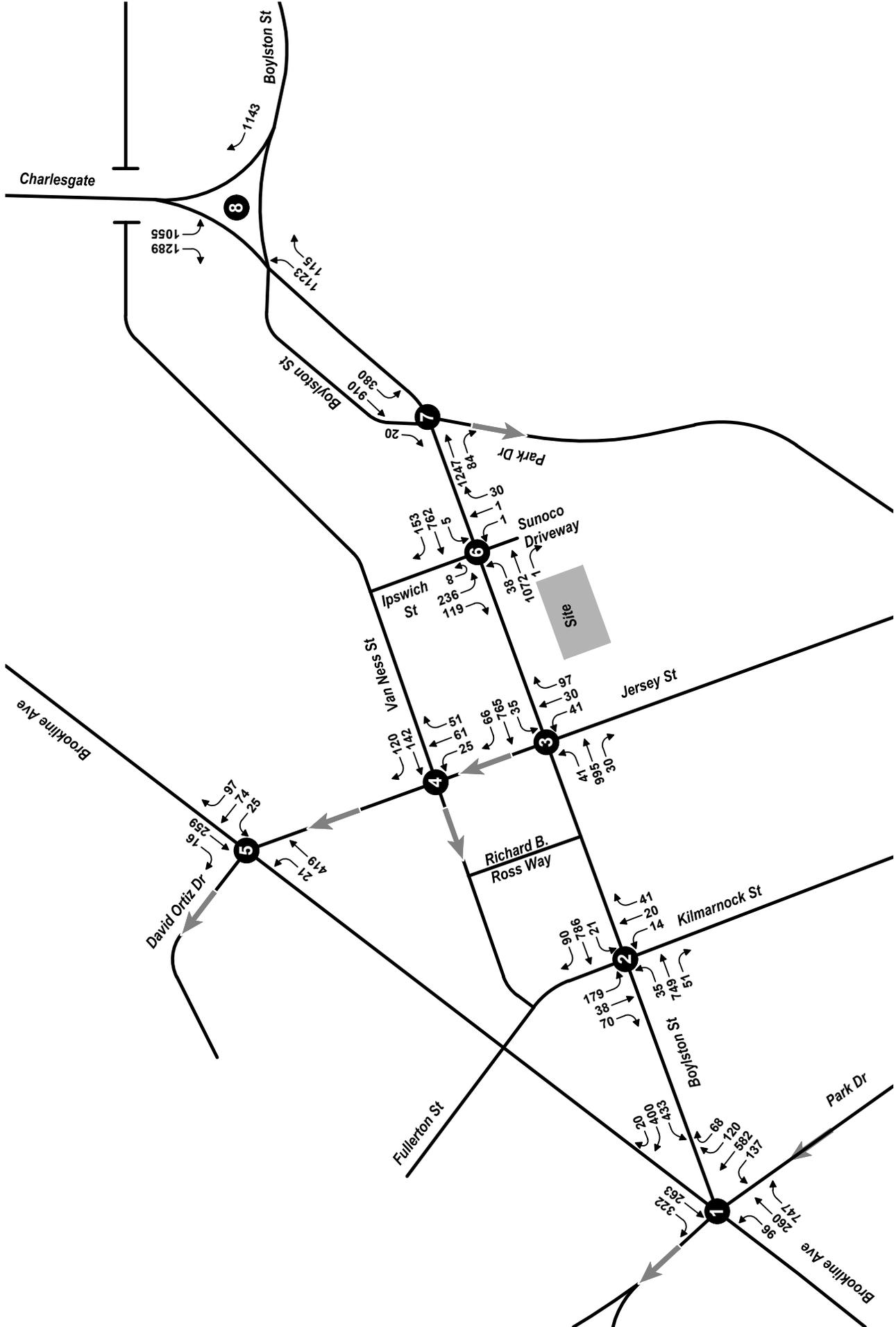


**Figure 4.6**

2023 Build Condition  
 Morning Peak Hour Vehicle Volumes  
 1252-1270 Boylston Street  
 Boston, Massachusetts



Not to Scale



**Figure 4.7**

2023 Build Condition  
 Evening Peak Hour Vehicle Volumes  
 1252-1270 Boylston Street  
 Boston, Massachusetts



Not to Scale





# 5

## Environmental Protection

This chapter presents information regarding the environmental conditions proximate to the Project Site and identifies any potential impacts. The Proponent will redevelop an underutilized and deteriorating site to deliver an improved program with enhanced efficiencies in comparison to the existing conditions at the Project Site. A primary objective of the Project is to achieve – and sustain – activation and connectivity across the Project Site to deliver an integrated pedestrian-realm public experience for the neighborhood. Through thoughtful design and programming – and per the analysis included in this chapter – the Proponent has endeavored to achieve this objective while minimizing and mitigating any potential adverse environmental impacts.

This chapter will address potential environmental impacts in the following categories per the Scoping Determination on the EPNF:

- › Wind
- › Shadow
- › Daylight
- › Solar Glare

### 5.1 Summary of Key Findings and Benefits

The analysis of potential environmental impacts resulting from the Project include the following conclusions:

- › Wind – The Project will not result in any new, unsafe pedestrian-level wind conditions in and around the Project Site and is expected to improve wind conditions in several locations.
- › Shadow – Shadow impacts have been minimized to the extent practicable to avoid noticeable effects on pedestrian use patterns through meaningful articulation of the building façade and massing, as it transitions down the Boylston Street corridor towards the eastern end of the Project Site. The Project was analyzed extensively to determine the least impactful orientation and height of the proposed structure.
- › Daylight – The Project will result in a reduction in the visible skydome when viewed from the adjacent public ways compared to the existing conditions. These changes are consistent with the Project’s urban context and the replacement of the deteriorating two-story structures with new construction.
- › Solar Glare – An analysis of the anticipated solar glare impacts indicates that the Project will potentially have infrequent, brief glare impacts, which will be minimized through building design. The Project will have no thermal impacts.

## 5.2 Wind

An initial pedestrian wind comfort study was conducted in March 2019 and provided in the EPNF in Section 5.2 of Chapter 5, *Environmental Protection*. At the time of the study, a preliminary massing model of the development was used. As described in Section 2.3.2 of Chapter 2, *Urban Design*, the Project design has evolved since then.

The revised building design incorporates a variety of features that will either have a benign impact on the pedestrian wind environment or will be positive in mitigating undesirable wind conditions. Therefore, based on the original pedestrian wind comfort study presented in the EPNF, and comparing the original massing of the Project to the newly updated building design, the conclusions presented in the original report are still applicable, and to some degree, slightly conservative. Please refer to Appendix H of the EPNF for the wind study report.

## 5.3 Shadow

An analysis of the shading impact under the No-Build and Build Conditions is a requirement of the Article 80B Large Project Review process. The shading analysis was prepared in accordance with the requirements of Section B.2 of the BPDA Development Review Guidelines.

### 5.3.1 Methodology

A shadow impact analysis was conducted at specific time intervals to investigate the effect that the Project will have throughout the year. This was done using a computer model of the Project and surrounding developed urban areas. Several days and times were analyzed, as required under Article 80B Large Project Review. The analysis used “clear sky” solar data at Boston’s Logan International Airport and assumed that no cloud cover ever occurs thus providing a “worst case” scenario showing the full extent of when and where a shadow could occur.

In order to represent a variety of shadow conditions at various times of the day and times of the year, three time intervals (9:00 AM, 12:00 PM, 3:00 PM) are represented for the vernal equinox (March 21, see Figure 5.1a), summer solstice (June 21, see Figure 5.1b), autumnal equinox (September 21, see Figure 5.1c), and winter solstice (December 21, see Figure 5.1d). Per the BPDA Development Review Guidelines, 6:00 PM has been added to the June 21 and September 21 shadow studies. The study took into consideration Daylight Savings Time (DST), and therefore times are presented in Eastern Standard Time (EST) and Eastern Daylight Time (EDT). The study showed an existing shadow in and around the Project Site and the shadow impact of the Project.

The study focused on the shadow cast onto existing pedestrian areas, open spaces, and sidewalks adjacent to and near the Project Site.

Table 5-1 presents the solar azimuth and altitude data. Times are listed as EST or EDT, as appropriate. The data reflects a latitude of 42.36° and a longitude of -71.06°.

**Table 5-1 Solar Azimuth and Altitude Data**

<b>Date</b>	<b>Time</b>	<b>Azimuth *</b>	<b>Altitude **</b>
March 21 EDT	9:00 AM	112.7	23.4
March 21 EDT	12:00 PM	161.2	46.2
March 21 EDT	3:00 PM	223.3	39.1
June 21 EDT	9:00 AM	93.5	39.9
June 21 EDT	12:00 PM	149.6	68.8
June 21 EDT	3:00 PM	246.3	56.5
June 21 EDT	6:00 PM	280.7	23.8
September 21 EDT	9:00 AM	115.4	26.0
September 21 EDT	12:00 PM	166.2	47.4
September 21 EDT	3:00 PM	227.2	37.3
September 21 EDT	6:00 PM	264.0	7.2
December 21 EST	9:00 AM	142.0	14.3
December 21 EST	12:00 PM	184.4	24.1
December 21 EST	3:00 PM	225.0	10.0

\* Azimuth is measured in degrees clockwise from North  
 \*\* Altitude is measured in degrees up from the horizon

**5.3.2 Results**

The shadow produced as a result of the Project is not expected to have any noticeable effect on pedestrian use pattern. The shadow is consistent with the existing urban shadow pattern and is moderate in relation to shadow cast by the taller structures surrounding the Project Site. The shadow study has been updated to reflect the reduced height of the building, and as a result the reduced impact, as compared to what was proposed in the EPNF.

**March 21 (Vernal Equinox)**

March 21 is the vernal equinox where the daytime and nighttime hours are equal. The sun rises at 6:31 AM EDT in the southeastern sky and sets at 6:42 PM EDT. A net new shadow associated with the Project on March 21 is demonstrated on Figure 5.1a. No net new shadow is created on the Back Bay Fens during the springtime, except for the early evening hours of 5pm and 6pm as demonstrated in the shadow overlap study in Figure 5.2a.

At 9:00 AM on the vernal equinox, a net new shadow from the Project will be cast to the northwest across Boylston Street and onto the neighboring properties to the north and the adjacent sidewalks.

At both 12:00 PM and 3:00 PM, the Project will cast a minimal net new shadow to the north onto Boylston Street and the adjacent sidewalks, and east of the Project Site, respectively.

**June 21 (Summer Solstice)**

June 21 is the summer solstice which represents the longest day of the year. The sun rises at 5:08 AM EDT in the southeastern sky and sets at 8:25 PM EDT. A net new shadow associated with the Project for June 21 is illustrated in Figure 5.1b.

At 9:00 AM on the summer solstice, a net new shadow from the Project will be cast to the west onto Boylston Street and the adjacent sidewalks. At 12:00 PM, the Project will cast a minimal net new shadow to the north onto Boylston Street and the adjacent sidewalks. At 3:00 PM, a small amount of net new shadow will extend from the Project Site to the northeast onto the roof of the building located on the adjacent property.

At 6:00 PM, a shadow will be cast to the east of the Project Site onto the adjacent properties reaching a small portion of the Back Bay Fens. This is the only timeframe during the summer months when net new shadow extends into the park. While the shadow will be perceptible in this area, the effect will be limited to sunset hours. This is not anticipated to have an effect that will diminish the integrity of the resource or the experience for visitors.

**September 21 (Autumnal Equinox)**

September 21 is the autumnal equinox where the daytime and nighttime hours are equal. The sun rises at 6:31 AM EDT in the southeastern sky and sets at 6:42 PM EDT. The shadow cast on this date is almost identical to those on March 21, the vernal equinox. A net new shadow associated with the Project on September 21 is depicted on Figure 5.1c.

At 9:00 AM on the autumnal equinox, a net new shadow from the Project will be cast to the northwest across Boylston Street and onto the neighboring properties to the north and the adjacent sidewalks. At 12:00 PM, the Project will cast a minimal net new shadow to the north onto Boylston Street and the adjacent sidewalks. At 3:00 PM, the Project will cast a minimal net new shadow to the northeast onto Boylston Street and the property located directly east of the Project Site.

At 6:00 PM, a shadow will be cast to the east of the Project Site extending over the adjacent property to the east and over portions of the Back Bay Fens. This is the only timeframe during the fall months when net new shadow extends into the park. While the shadow will be perceptible in this area, the effect will be limited to sunset hours. It is not anticipated to have an effect that will diminish the integrity of the resource or the experience for visitors.

**December 21 (Winter Solstice)**

December 21 is the winter solstice which represents the shortest day of the year. The sun is at its lowest inclination above the horizon at each hour of the day. Even low buildings cast long shadows in northerly latitudes like Boston. The sun rises at 7:10 AM EST and sets at 4:15 PM EST in December. The net new shadow associated with the Project on December 21 is depicted on Figure 5.1d. No net new shadow is created on the Back Bay Fens during the wintertime.

At 9:00 AM on the winter solstice, the Project will cast a shadow in a northwestern direction filling in gaps in the already heavily shaded urban landscape extending over portions of building rooftops. At 12:00 PM, the Project will cast a shadow in a northern direction extending over a small section of Boylston Street and the neighboring properties' rooftops to the north of the Project Site. At 3:00 PM the surrounding area will be heavily shaded under the existing conditions where a net new shadow from the Project will extend northeast. An incremental net new shadow will be cast on adjacent existing building rooftops.

### **5.3.3 Overlap Study**

As requested by the BPDA, a shadow overlap study was conducted to show the time range of impacts on the Fens due to the Project. The net new shadow that extends into the Back Bay Fens is limited to the early evening hours of 5:00 PM and 6:00 PM for March 21, June 21, and September 21. No net new shadow is created on the Back Bay Fens on December 21. Refer to Figures 5.2a-d for the shadow overlap study.

## **5.4 Daylight**

The following section describes the anticipated effect on daylight coverage at the Project Site as a result of the Project. An analysis of the percentage of skydome obstructed under the No-Build and Build conditions is a requirement of Article 80B Large Project Review. The daylight analysis was prepared using the BPDA's Daylight Analysis Program ("BRADA") and completed in accordance with the requirements of Article 80B of the Code. The results of the daylight analysis are demonstrated in Figure 5.2.

### **5.4.1 Methodology**

The daylight analysis was conducted using the BRADA program developed in 1985 by the Massachusetts Institute of Technology to estimate the pedestrian's view of the skydome by taking into account building massing and building materials used. The software approximates a pedestrian's view of a site based on input parameters such as location of viewpoint, length and height of buildings, and the relative reflectivity of the building façades. The model typically uses the midpoint of an adjacent right-of way or sidewalk as the analysis viewpoint. Based on this data, the model calculates the perceived skydome obstruction and provides a graphic depicting the analysis conditions.

The model inputs used for the study presented herein were taken from a combination of the BPDA's model data, an existing conditions survey, and schematic design plans prepared by the Project's architects. As described above, the BRADA software considers the relative reflectivity of building façades when calculating perceived daylight obstruction. Highly reflective materials are thought to reduce the perceived skydome obstruction when compared to non-reflective materials. For the purposes of this daylight analysis, the building façades are considered non-reflective, resulting in a conservative estimate of daylight obstruction.

### Daylight Viewpoints

The following viewpoint was used for this daylight analysis:

- › **Boylston Street** – This viewpoint is located on the centerline of Boylston Street, centered on the northern side of Project Site.

This point represents existing and proposed building façades when viewed from the adjacent public way.

### 5.4.2 Daylight Analysis Findings

Table 5-2 below demonstrates the percentage of skydome that is expected to be obstructed with and without the Project from the viewpoint. Figure 5.2 graphically demonstrates the Project-related daylight impacts from the viewpoint from Boylston Street.

**Table 5-2 Existing / No-Build and Build Daylight Conditions**

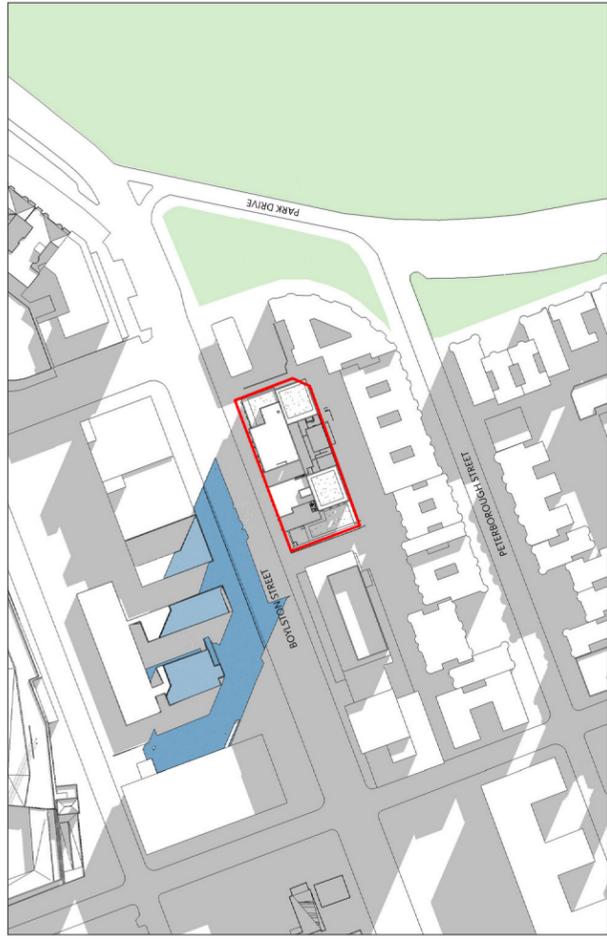
<b>Viewpoint</b>	<b>Existing / No-Build Skydome Obstruction</b>	<b>Build Skydome Obstruction</b>
Boylston Street	32.1%	63.0%

Upon completion of the Project, the viewpoint along the adjacent public way is expected to experience an increase in skydome obstruction.

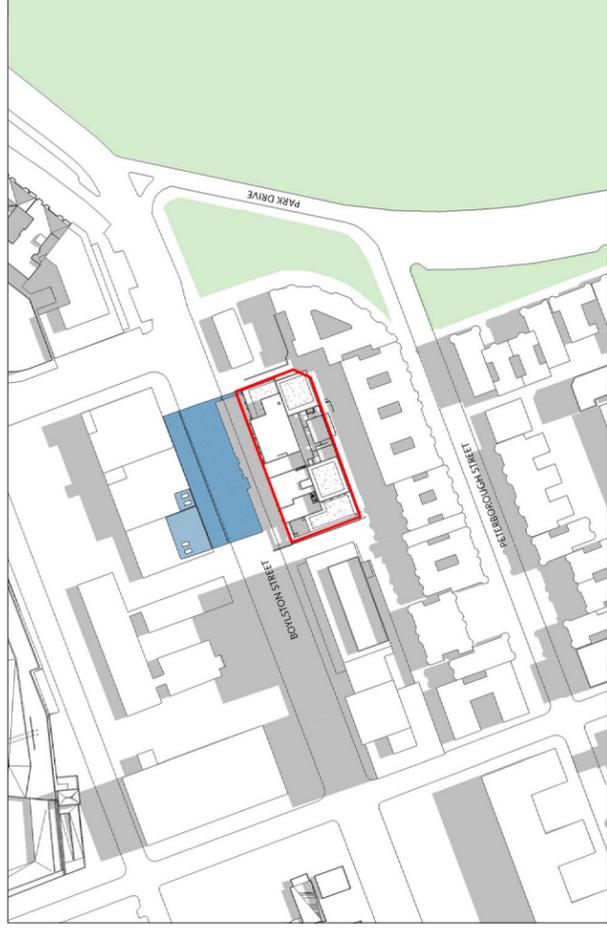
### 5.5 Solar Glare

A solar glare investigation was conducted in January 2019 and provided in the EPNF in Section 5.5 of Chapter 5, *Environmental Protection*. Since then, the design has evolved to be less impactful compared to the design that the study was based on. Refer to Chapter 2, *Urban Design* for all design changes.

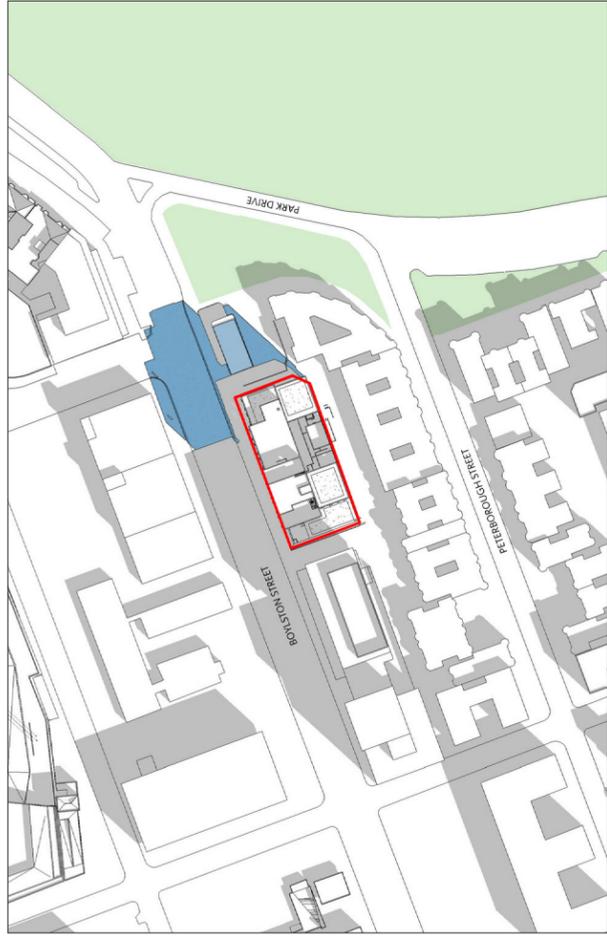
Comparing the updated building design to the previous massing model, the changes made to the design will act to reduce the overall reflective area, and in the case of the southwest corner, move reflective surfaces further away from the property boundary. These changes will result in solar reflection impacts which are either the same or slightly reduced compared to the previous study. Therefore, based on the original solar reflection study carried out, and comparing the original massing of the tower to the newly updated building design, the conclusions presented in this report are still applicable, and to some degree, slightly conservative. Please refer to Appendix H of the EPNF for the solar glare study report.



9AM



12PM



3PM

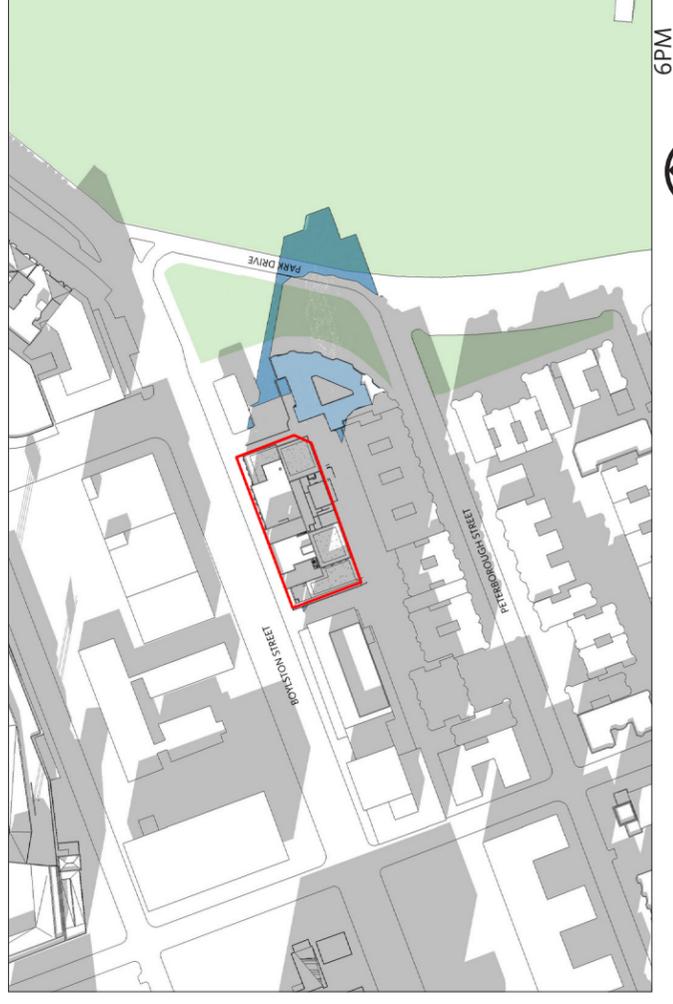
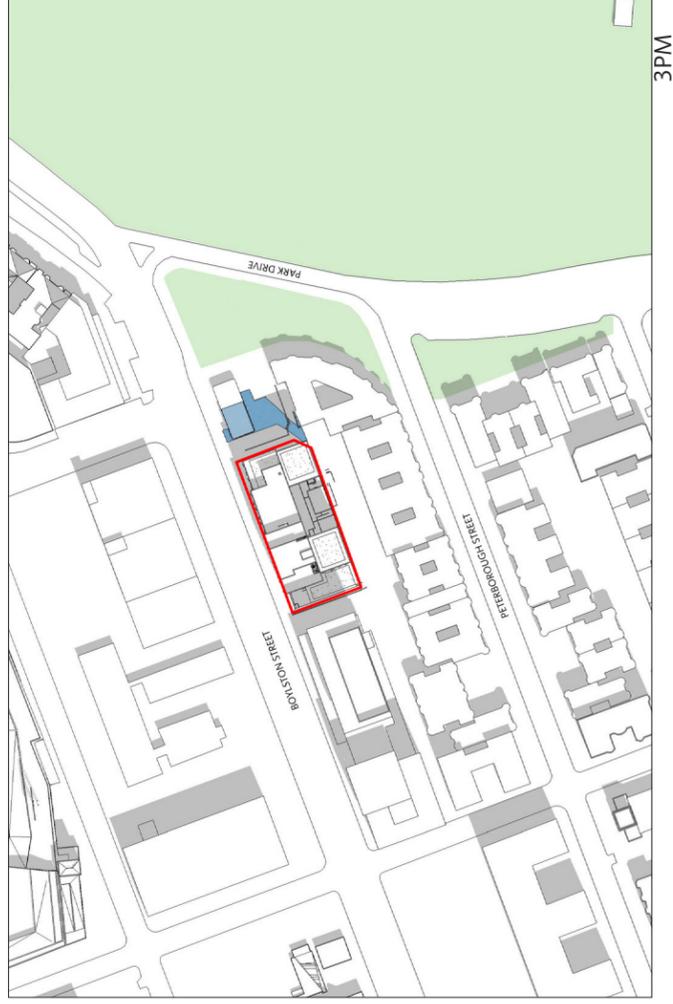
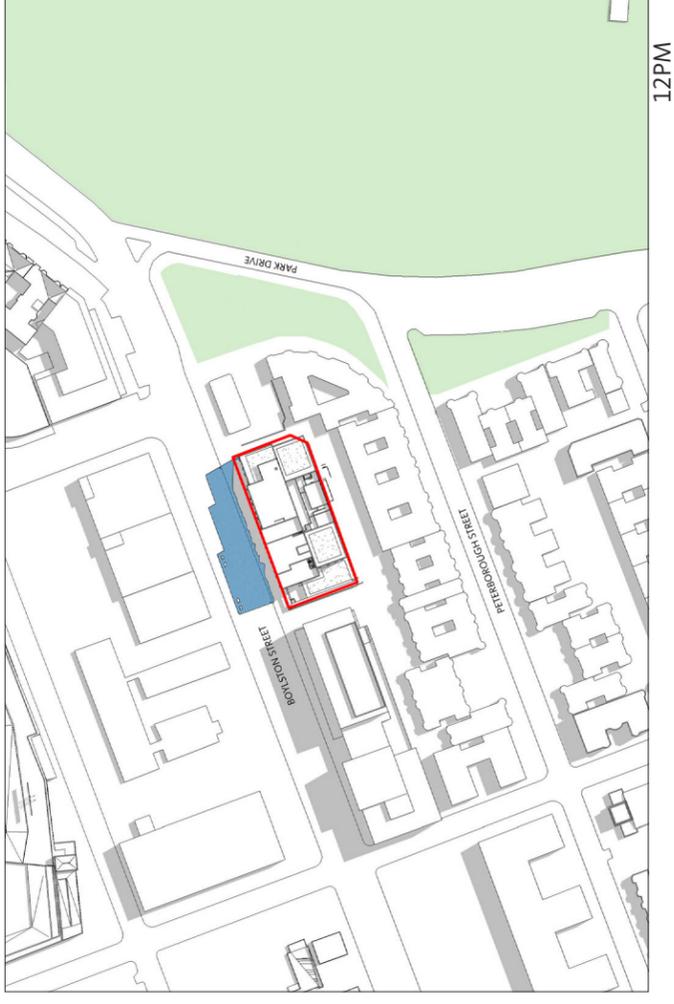
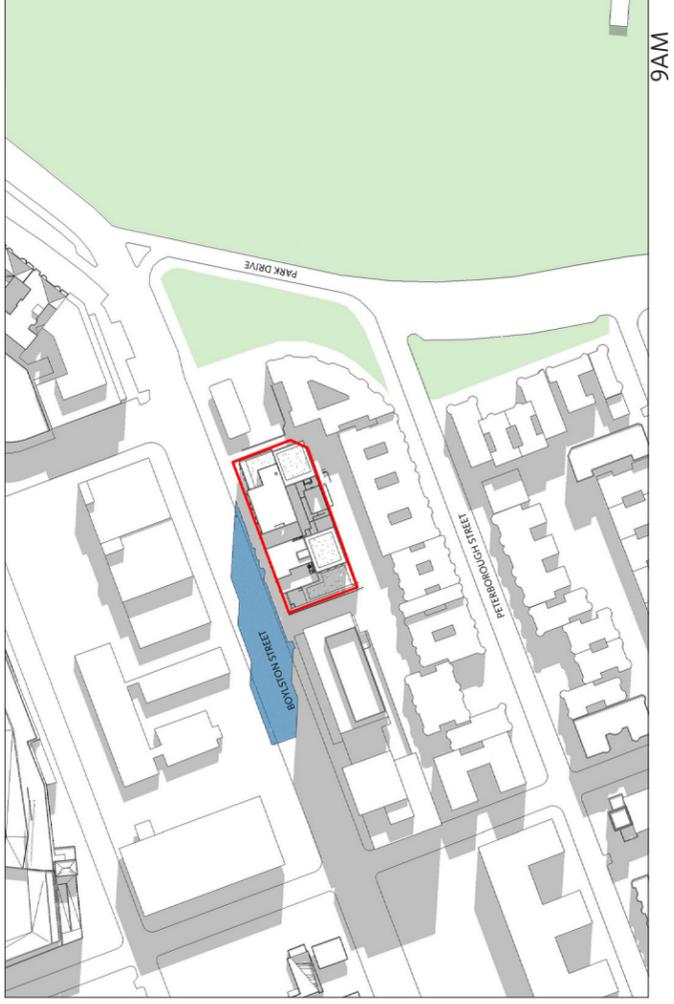
- EXISTING SHADOW — EXISTING SHADOW
- NET NEW SHADOW - STREET LEVEL
- NET NEW SHADOW - ROOF LEVEL
- PUBLIC GREEN SPACE



Source: Gensler

**Gensler**  
 Figure 5.1a  
 Shadow Studies  
 March 21

1252-1270 Boylston  
 Boston, Massachusetts



- EXISTING SHADOW
- EXISTING SHADOW
- NET NEW SHADOW - STREET LEVEL
- NET NEW SHADOW - ROOF LEVEL
- PUBLIC GREEN SPACE

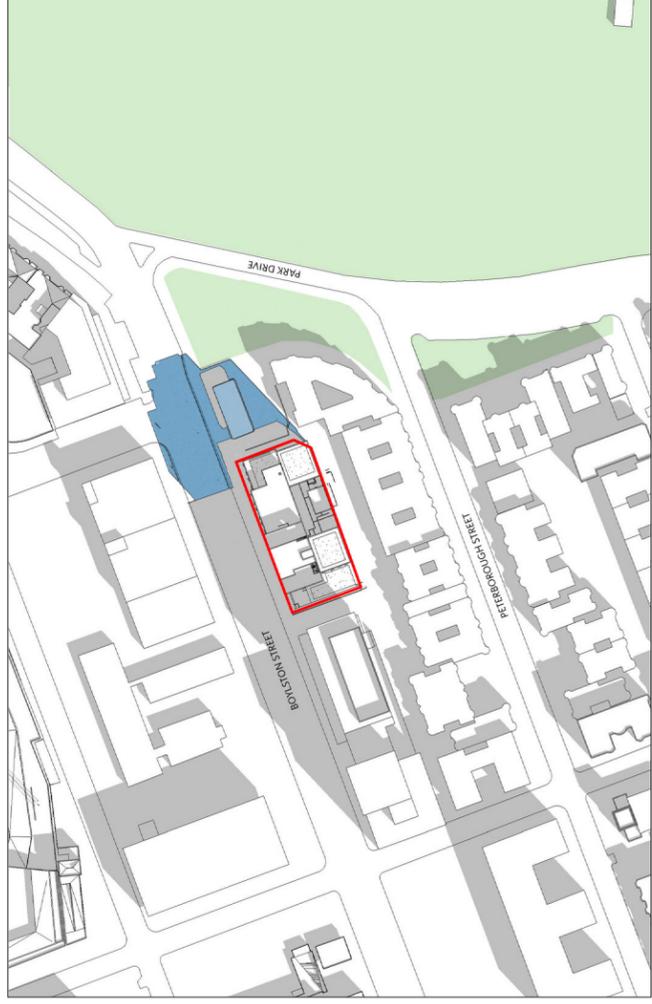
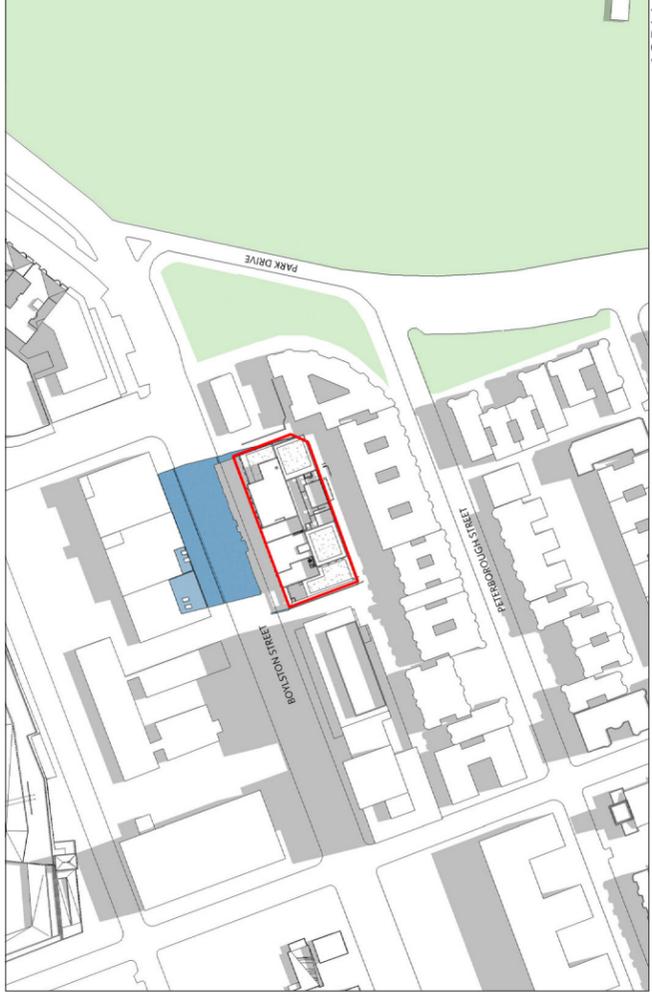
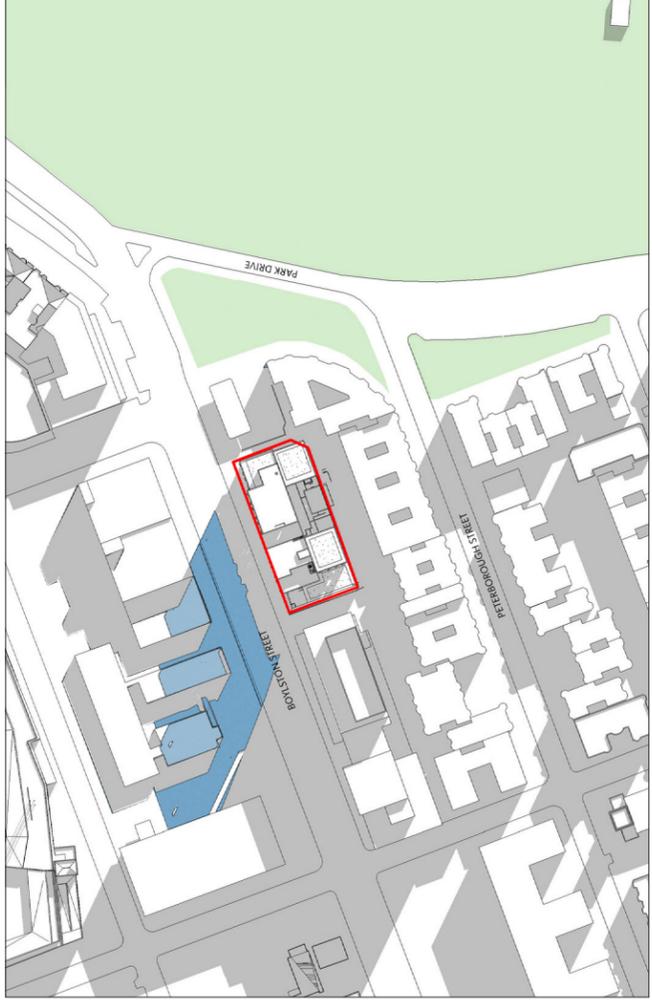


Source: Gensler

**Gensler**

Figure 5.1b  
Shadow Studies  
June 21

1252-1270 Boylston  
Boston, Massachusetts



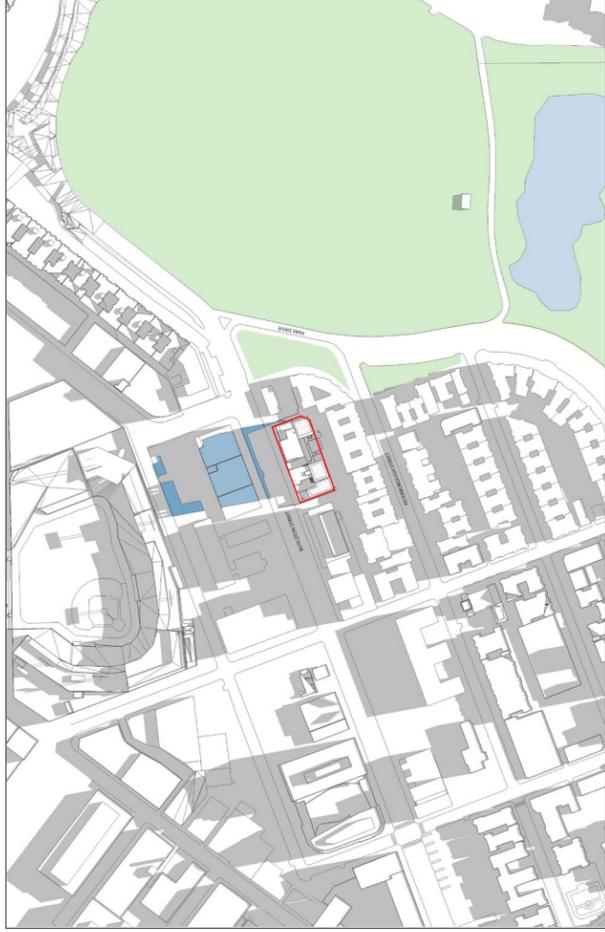
Source: Gensler

**Gensler**  
 Figure 5.1c  
 Shadow Studies  
 September 21

1252-1270 Boylston  
 Boston, Massachusetts



9AM



12PM



3PM

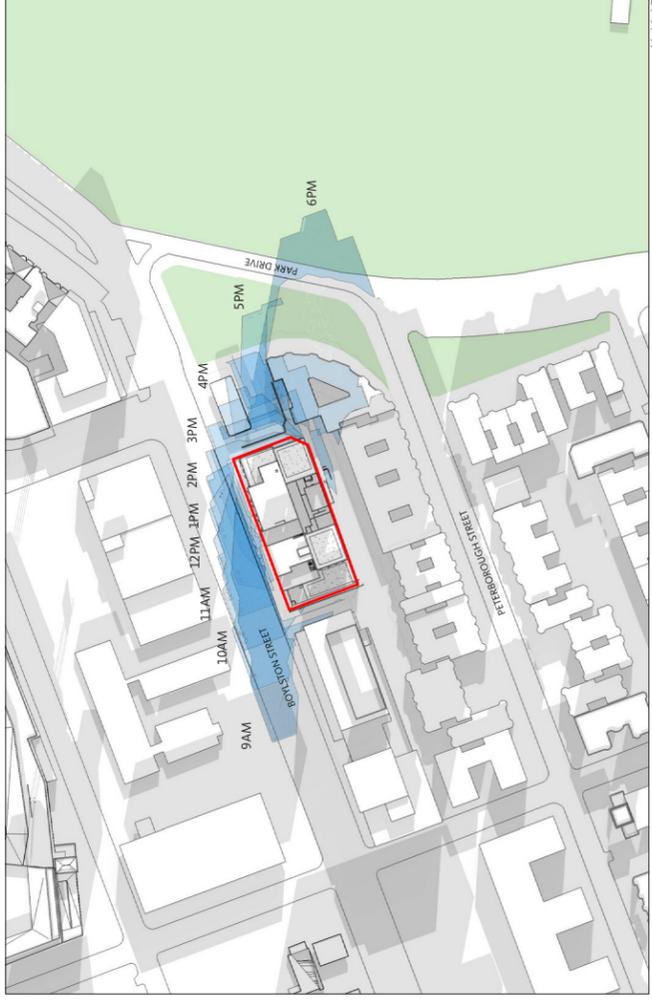
- EXISTING SHADOW — EXISTING BUILDING ■ NET NEW SHADOW - STREET LEVEL ■ NET NEW SHADOW - ROOF LEVEL ■ PUBLIC GREEN SPACE



Source: Gensler

**Gensler**  
 Figure 5.1d  
 Shadow Studies  
 December 21

1252-1270 Boylston  
 Boston, Massachusetts



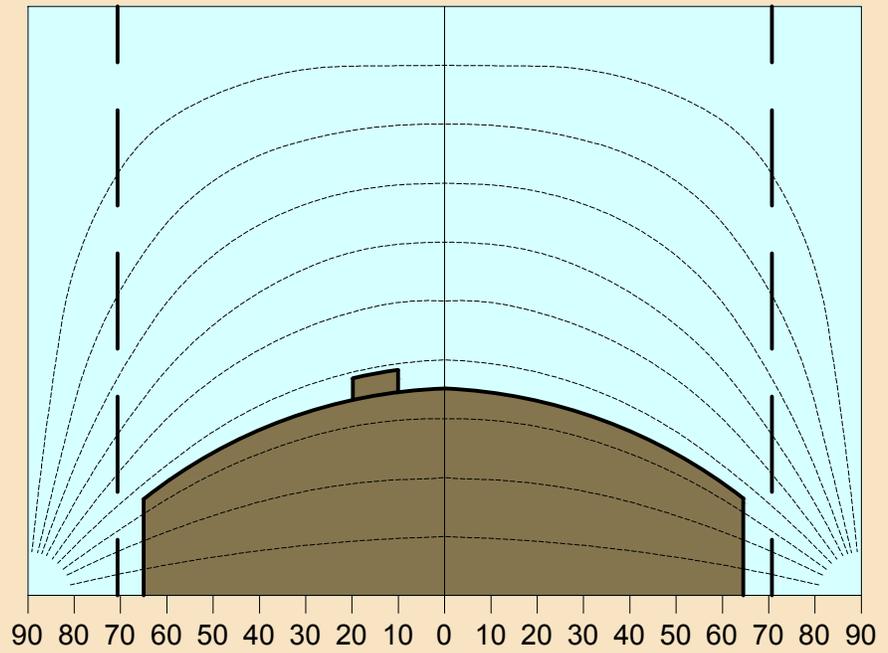
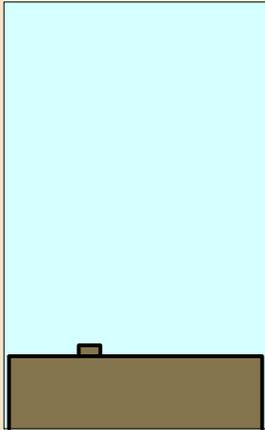
Source: Gensler

**Gensler**  
 Figure 5.1e  
 Shadow Studies  
 Composites

1252-1270 Boylston  
 Boston, Massachusetts

**Existing**

Obstruction of Skyplane = 32.1%



**Proposed**

Obstruction of Skyplane = 63.0%

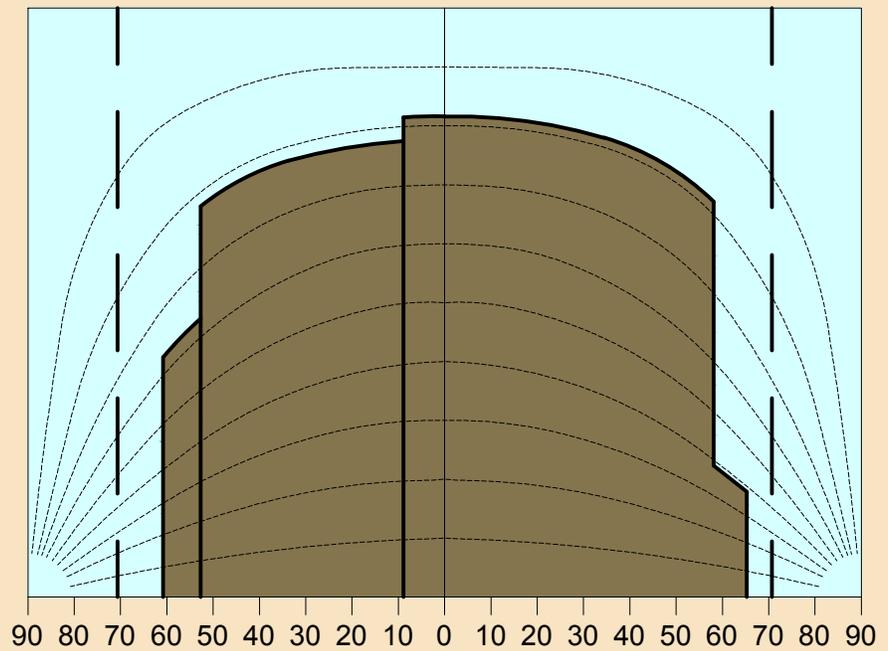
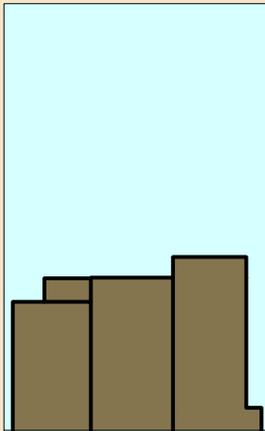


Figure 5.2

Daylighting Analysis  
Center of Boylston street

**1252-1270 Boylston Street  
Boston, Massachusetts**

# 6

## Infrastructure

This chapter updates the infrastructure findings of the Project Notification Form reflecting continued coordination with the Boston Water and Sewer Commission and Boston Planning and Development staff, program updates, and continued design development.

The Project anticipates connecting to the existing utility systems available in public streets adjacent to the Project Site. These utility systems include those both owned or managed by the BWSC and those owned by private utility providers.

The Proponent will coordinate the design of proposed utility connections with BWSC and applicable private utility providers. All utility connections will be designed to minimize impacts on the existing systems and surrounding areas. Figure 6.1 demonstrates a site plan with existing utility infrastructure in proximity to the Project Site.

### 6.1 Summary of Key Findings and Benefits

The key impact assessment findings related to infrastructure systems include:

- › The existing utility infrastructure systems are expected to be adequately sized to accept the demand associated with the development and operation of the Project.
- › The Project will comply with the *2008 MassDEP Stormwater Management Policy and Standards* and improve both the quality and efficiency of stormwater runoff from the Project Site compared to existing conditions.
- › Groundwater will be recharged in accordance with Groundwater Conservation Overlay District (GCOD) and BWSC requirements to the maximum extent practicable.
- › Based on current design and program, the Project is estimated to generate approx. 27,675 net new gallons per day of sanitary sewer discharge and will require 81,745 gallons of water demand per day.
- › The Project anticipates incorporating onsite stormwater management and treatment systems to improve water quality, reduce runoff volumes, and control peak rates of runoff compared to existing conditions.
- › The Project is not expected to result in the introduction of any increased peak flows, pollutants, or sediments that would potentially impact the local storm drainage systems.

## 6.2 Updates to the Project Since the EPNF

After the EPNF had been filed, the Project team met with Manuel Esquivel, Senior Infrastructure and Energy Planning Fellow for the BPDA on May 8, 2019, regarding the Smart Utilities Policy. Preliminary project plans were discussed in preparation for detailed coordination and the submission of the Smart Utilities Checklist.

The Project team also met with Phil Larocque, P.E., Senior Engineering Plan Reviewer for BWSC on August 22, 2019. Preliminary Project plans and comments on the EPNF were discussed. Specifically, concepts and steps to eliminate illicit drain connections to the Boylston Street sanitary sewer were detailed. The Project team has committed to a closed-circuit television ("CCTV") inspection of the combined drain/sewer system in the private alley, including investigating possible connections from residential properties on Park Drive.

## 6.3 Regulatory Control

This section details the regulatory framework for utility connection reviews and standards for the Project (a list of the anticipated state and local permits associated with Project-related infrastructure is included in Table 1-3 of Chapter 1, *Project Description and Alternatives*):

- › BWSC approval will be required for all storm drain, sanitary sewer, and water service connections to BWSC infrastructure.
- › The Boston Fire Department (BFD) will review the Project with respect to fire protection measures, including fire department connections, hydrants, and standpipes.
- › Design of access programming, hydrant locations, and energy systems (gas and electric) will be coordinated with the respective system owners.
- › In locations where new utility connections are needed – and in locations where existing connections are to be capped – the excavation will be authorized, as required, by the Boston Public Works Department (BPWD) through the street opening permit process.
- › The Project will conform with the Green Infrastructure requirements of the BPDA Smart Utilities Pilot Policy.

### 6.3.1 EPA National Pollutant Discharge Elimination System

The EPA requires that all projects that disturb greater than one acre of land obtain a Construction General Permit (CGP) for stormwater discharges - the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges from Construction Activity. Compliance with the CGP is achieved by the following:

- › Developing and implementing a Stormwater Pollution Prevention Plan (SWPPP);
- › Completing, certifying, and submitting a Notice of Intent to the EPA; and
- › Complying with the requirements contained in the CGP.

Compliance with the CGP and its Standard Permit Conditions is the responsibility of the construction site contractor and / or operator, who the Proponent will manage and oversee appropriately.

### **6.3.2 MassDEP Stormwater Standards**

In March 1997, MassDEP adopted a new Stormwater Management Standards to address non-point source pollution. MassDEP published the Massachusetts Stormwater Handbook as a guidance on the Stormwater Management Standards, which was revised in February 2008. The Stormwater Management Standards are regulated under the Wetlands Protection Acts Regulations 310 CMR 10.05(6)(k) through (q). The Stormwater Management Standards prescribes specific stormwater management standards for redevelopment projects, including urban pollutant removal criteria, for projects that may impact resource areas.

## **6.4 Stormwater Management**

This section describes the existing storm drain infrastructure pertinent to the Project Site and describes how this infrastructure will service the Project in the future.

### **6.4.1 Existing Drainage Conditions**

Presently, the Project Site is occupied by two buildings, which comprise a majority of the existing land area. The existing buildings are bordered by a concrete sidewalk to the north and privately owned bituminous concrete paved alleys to the east and to the south. Based on the existing conditions survey, and available record information, there is no evidence of stormwater quality treatment best management practices (BMPs) or infiltration / detention BMPs on-site.

On-site surface runoff from the north side of the Project Site flows into Boylston Street, where it is collected by BWSC-owned catch basins. This will be confirmed with BWSC during the Site Plan Review process and repaired where possible.

On-site surface runoff on the east side and on the south side of the Project Site is collected by a single inlet behind the existing buildings in Private Alley 937. A 6-inch storm drain conveys these flows to an existing 18-inch storm drain, located to the east of the existing buildings. These stormwater flows are then conveyed by the 18-inch storm drain northward to the existing 32-inch by 42-inch sanitary sewer main in Boylston Street, which appears to be an illicit connection. This will also be confirmed with BWSC during the Site Plan Review process.

No roof drain connections were located on the existing conditions survey or indicated on BWSC record information. Evaluations of the existing conditions indicate that currently in-place roof drain connections are conveyed illicitly to the sanitary sewer main in Boylston Street. These existing drains will be located and discontinued as part of the Project.

According to BWSC system maps and record information, the BWSC owns and maintains the catch basins and additional drainage infrastructure in the public way which serves the Project Site. An 18-inch storm drain main runs along the southern curblin of Boylston Street, directly in front of the Project Site. This storm drain appears to be conveyed to a 116-inch by 120-inch storm drain main within Brookline Avenue that ultimately discharges into the Charles River Basin at Storm Drain Outfall (SDO) #042. Refer to Figure 6.1 for the existing drainage facilities serving the Project.

The 18-inch storm drain line on the east side of Private Alley 937 also appears to be owned by BWSC. This storm drain line is illicitly connected to the 32-inch by 42-inch sanitary sewer main in Boylston Street.

#### **6.4.2 Proposed Drainage Conditions**

Pursuant to the City's stormwater management requirements and Smart Utilities Policy, as well as MassDEP's Stormwater Management Policy, the Project will incorporate on-site stormwater management and treatment systems to the maximum extent practicable. These systems collectively are expected to improve water quality, reduce runoff volume, and control peak rates of runoff in comparison to existing conditions. Additionally, the Project anticipates reducing peak discharge rates and volumes during various storm events, including the 2-, 10-, and 25-year design storms. Stormwater runoff from proposed and modified impervious surface areas is expected to be treated using new infrastructure, including deep sump hooded catch basins, subsurface infiltration basins, and proprietary treatment devices to reduce the Total Suspended Solids (TSS) concentrations by at least 80%.

Pursuant to the requirements of Article 32 of the Code – and as applicable for sites located within the GCOD – the Project will infiltrate more than 1.00 inch of rainfall across the portion of the Project Site occupied by the proposed improvements. In addition, the Project will comply with the standards of the Smart Utilities Pilot Policy, which increases the infiltration requirement from 1.00 inch of rainfall to 1.25 inches.

Additionally, consistent with the recommendation of the BPDA's Smart Utilities Policy, the Proponent will coordinate with BWSC to evaluate the potential integration of Green Infrastructure elements to retain a greater volume of stormwater runoff and to increase infiltration capacity for the Project.

#### **6.4.3 Compliance with GCOD**

The Project Site is located within the GCOD, as established by Article 32 of the Code. Accordingly, the Project will include facilities to capture stormwater runoff and direct it to infiltration systems consistent with the requirements of Article 32 to the maximum extent practicable, with the objective of replenishing the groundwater table.

To provide groundwater recharge to the maximum extent practicable, the proposed stormwater management system will include recharge chambers or wells designed to infiltrate runoff over a 72-hour period.

Prior to the issuance of a building permit, the Proponent will provide the BPDA, BWSC, and the Boston Groundwater Trust with a letter detailing the elements of the Project which successfully achieve the critical GCOD requirement of no reduction in groundwater levels on-site or on adjoining lots. The letter will be stamped by a professional engineer, registered in Massachusetts.

#### 6.4.4 Compliance with EPA NPDES

While the Project Site is approx. 0.77 acres, when considering the proposed work within the right-of-way and adjacent private alleys, the Project is expected to affect over an acre of land. Therefore, the Project will be required to obtain coverage under the EPA NPDES CGP. As a result, the Proponent will:

- › Develop and implement a SWPPP;
- › Certify and submit a Notice of Intent to the EPA; and
- › Comply with the requirements contained in the CGP.

The Proponent will ensure that the site contractor and / or site operator perform the NPDES requirements during construction.

#### 6.4.5 Compliance with MassDEP Stormwater Standards

The Project will comply with the Stormwater Management Standards as established in the Massachusetts Stormwater Handbook issued by MassDEP in 1997 and revised in 2008. A brief explanation of each standard – and the Project’s respective compliance – is provided below:

**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 Project will comply with Standard 1. All proposed stormwater conveyances for the Project will not discharge untreated stormwater directly to or cause erosion to wetlands or waters.

**Standard 2:** *Stormwater management systems must be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.*

- › Compliance: The Project will comply with Standard 2. As a result of the improvements associated with the Project, the post-development peak discharge rates will not exceed the pre-development peak discharge rates.

**Standard 3:** *Loss of annual recharge to groundwater should be 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.*

- › Compliance: The Project will comply with Standard 3. The Project anticipates incorporating subsurface infiltration systems to provide the required groundwater

recharge. Further geotechnical explorations are planned to establish recharge rates and the seasonal high groundwater elevation.

**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 Project will comply with Standard 4. Stormwater runoff will be captured in a series of deep sump hooded catch basins and / or directed to proprietary particle separators to provide 80% TSS removal prior to discharging to the existing drainage systems. Infiltration systems also provide highly effective pollutant removal during low intensity storms.

**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 be 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 there under at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.*

- › Compliance: The Project will comply with Standard 5. The Project Site is not anticipated to be a land use with higher potential pollutant loads. However, the Project will implement preventative measures to reduce the discharge of stormwater runoff to the maximum extent possible.

**Standard 6:** *Stormwater discharges within the 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 a significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters and Special 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 Project will comply with Standard 6. The Project is not located within a critical area, nor will it discharge untreated stormwater to a critical 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 stormwater best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. 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 Standard 7. The Project is considered a redevelopment and will be designed to comply with applicable Stormwater Management Standards.

**Standard 8:** *Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.*

- › Compliance: The Project will comply with Standard 8. Sedimentation and erosion controls will be incorporated as part of the design of the Project and be employed during construction. Erosion and sedimentation control plans will be submitted to the BWSC on a component-by-component basis, and the contractor will be required to implement the measures as part of the BWSC general service application process.

**Standard 9:** *A long-term operation and maintenance plan shall be developed and implemented to ensure that stormwater management systems function as designed.*

- › Compliance: The Project will comply with Standard 9. An operations and maintenance plan ("O&M Plan"), including long-term BMP operation requirements, will be prepared for the Project to ensure proper maintenance and functioning of the proposed stormwater management system.

**Standard 10:** *All illicit discharges to the stormwater management system are prohibited.*

- › Compliance: The Project will comply with Standard 10. There will be no new illicit connections associated with the proposed Project. Additionally, the Project team will work with BWSC to repair existing illicit connections to the maximum extent practicable.

## 6.5 Water and Sewage

The following sections describe the sanitary sewer and domestic water infrastructure around the Project Site and describe how this infrastructure will service the Project.

### **6.5.1 Existing Sewer System**

The BWSC owns and maintains sanitary sewer lines near the Project Site. As demonstrated in Figure 6.1, the infrastructure includes:

- › An existing 32-inch by 42-inch sanitary sewer line within Boylston Street. This sanitary sewer line flows in a westerly direction in Boylston Street and discharges to Massachusetts Water Resources Authority (MWRA) mains in the Fenway area. Sanitary flows from the MWRA mains are then conveyed to the Deer Island Wastewater Treatment Plant. The system is shown on BWSC mapping as separated sanitary sewer, although there appears to be illicit drain connections on-site and in the vicinity of the Project Site.
- › An existing 12-inch sanitary sewer line on the east side of the existing building within Private Alley 937. This sanitary sewer line discharges to the sanitary sewer main within Boylston Street, as described above.

### **6.5.2 Proposed Sewage Flow and Connections**

Based on the anticipated development program, the Project is estimated to generate approx. 27,675 net new gallons per day of sanitary sewage. Table 6-1 demonstrates the proposed estimated sewer generation based on Massachusetts State Environmental Code (Title V) generation rates.

Changes to the building program will vary sanitary flow. Final flow estimates will be determined as the Project design moves forward.

**Table 6-1 Estimated Sewer Generation**

<b>Program Type</b>	<b>Units</b>	<b>Generation Rate</b>	<b>Sewage Generation</b>
<b>Existing Mixed-Use</b>			
<i>Office w/ Second Floor</i> <sup>1</sup>	24,023 SF	75 GPD/1,000 SF	1,801 GPD
<i>Retail</i> <sup>1</sup>	5,679 SF	50 GPD/1,000 SF	284 GPD
<i>Restaurant, Fast Food</i> <sup>2</sup>	12 Seats	20 GPD/Seat	240 GPD
<i>Restaurant</i> <sup>3</sup>	689 Seats	35 GPD/Seat	24,115 GPD
<i>Lounge/Tavern</i> <sup>4</sup>	1,010 Seats	20 GPD/Seat	20,200 GPD
<b>Total Existing: 46,640 GPD</b>			
<b>Proposed Mixed-Use</b>			
<i>Restaurant/Retail</i> <sup>5</sup>	375 Seats	35 GPD/Seat	13,125 GPD
<b>Proposed Residential</b>			
<i>Residential</i> <sup>6</sup>	529 Beds	110 GPD/Bed	58,190 GPD
<b>Proposed Theater</b>			
<i>Lounge/Tavern</i>	150 Seats	20 GPD/Seat	3,000 GPD
<b>Total Proposed: 74,315 GPD</b>			
<b>NET NEW TOTAL: 27,675 GPD</b>			

Note: Generation rates based on Title V, 310 CMR 15.203 guidelines

GPD = gallons per day

<sup>1</sup> Retail and Office units based off square footage from existing conditions survey.

<sup>2</sup> Existing fast food restaurant (Domino's Pizza) granted Certificate of Inspection for 12 persons max occupancy.

<sup>3</sup> Existing restaurant units (Baseball Tavern and SOJUba) issued Certificate of Inspection for 861 persons max occupancy combined. 80% of max occupancy used.

<sup>4</sup> Existing lounge/tavern units (Machine and Ramrod) issued Certificate of Inspection for 1262 persons max occupancy. 80% of max occupancy used.

<sup>5</sup> To establish a worst-case scenario, this analysis assumes a restaurant program use which is typically a higher wastewater generator than dry retail uses.

<sup>6</sup> This analysis takes a conservative program approach in regard to the total bed count. Any decrease in bedroom count will generate less sewage, and a lower net sewage generation.

### 6.5.3 Inflow and Infiltration (I/I) Mitigation

Since the Project is expected to generate an increase of net new sewer flows of approx. 27,675 gallons per day, certain regulatory thresholds are triggered. BWSC requires that new developments generating greater than 15,000 gallons per day of net new wastewater flows mitigate the impacts of the development by removing inflow and infiltration ("I/I") present in the existing sanitary sewer system. I/I is the component of flows in sanitary sewer systems that does not come from wastewater generated by building uses. I/I includes groundwater infiltration from leaking/broken sewer infrastructure, as well as illicit stormwater connections from roof leaders and drainage infrastructure. Following MassDEP and BWSC policy, projects that generate flows greater than the 15,000-gallon threshold are responsible for mitigating I/I at a ratio

of 4:1 relative to the net-new wastewater generated. The Proponent is committed to working with BWSC to define the appropriate I/I mitigation.

#### **6.5.4 Existing Water Supply System**

The BWSC owns and maintains the water mains near the Project Site. BWSC record drawings show that the Project Site is serviced by southern low-service pipes. A 16-inch main is located on the north side of Boylston Street. The main is pit cast iron and was originally constructed in 1896. BWSC cleaned and lined the main in 1990. Additionally, a fire hydrant is located on the north side of Boylston Street, across from the Project Site.

#### **6.5.5 Proposed Water Demand and Connection**

Domestic water demand is based on estimated sewage generation with an added factor of 10% for consumption, system losses, and other use. Based upon standard sewage generation rates outlined in the MassDEP System Sewage Flow Design Criteria, 310 CMR 15.203, the Project will require approx. 81,745 gallons of water per day. The building is designed to incorporate low-flow and low-consumption plumbing fixtures to reduce indoor water consumption by approx. 30 to 35% over the baseline, which is consistent with Article 37. Also, advanced water meters will be installed to track water usage data for the building with the goal of additional efficiencies.

New water connections to BWSC infrastructure will be designed in accordance with BWSC design standards and requirements. Water services to the new buildings will be metered in accordance with BWSC's Site Plan Requirements and Site Review Process. The 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 fire department connections to ensure conformity with BWSC and BFD requirements. The Proponent will provide the connection of the meter to BWSC's automatic meter reading system. Fire protection connections on the Project Site will also need approval of the BFD.

The Project team was able to confirm with BWSC that there is adequate service pressure in the 16-inch main in Boylston Street by acquiring historical hydrant flow test information from BWSC and the in-person meeting with BWSC.

### **6.6 Other Utilities**

This section identifies the other utility infrastructure (including natural gas, electrical, and telecommunications) proximate to the Project Site and describes anticipated associated servicing for the Project.

#### **6.6.1 Natural Gas Service**

Natural gas service is provided by National Grid near the Project Site. The existing natural gas service includes 6-inch mains on the north and south sides of Boylston

Street. There is an existing service connection from the existing building to the 6-inch gas main on the south side of Boylston Street.

The total estimated natural gas demand for the Project is 3,588 MMBtu annually. As the energy system designs for the Project are developed, the Proponent will coordinate service connection locations and system requirements with National Grid to ensure adequate capacity for natural gas service is available for the Project. Final design and installation of natural gas services will similarly be coordinated with National Grid.

### **6.6.2 Electrical Service**

Electrical service is provided by Eversource Energy in the vicinity of the Project Site. A duct bank originating from an electrical manhole, on the north side of Boylston Street, feeds a transformer located in the front of the existing building.

The estimated electricity demand for the Project is approx. 1,952,153 kWh annually.

The Proponent has met with Eversource Energy and service connection design is ongoing. It is anticipated that a new ductbank will connect to the existing electrical manhole in Boylston Street. The duct bank will connect to an Eversource vault located at the rear of the building, consistent with similar conditions along the south side of Boylston Street.

As the electric system design for the Project is further developed, the Proponent will coordinate service connection locations and system requirements with Eversource. On-site transformer facilities are required and will be subject to design and construction approval from Eversource. Final design and installation of electric services and components will similarly be coordinated with Eversource.

### **6.6.3 Telecommunications**

Historical survey information indicates that telecommunication service is available in Boylston Street. An existing telecommunications manhole is located on the north side of Boylston Street, on the western limit of the Project.

The Proponent will select private telecommunications companies to provide telephone, cable TV, and data services. Upon selection of a provider or providers, the Proponent will coordinate service connection locations and system requirements, as well as obtain appropriate approvals.

### **6.6.4 Protection of Utilities During Construction**

Existing public and private infrastructure located within the public way in the vicinity of the Project Site will be protected during construction of the Project. The installation of proposed utilities within the public way will be approved by and constructed in accordance with BWSC, BPWD, the Dig-Safe Program, and applicable private utility company requirements.

The Proponent will continue to coordinate with BWSC and applicable private utility companies to ensure safe and coordinated utility operations in connection with the Project. All necessary permits will be obtained prior to the commencement of any work in the field.

## **6.7 BPDA Smart Utilities Policy**

The following section summarizes the approach to addressing the City of Boston's Smart Utilities Policy for the Project. The Smart Utilities Checklist was submitted on September 24, 2019 and is also included in Appendix B.

### **6.7.1 Green Infrastructure**

The Project will incorporate Green Infrastructure where feasible, to assist in absorbing, delaying, detaining, and treating stormwater at the Project Site. As recommended by the BPDA, the Proponent will work with BWSC to evaluate Green Infrastructure elements capable of retaining the required 1.25 inches over the impervious area of the Project Site.

### **6.7.2 Street Light Installation**

Technology-enabled (i.e. 'smart') street lighting is expected to be incorporated into the Project's design in order to reduce energy usage while maximizing safety for pedestrians, bicyclists, and drivers.

It is anticipated that all proposed street lights will be designed with electrical and fiber-optic connections to facilitate the potential installation and programming of technology-enabled features (e.g. 'smart' sensors, Wi-Fi, cameras). As the design progresses, the Proponent will evaluate the feasibility of incorporating these features into the proposed street light design.

- Existing Electric Service
- Existing Water Service
- Existing Gas Service
- Existing Drain Service
- Existing Sewer Service
- Existing Telephone Service

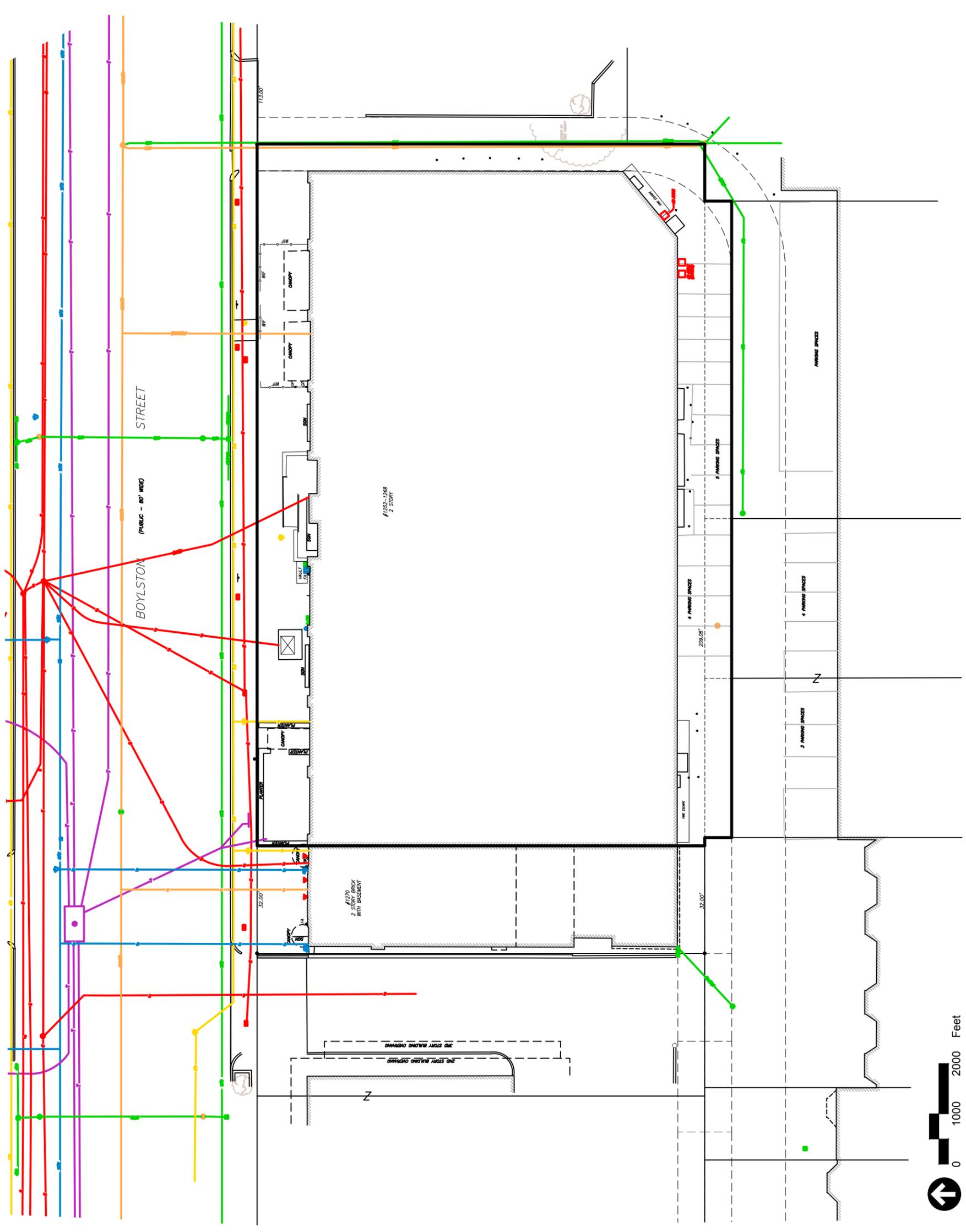
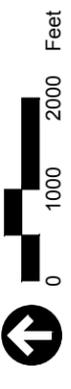


Figure 6.1  
Existing Utility Infrastructure



1252-1270 Boylston Street  
Boston, Massachusetts

Legend	
	ELECTRIC
	NATURAL GAS
	SANITARY SEWER
	STORM DRAIN
	TELECOM/CATV
	WATER

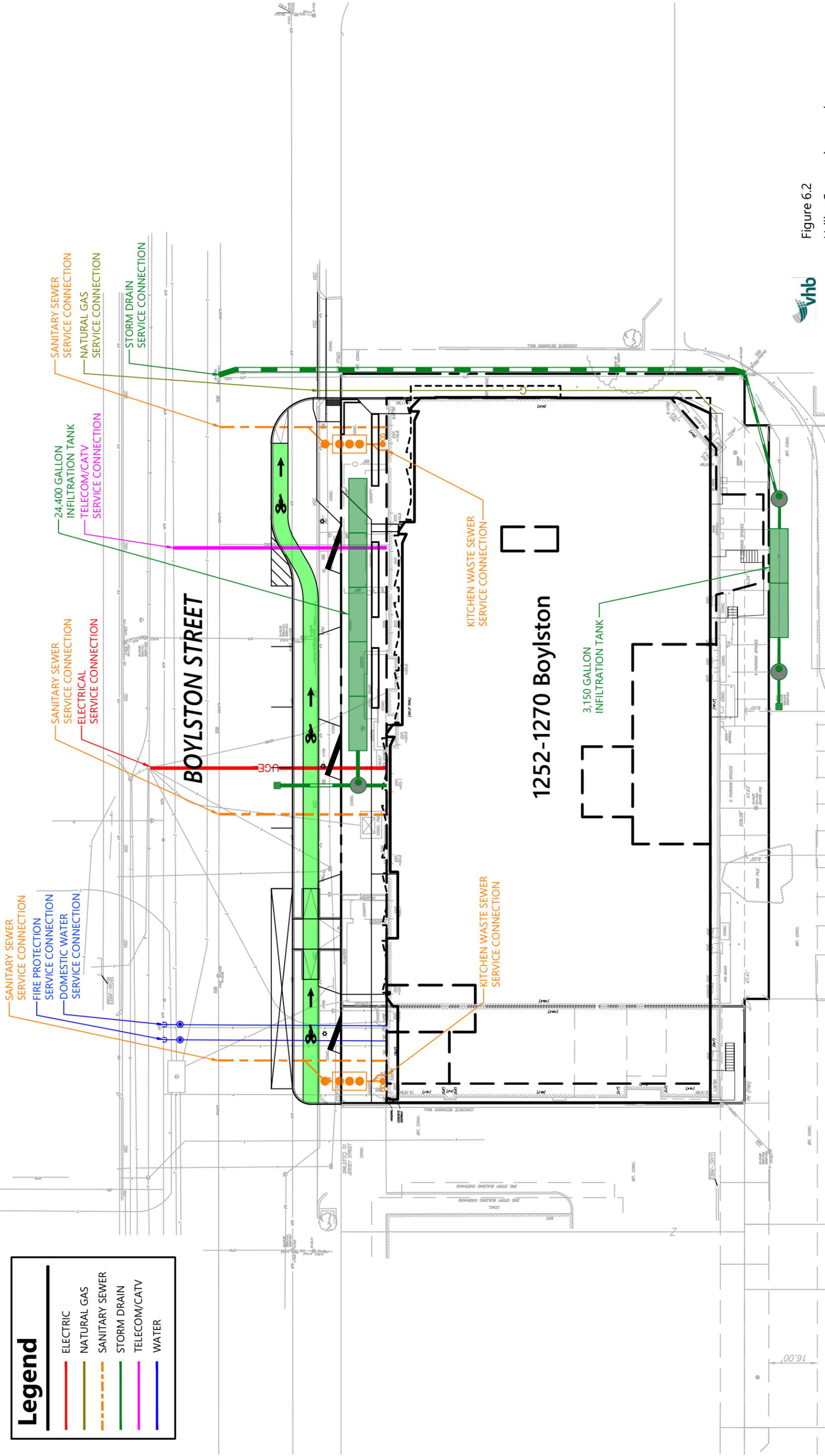


Figure 6.2  
Utility Connections and  
Green Infrastructure Exhibit  
1252-1270 Boylston Street  
Boston, Massachusetts

## 7

## Response to EPNF Comments

This chapter presents direct responses to the BPDA Scoping Determination and public comments received pertaining to the EPNF. Copies of the Scoping Determination and each city department comment letter received during the public review period of the EPNF are included herein and listed below in Table 7-1. Each letter is assigned a number and individual comments are delineated within each letter and directly responded to below. Where appropriate, reference is made to the corresponding section of the DPIR. Copies of all public/community comments received on the EPNF are provided in Appendix A on the enclosed CD-ROM.

**Table 7-1 List of EPNF Comment Letters**

<b>Letter No.</b>	<b>Commenter</b>	<b>Affiliation</b>	<b>Date Received</b>
<b>EPNF Comments</b>			
SD	Tim Czerwienski	BPDA Scoping Determination	July 18, 2019
1	Phillip Hu, Corey Zehngebot, Jill Zick, James Fitzgerald, Charlotte Fleetwood	BPDA Downtown & Neighborhood Planning, Urban Design, and Transportation & Infrastructure	July 18, 2019
2	John Read, Manuel Esquivel	BPDA Smart Utilities	May 9, 2019
3	Benjamin Silverman	Interagency Green Building Committee	May 30, 2019
4	Zachary Wassmouth	Boston Public Works Department	May 13, 2019
5	John Sullivan	Boston Water and Sewer Commission	May 10, 2019
6	Christian Simonelli	Boston Groundwater Trust	May 7, 2019

## Scoping Determination

### Comment SD.1

*Throughout this initial phase of review, and prior to it, the Proponent has taken steps to meet with many community members and groups, elected officials, abutters, and various City agencies/departments. Regular conversations and meetings with all interested parties must continue through the duration of the public review process, ensuring that what is presented in the DPIR is beneficial to the respective neighborhood and the City of Boston as a whole.*

### Response

The Proponent is committed to continued conversations and meetings with members of the community throughout the review process. Refer to Section 1.6 of Chapter 1, *Project Description and Alternatives*, for an update on the agency coordination and community outreach that the Proponent has carried out to date.

### Comment SD.2

*One of the primary concerns expressed during the initial phase of the review was the status of the other two properties owned by the Proponent in the neighborhood. The Proponent should discuss how the Proposed Project fits into a broader programmatic plan for its other holdings in the Fenway area.*

### Response

Please refer to the Cover Letter of the DPIR.

### Comment SD.3

*Zoning compliance was another major concern for the community. The Proponent should continue to explore reductions in height and floor area ratio to bring the Proposed Project more in line with dimensions contemplated in Article 66 of the Zoning Code.*

### Response

As described in Section 2.4 of Chapter 2, *Urban Design*, the Project has undergone several massing modifications as shown in Figures 2.3a-h. A summary of these modifications include:

- › Significant reduction in height – southwestern corner reduced by 30 feet, southeastern corner reduced by 18 feet, all northern elements reduced by 13 feet.
- › Substantial reduction in FAR – reduced from 7.0 to 6.7.

- › Further articulation of the building through pronounced three-dimensional sculpting, including material setbacks on the western and southern portions of the Project.
- › Introduction of enhanced window detailing on the southwestern façade and lightening of brick façade pigmentation.
- › Elimination of southwest building wing cantilever projection into Private Alley 937.

#### **Comment SD.4**

*Machine nightclub is a beloved space in the LGBTQ community, and many of the patrons and staff attended public meetings and submitted comments. The Proponent should continue to reach out and include this community in its discussions and plans for an LGBTQ-focused theater space in the Proposed Project.*

#### **Response**

In recognition of the Project Site's important heritage and affiliation with the LGBTQ community, the Proponent will be delivering the Boylston Black Box, an LGBTQ-centric venue for the performing arts. Based on feedback received from the neighborhood stakeholders, patrons of Machine and LGBTQ performance groups, the Proponent has further deepened its commitment to this important component of the Project:

- › Increase in the size of the Boylston Black Box program from approx. 6,000 sq. ft. to approx. 10,000 sq. ft.
- › Increase in capacity of the theater from 120 seats to 156 seats.
- › Addition of dedicated community space, flexible space, actor spaces, public spaces, support spaces.
- › Mezzanine space.
- › Dedicated loading access.
- › Increase in size and scope of ground-floor marquee entrance.

The Proponent will continue to work closely with the City, prospective third party operators, local neighborhood stakeholders and voices of Machine in order to ensure that the Boylston Black Box is designed and programmed to continue the legacy of Machine.

#### **Comment SD.5**

*The Proponent must take into account all BPDA approved and under review proposals in the Kenmore and Fenway neighborhoods, scheduled infrastructure improvements in the general area, and nearby large scale developments in the City of Boston while conducting the DPIR's required studies (transportation, infrastructure, open space, etc.).*

**Response**

The Proponent has taken into account the approved and under review proposals for the surrounding neighborhoods for all technical studies in the DPIR.

**Comment SD.6**

*The Proponent must clearly describe the overall demolition and phasing of the Proposed Project. The buildings to be demolished and constructed in each phase of the Proposed Project should be specified along with an anticipated timeline for each phase.*

**Response**

Refer to Section 1.2.3 in Chapter 1, *Project Description and Alternatives*, and Appendix C for a Demolition and Phasing Plan for the Proposed Project.

**Comment SD.7**

*Development Team*

*(1) Names*

*(a) Proponent (including description of development entity and type of corporation, and the principals thereof)*

*(b) Attorney*

*(c) Project consultants and architect(s)*

*(2) Business address, telephone number, FAX number and e-mail, where available for each*

*(3) Designated contact person for each*

**Response**

Refer to Section 1.7 of Chapter 1, *Project Description and Alternatives*, for the development team and contact information.

**Comment SD.8**

*Legal Information*

*(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.*

**Response**

Refer to Section 1.8 of Chapter 1, *Project Description and Alternatives*, for legal information pertaining to the Project.

**Comment SD.9**

*An area map identifying the location of the Proposed Project.*

**Response**

Refer to Figure 1.1 for the Project location.

**Comment SD.10**

*Description of metes and bounds of project area or certified survey of the project area.*

**Response**

Refer to Appendix F for the Project metes and bounds.

**Comment SD.11**

*Current zoning.*

**Response**

Refer to Section 1.5.1 of Chapter 1, *Project Description and Alternatives*, for Project zoning information.

**Comment SD.12**

*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.*

**Response**

Refer to Section 1.2 of Chapter 1, *Project Description and Alternatives*, for a description of the Project, Figures 2.2a-i for Project floorplans, and Figures 2.7a-d for Project renderings.

**Comment SD.13**

*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.*

**Response**

Refer to Section 1.4 of Chapter 1, *Project Description and Alternatives*, for a description and comparison of considered alternatives.

**Comment SD.14**

*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, public realm/infrastructure improvements, grant programs, etc.*

*c. Other public benefits, if any, to be provided.*

**Response**

Refer to Section 1.3 of Chapter 1, *Project Description and Alternatives*, for a description of public benefits associated with the Project, which includes the estimated number of jobs created by the Project, public realm improvements, and proposed affordable housing units and the Black Box Theater.

**Comment SD.15**

*A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses, and community groups.*

**Response**

Refer to Section 1.6 of Chapter 1, *Project Description and Alternatives*, for an updated summary of community outreach conducted and meetings held.

**Comment SD.16**

*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.*

**Response**

Refer to Appendix G.

**Comment SD.17**

*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.*

**Response**

Refer to Section 1.5.1 of Chapter 1, *Project Description and Alternatives*, for an updated list of anticipated permits and approvals.

**Comment SD.18**

*A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided.*

**Response**

Refer to Section 1.5.2 of Chapter 1, *Project Description and Alternatives*.

**Comment SD.19**

*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 BTDA "Transportation Access Plan Guidelines" in preparing its studies.*

**Response**

The study presented in the EPNF and DPIR has been developed to conform with BTDA's "Transportation Access Plan Guidelines."

**Comment SD.20**

*The Proponent must address the comments outlined by BPDA's Infrastructure and Transportation Planning Department, included in Appendix A.*

**Response**

Refer to the responses to comments in Letter 1 below.

**Comment SD.21**

*Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component.*

**Response**

Refer to Section 4.3 of Chapter 4, *Transportation*, for proposed infrastructure improvements and mitigation.

**Comment SD.22**

*The DPIR must include the most up to date documents required by the Article 37/ Interagency Green Building Committee ("IGBC").*

**Response**

Refer to Section 3.3 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, for Article 37 information. Responses to all comments from the IGBC can be found in Letter 3 below.

**Comment SD.23**

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined by the BPDA's Planning Division, included in Appendix A.*

**Response**

Refer to the responses to comments in Letter 1 below.

**Comment SD.24**

*An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") on infrastructure impacts.*

**Response**

The Proponent met with Phil Larocque, P.E., Senior Engineering Plan Reviewer for BWSC on August 22, 2019. BWSC's main concern for infrastructure improvements was that the Project would eliminate known illicit connections to the sanitary sewer main in Boylston Street. The Proponent committed to CCTV inspections of the illicit connection of the private alley drainage to the sewer, in addition to possible illicit connections from residential buildings on Park Drive.

Additionally, Mr. Larocque ensured the Project team that the 16-inch water main in Boylston Street has adequate pressure to support the Project. The Project team was also able to acquire record hydrant flow test information from BWSC that indicated pressures in the 16-inch main were adequate.

Lastly, the Project is pursuing full compliance to GCOD and the Smart Utilities Green Infrastructure requirement. Discharge to the existing stormwater infrastructure in

Boylston Street will be substantially reduced through necessary infiltration and retention Best Management Practices (BMPs).

### **Comment SD.25**

*Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.*

#### **Response**

Improvements to public utilities are detailed in the response to Comment SD.24 above and will be coordinated with the appropriate agencies and their technical review.

Other public infrastructure improvements include a raised cycle track, which has been coordinated with BTB to implement their desired Boylston Street master plan. Additionally, the Proponent will install smart streetlights along the Project frontage in accordance with the Smart Utilities Policy.

### **Comment SD.26**

*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 BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication.*

#### **Response**

Comment noted.

### **Comment SD.27**

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

#### **Response**

Comment noted.

### **Comment SD.28**

*An Accessibility Checklist was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project.*

**Response**

Refer to Appendix B for the updated Article 80 Accessibility Checklist for the Project.

**Comment SD.29**

*A Climate Resiliency Report was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Climate Resiliency Report for the Proposed Project.*

**Response**

Refer to Appendix B for the updated Climate Resiliency Checklist for the Project.

**Comment SD.30**

*As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as Appendix E.*

**Response**

Refer to Appendix B for the Article 80 Broadband Ready Buildings Questionnaire for the Project.

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**BOSTON REDEVELOPMENT AUTHORITY  
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION  
1252-1270 BOYLSTON STREET**

**SUBMISSION REQUIREMENTS  
FOR DRAFT PROJECT IMPACT REPORT (“DPIR”)**

**PROPOSED PROJECT:** 1252-1270 BOYLSTON STREET

**PROJECT SITE:** 33,585 SQUARE FOOT SITE BOUNDED BY BOYLSTON STREET TO THE NORTH, A GAS STATION AT 1250 BOYLSTON STREET TO THE EAST, PRIVATE ALLEY 937 TO THE SOUTH, AND A RESIDENTIAL BUILDING AT 1282-1284 BOYLSTON STREET TO THE WEST

**PROPONENT:** SCAPE BOYLSTON, LLC

**DATE:** JULY 18, 2019

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The Boston Redevelopment Authority (“BRA”), d/b/a the Boston Planning & Development Agency (“BPDA”) 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 Scape Boylston, LLC (the “Proponent”) filed on April 11, 2019 for the proposed 1252-1270 Boylston Street project (the “Proposed Project”). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on February 23, 2019, which initiated a public comment period with a closing date of March 25, 2019. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City’s public agencies/departments and elected officials on April 11, 2019. Hard copies of the PNF were also sent to all of the Impact Advisory Group (“IAG”) members.

On October 31, 2018 in accordance with the BRA’s policy on mitigation as outlined in the Mayor’s Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, Proponent submitted a Letter of Intent for the Proposed Project.

On November 1, 2018, letters soliciting nominations to the IAG for the proposed project were delivered to City Councilor Josh Zakim, State Senator William Brownsberger, and State

Representative Byron Rushing. Additional letters seeking recommendations were delivered to the Office of Neighborhood Services and the City Councilors at large.

The letters sought nominations or recommendations to the IAG by November 9, 2018. Councilor Zakim, Senator Brownsberger, and Representative Rushing each responded with two (2) nominations; Councilor Essaibi-George responded with one (1) nomination; and the Office of Neighborhood Services responded with three (3). On November 16, 2019 letters were sent confirming that the remaining elected officials declined the opportunity to make nominations.

The following is a list of the IAG members:

Pam Beale  
Sonya Bhabhalia  
Meghan Camello  
Jen Carter  
Molly Chase  
Eric Daniel  
Patrick Dillingham  
Ryan Hatcher  
Tim Horn  
Fredericka Veikley

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

Pursuant to Section 80B5.3 of the Code, a Scoping Session was held on April 23, 2019 with the City of Boston's public agencies/departments at which time the Proposed Project was reviewed and discussed.

A BPDA-sponsored publicly advertised meeting was held on April 22, 2019 at Simmons University. An IAG meeting was held on April 24, 2019 at Simmons University.

Included in the Scoping Determination are written comments that were received by the BPDA in response to the PNF, from BPDA staff, public agencies/departments, elected officials, and the general public. All of which are included in **Appendices A and B and must be answered in their entirety.**

**Appendix A** includes written comments from BPDA staff, public agencies/departments, and elected officials.

Specifically, they are:

- BPDA Planning Division (including the Urban Design, Downtown & Neighborhood Planning, and Transportation & Infrastructure Planning Departments) and Boston Transportation Department
- Benjamin Silverman, Interagency Green Building Committee
- Zachary Wassmouth, City of Boston Public Works Department
- John P. Sullivan, Boston Water and Sewer Commission
- Christian Simonelli, Boston Groundwater Trust

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

The Scoping Determination requests information that the BPDA 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.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout this initial phase of review, and prior to it, the Proponent has taken steps to meet with many community members and groups, elected officials, abutters, and various City agencies/departments. Regular conversations and meetings with all interested parties must continue through the duration of the public review process, ensuring that what is presented in the DPIR is beneficial to the respective neighborhood and the City of Boston as a whole. SD.1
- One of the primary concerns expressed during the initial phase of the review was the status of the other two properties owned by the Proponent in the neighborhood. The Proponent should discuss how the Proposed Project fits into a broader programmatic plan for its other holdings in the Fenway area. SD.2
- Zoning compliance was another major concern for the community. The Proponent should continue to explore reductions in height and floor area ratio to bring the Proposed Project more in line with dimensions contemplated in Article 66 of the Zoning Code. SD.3
- Machine nightclub is a beloved space in the LGBTQ community, and many of the patrons and staff attended public meetings and submitted comments. The Proponent should continue to reach out and include this community in its discussions and plans for an LGBTQ-focused theater space in the Proposed Project. SD.4
- The Proponent must take into account all BPDA approved and under review proposals in the Kenmore and Fenway neighborhoods, scheduled infrastructure SD.5

improvements in the general area, and nearby large scale developments in the City of Boston while conducting the DPIR's required studies (transportation, infrastructure, open space, etc.).

- The Proponent must clearly describe the overall demolition and phasing of the Proposed Project. The buildings to be demolished and constructed in each phase of the Proposed Project should be specified along with an anticipated timeline for each phase. The BPDA acknowledges that project timelines are subject to change due to market conditions and other factors.

SD.6

## I. PROJECT SITE

The site of the Proposed Project is an approximately 33,585 square-foot site at 1252-1268 and 1270 Boylston Street, bounded by Boylston Street to the north, a gas station at 1250 Boylston Street to the east, Private Alley 937 to the south, and a residential building at 1282-1284 Boylston Street to the west.

## II. PROJECT DESCRIPTION

The Proposed Project consist of approximately 235,095 square feet of mixed-use programming, including 533 academic accommodations (totaling approximately 190,000 square feet), approximately 16,325 square feet of ground floor retail, and a 120-seat black box theater. The Proposed Project is approximately 175 feet (15 stories) tall, and includes 15 parking spaces.

## 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 applicability. The Proponent is required to prepare and submit to the BPDA 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) (2), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within sixty (60) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA 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 BPDA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, propose 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 BPDA 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 BPDA via the following website:

<https://developer.bostonplans.org/>

##### A. General Information

###### 1. Applicant/Proponent Information

###### a. Development Team

###### (1) Names

(a) Proponent (including description of development entity and type of corporation, and the principals thereof)

(b) Attorney

(c) Project consultants and architect(s)

(2) Business address, telephone number, FAX number and e-mail, where available for each

(3) Designated contact person for each

SD.7

###### b. Legal Information

(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

SD.8

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 SD.9
- b. Description of metes and bounds of project area or certified survey of the project area. SD.10
- c. Current zoning SD.11

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. SD.12
- 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. SD.13

4. Public Benefits

- 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, public realm/infrastructure improvements, grant programs, etc. SD.14
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses, and community groups. SD.15
- 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. SD.16

## 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. SD.17

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 BPDA, 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 BPDA procedures. SD.18

## C. TRANSPORTATION COMPONENT

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 BTM "Transportation Access Plan Guidelines" in preparing its studies. SD.19

The Proponent must address the comments outlined by BPDA's Infrastructure and Transportation Planning Department, included in **Appendix A**. SD.20

Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component. SD.21

## D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must include the most up to date documents required by the Article 37/ Interagency Green Building Committee ("IGBC"). SD.22

## E. URBAN DESIGN COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined by the BPDA's Planning Division, included in **Appendix A**. SD.23

## F. INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") on infrastructure impacts.

SD.24

The standard scope for infrastructure analysis is outlined in the comment letter submitted by John P. Sullivan, Chief Engineer and Operations Officer, BWSC, included in **Appendix A**.

Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.

SD.25

## G. PUBLIC NOTICE

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 BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix C**.

SD.26

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

SD.27

## H. ACCESSIBILITY CHECKLIST

An Accessibility Checklist was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as **Appendix D**.

SD.28

## I. CLIMATE RESILIENCY REPORT

A Climate Resiliency Report was included in the PNF. As part of the DPIR, the Proponent must include an up to date and completed Climate Resiliency Report for the Proposed Project. The online reporting tool can be found here:  
<http://www.bostonplans.org/planning/planning-initiatives/article-37-green-building-guidelines>

SD.29

## J. BROADBAND READY BUILDINGS QUESTIONNAIRE

As part of the DPIR, the Proponent must include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as **Appendix E**. The information that is shared through the Broadband Ready Buildings Questionnaire will help the BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape. The Proponent should fill out the questionnaire at the URL below, and include the results in the DPIR: <http://www.bostonplans.org/projects/development-review/article-80-design-review-broadband-ready-buildings>

SD.30

## **Letter 1: BPDA Downtown & Neighborhood Planning, Urban Design, and Transportation & Infrastructure**

### **Comment 1.1**

*Through these findings, the planning team requests that the proponent explore the viability of alternate models that would allow a mix of students and older, working households.*

### **Response**

The Proponent's efforts to listen to the Fenway community and align with its goals to foster a long-term, desirable neighborhood will be realized in the Project's shift from exclusive dormitory use to micro-unit apartments which will be marketed to the general public.

Over the past six months, the Proponent has embarked upon a comprehensive transformation of its programming and product offering across North America. Pursuant to a deliberate, measured and reflective discernment process, the Proponent determined that it was prepared to proceed – locally and nationally – as a provider of bona fide open-market residential rental housing.

As specialists in innovative urban living, the Proponent is excited to address a broader and deeper portion of the metropolitan housing spectrum, with a particular focus on delivering high-quality, well-located and attainably-priced residential housing for the workforce.

The Proponent has thoughtfully designed its residential housing units – driving versatility at a granular level – to align with the wide-ranging segments of the workforce (including, but not limited to, young professionals, families, empty-nesters, retirees-in-transition, and those seeking to age-in-place).

Accordingly, over the past four months, the Proponent undertook a meticulous and thorough redesign of 1252-1270 Boylston. As further detailed herein the DPIR, the Project – 'Boylston Place' – will now consist of 477 open-market residential rental housing units.

The housing units at Boylston Place have been designed to residential standards and specifications. Minimum lease terms will be one year, and any type of short-term rental or overnight accommodations (e.g. Airbnb, Sonders, etc.) will be expressly prohibited and enforced.

Moreover, the product and programming designed by the Proponent – locally and nationally – is certainly not a 'co-living' concept; co-living providers typically are driven by high-velocity short-term leases for folks seeking to 'rent-a-bed in a 10-bedroom unit'. In contrast, the programs developed by the Proponent are diligently comprised of a mix of studio, one-bedroom, two-bedroom and three-bedroom

residential housing units which prioritize privacy, affordability and proximity to the urban core.

The residential units will be fully-furnished which will further enhance the affordability and attainability for all residents of the Fenway neighborhood.

### **Comment 1.2**

*The proponent must continue to engage the community to address their concerns about how a dormitory use would impact their neighborhood and what steps they will take to mitigate it.*

#### **Response**

Refer to Section 1.2 of Chapter 1, *Project Description and Alternatives*.

### **Comment 1.3**

*In addition to the urban design comments in the next section, the proponents are strongly encouraged to, at minimum, explore options that match the original height and density requirements in Article 66, due to their proximity to the existing neighborhood fabric and the Fens.*

#### **Response**

As described in Section 2.4 of Chapter 2, *Urban Design*, the Project has undergone several massing modifications as shown in Figures 2.3a-h. A summary of these modifications include:

- › Significant reduction in height – southwestern corner reduced by 30 feet, southeastern corner reduced by 18 feet, all northern elements reduced by 13 feet.
- › Substantial reduction in FAR – reduced from 7.0 to 6.7.
- › Further articulation of the building through pronounced three-dimensional sculpting, including material setbacks on the western and southern portions of the Project.
- › Introduction of enhanced window detailing on the southwestern façade and lightening of brick façade pigmentation.
- › Elimination of southwest building wing cantilever projection into Private Alley 937 to provide relief to neighbors to the south.

Refer to Figures 2.1, 2.3a-h.

### **Comment 1.4**

*Standard alternatives for study include a no-build (existing) scenario, which should include for analysis any projects approved or already in the public review process, including (but not limited to) 1241 Boylston Street, 12-28 Lansdowne Street, and the*

*Parcel 12 Air Rights project. An 'as-of-right' build-out should also be studied. This alternative will conform to the density planned and anticipated in this area, taking into account any residential use and affordable housing incentives.*

### **Response**

Refer to Section 1.4 of Chapter 1, *Project Description and Alternatives*, for a description and comparison of Project alternatives, including an As-of-Right Alternative developed for the purpose of comparing impacts to the Preferred Alternative.

### **Comment 1.5**

*The Black Box theater currently does not have a street entry or expression on the front facade, though this should be explored as part of a DPIR submission.*

### **Response**

In recognition of the Project Site's important heritage and affiliation with the LGBTQ community, the Proponent will be delivering the Boylston Black Box, an LGBTQ-centric venue for the performing arts. Based on feedback received from the neighborhood stakeholders, patrons of Machine and LGBTQ performance groups, the Proponent has further deepened its commitment to this important component of the Project:

- › Increase in the size of the Boylston Black Box program from approx. 6,000 sq. ft. to approx. 10,000 sq. ft.
- › Increase in capacity of the theater from 120 seats to 156 seats.
- › Addition of dedicated community space, flexible space, actor spaces, public spaces, support spaces.
- › Mezzanine space.
- › Dedicated loading access.
- › Increase in size and scope of ground-floor marquee entrance.

Refer to Figures 2.2j-l for updated Black Box Theater programming and Figures 2.8a-d for updated Project renderings which show the current Black Box Theater entry.

### **Comment 1.6**

*The digital billboard currently proposed on the eastern facade of the building must be removed.*

### **Response**

Refer to Figure 2.7j for the modified signage.

**Comment 1.7**

*The BPDA applauds the Proponent and their team for working to bring greater depth to the facade through a more contemporary reworking of the archetypal "bay" using materials such as copper to bring more texture and visual interest to the facade. This should be further refined in the DPIR.*

**Response**

Window fenestration is an important element of the design. Creative articulation of the window fenestration results in a textured dynamic façade and creates a dialogue with the traditional Boston bay windows of the neighborhood. The variety of window configurations and various bay window projections help to reduce the overall visual scale of the building. Refer to Figures 2.8a-e.

**Comment 1.8**

*The Proposed Project, while introducing some variation in its roofline in the form of a step-down, still reads predominantly as a single wall of similar height. Greater variation in height should be explored.*

**Response**

The massing has been further refined both in height and shifting in form of the various building wings. Refer to Section 2.3.2 in Chapter 2, *Urban Design*, and Figures 2.3a-h.

**Comment 1.9**

*The C-shaped massing is wrapped around a rear amenity deck in close proximity to the residential buildings of the West Fens. Careful programming and a management plan must be instituted to ensure no undesirable impacts to the quality of life of and no negative environmental impacts to neighboring residents. Further definition of the rooftop amenities would help to ameliorate concerns and should be studied as part of a DPIR submission.*

**Response**

The size of this terrace has been reduced since the EPNF.

The cantilever projection into Private Alley 937 has been eliminated to provide relief to neighbors to the south.

Located on the second floor of the Project is an elevated landscaped terrace for building residents that will face south towards Private Alley 937. This alley, which currently consists of a variety of scattered trash dumpsters, exposed mechanical equipment and ductwork will be transformed into an area where trees and vegetation will be visible, significantly improving the view of the Project Site from the surrounding residences compared to the existing conditions. The exterior terrace

will be secured, maintained and controlled by the building's operational staff located onsite full-time and will have limited hours of operations which will adhere to local noise ordinances. Refer to Figure 2.10 for the layout of the terrace.

The second-floor private landscaped terrace also will be planted with a variety of greenery, including groundcover, shrubs and trees to create an outdoor oasis that will be both enjoyed by the building residents as well as viewed by the adjacent neighbors. The raised sculpted planters will allow for an undulating topography of plantings that will create both visual and acoustic privacy for the terrace occupants and improve the view from neighboring buildings.

### **Comment 1.10**

*Regardless, more study is needed to understand both programmatic and environmental impacts, as there have been some reports of solar glare as a direct result of development along Boylston.*

#### **Response**

Refer to Section 5.5 of Chapter 5, *Environmental Protection*, for updated information regarding solar glare.

### **Comment 1.11**

*Pulling the building back slightly at the easternmost end of the building to create an enlarged seating area and pocket park is commendable. How this might relate to the associated ground floor uses—be it retail, restaurant, or the Black Box—should be more fully answered as part of a DPIR submission.*

#### **Response**

Refer to Section 2.4 of Chapter 2, *Urban Design*, for additional information and Figures 2.10a-n.

### **Comment 1.12**

*Additionally, more design work should be done to differentiate the pocket park as a public space open to all on the street, and a harbinger of the larger park system just down the street to the east.*

#### **Response**

The pocket park is located at the northeast end of the site, and widens to 30 ft from a 10 ft wide sidewalk to suggest one is leaving the typical streetscape typology along Boylston Street and entering open space of the Fens. Included are benches, planters, vegetation, and café seating that spills out from adjacent retail to help activate the space. The park is protected from the roadway by a large angled concrete planter that houses lighting, groundcover, and four shade trees that

provide an overhead canopy and will contribute to the defining of space at the pocket park. Although paving at the park will be universally accessible cast-in-place concrete, a difference in score pattern will exist to differentiate the park from the rest of the streetscape.

Refer to Section 2.5 of Chapter 2, *Urban Design*, for additional information.

### **Comment 1.13**

*Finally, discussions around material choices for the streetscape should be had to clarify zones/program within the streetscape design and that anticipate subsequent design review discussions that are beyond the Article 80 process (Public Improvement Commission).*

#### **Response**

The streetscape is divided into three zones that are clearly defined by the use of paving material and street furnishing. There is a frontage zone against the building that ranges in width from 5 ft to 12 ft. This zone consists of precast concrete pavers and is populated by moveable cafe seating and defined by tenant provided planters. This typology is present along the rest of Boylston Street. A 10-ft wide pedestrian zone consists of the City of Boston standard cast-in-place concrete paving, and a 7.5-ft furnishing zone adjacent to the bike lane and roadway is defined by angled concrete planters, street trees, and precast concrete pavers.

### **Comment 1.14**

*Written description of program elements and space allocation (in square feet) for each element, as well as Project totals.*

#### **Response**

Refer to Section 1.2 of Chapter 1, *Project Description and Alternatives*, for the Project description and Section 1.2.2 for the proposed development program.

### **Comment 1.15**

*Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BPDA) showing relationships of the proposed project to the neighborhood context, regarding:*

- a. massing*
- b. building height*
- c. scaling elements*
- d. open space*
- e. major topographic features*

*f. pedestrian, transportation, and vehicular circulation*

*g. land use*

**Response**

Refer to Figures 2.4 and 2.5a-b for building elevations and sections.

**Comment 1.16**

*Photographs of the site and neighborhood.*

**Response**

Refer to Figures 1.4a-h for existing site photographs.

**Comment 1.17**

*Sketches and diagrams to clarify design issues and massing options.*

**Response**

Refer to Figures 2.3a-h for initial massing studies, selected massing and contextual investigation.

**Comment 1.18**

*Eye-level perspectives showing the proposal (including main entries and public areas) in the context of the surrounding area. Views should display a particular emphasis on important viewing areas such as key intersections, pathways, or public parks/attractions. Some of these viewpoints have already been suggested and some have been used in presentations with BPDA staff and BCDC: east and west along Boylston Street, the view up Ipswich close to the intersection with Boylston, view(s) from the Fens including from the Victory Gardens and the Fenway entrance of the MFA, the view from Peterborough Street, et al.*

**Response**

Refer to Figures 2.9a-k for various view perspectives of the Project.

**Comment 1.19**

*Long-ranged (distanced) views of the proposed project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included.*

**Response**

Refer to Figures 2.7a-i for various view perspectives of the Project.

**Comment 1.20**

*All perspectives should show (in separate comparative images) at least both the build and no-build conditions; any alternatives proposed should be compared as well.*

**Response**

Refer to Figures 2.7e-i for various view perspectives of the Project.

**Comment 1.21**

*Site sections at 1"=20' or larger (or other scale approved by the BRA) showing relationships to adjacent buildings and spaces, including the Fens.*

**Response**

Refer to Figures 2.4a-b and 2.3i for site sections.

**Comment 1.22**

*Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BPDA) showing:*

- a. general relationships of proposed and existing adjacent buildings and open spaces*
- b. open spaces defined by buildings on adjacent parcels and across streets, general location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features*
- c. pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas*
- d. survey information, such as existing elevations, benchmarks, and utilities*
- e. phasing possibilities*
- f. construction limits*

**Response**

Refer to Chapter 2 figures for general Project information and context, Figure 6.1 for existing utilities, and Appendix C for construction and phasing information.

**Comment 1.23**

*Study models at 1" = 16' or 1" = 20' (or an equivalent useful scale) showing preliminary concepts of setbacks, cornice lines, fenestration, facade composition, open space opportunities, etc.*

**Response**

Refer to Figure 2.3k and Figures 2.7a-b.

**Comment 1.24**

*Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BPDA) describing architectural massing, facade design and proposed materials including:*

- a. building and site improvement plans*
- b. neighborhood elevations, sections, and/or plans showing the development in the context of the surrounding area*
- c. sections showing organization of functions and spaces, and relationships to adjacent spaces and structures*
- d. preliminary building plans showing ground floor and typical upper floor(s)*
- e. phasing, if any, of the Proposed Project*

**Response**

Refer to Chapter 2 figures (2.1-2.11b) for images of all urban design elements.

**Comment 1.25**

*A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.*

**Response**

Refer to Figures 2.11a-b and Section 2.2 of Chapter 2, *Urban Design*.

**Comment 1.26**

*Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document Boston "Smart Model": CAD & 3D Model Standard Guidelines, as amended and updated.*

**Response**

These materials will be provided to the City following the DPIR filing.

**Comment 1.27**

*Proposed schedule for submission of all design or development-related materials.*

**Response**

To be provided to the City as required.

**Comment 1.28**

*Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above.*

**Response**

Refer to Figures 2.3i for building and site sections.

**Comment 1.29**

*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.*

**Response**

Refer to Figures 2.7a-g.

**Comment 1.30**

*A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building(s) and evaluating the net change in obstruction.*

**Response**

Refer to Section 5.4 of Chapter 5, *Environmental Protection*, for an updated daylight analysis for the Project.

**Comment 1.31**

*In addition to the comments and scoping by others, the Proponent is directed to conduct a specific shadow analysis for the specific time range of any new impacts on the Fens; in other words defining rough extent and duration in terms of hours and time of year. If overall duration is greater than one hour, provide an overlap study which defines any area impacted by shadows for a period greater than one hour. All net new shadows shall be defined as outlined elsewhere either by darker tone or color and shall be clearly shown to their full plan extent, whether on street, park, or rooftop.*

**Response**

Refer to Figure 5.2a-d for a graphical depiction of the shadow overlap studies, and to Section 5.3.3 of Chapter 5, *Environmental Protection*, for additional details.

**Comment 1.32**

*Regarding wind, all wind tunnel test points shall be approved by BPDA staff before conduction of testing. Analysis of results and effective mitigation shall be presented in the DPIR and presented so that the delta or changes manifested by the project are clearly understood. Wind analysis should include any potential spaces open to the public. If the building itself is shaped to help mitigate the wind impacts, please provide commentary on the analytic and development process.*

**Response**

The wind tunnel test points were approved by the BPDA staff prior to conducting testing for the EPNF and the EPNF included a complete wind tunnel study. Refer to Section 5.2 of Chapter 5, *Environmental Protection*, for a qualitative update to the wind analysis for the Project.

**Comment 1.33**

*An infrastructure impact analysis should be performed.*

**Response**

See response to Comment SD.24 above.

**Comment 1.34**

*The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the proposed project for additional systems facilities.*

**Response**

Refer to Sections 6.6.1, 6.6.2, and 6.6.3 of Chapter 6, *Infrastructure*, for information regarding natural gas service, electrical service, and telephone and telecommunications.

Existing Water: The system in Boylston Street, consisting of a 16-inch southern low distribution main, has been confirmed to have adequate capacity by reviewing record hydrant flow information from BWSC and meeting with BWSC engineering staff.

Existing Sewer: BWSC engineering has requested that the Proponent remove illicit connections of drainage to the existing sewer main in Boylston from the Private Alley and also potentially the existing building roof as mitigation. Additionally, the

Proponent will mitigate new sewer flows via BWSC's Inflow & Infiltration program.

Existing Drain: The Project is reducing overall stormwater runoff peak flows and volumes by implementing infiltration BMPs. The existing drain will have adequate capacity to carry these reduced flows.

### **Comment 1.35**

*Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Proposed Projects (i.e. 1241 Boylston Street, Fenway Arts Academy) build-out figures in the analysis.*

### **Response**

No connections to existing infrastructure will require a significant public investment or cause significant disturbances. Adequate capacity of public and private systems in Boylston Street will allow the Project to acquire all utility services without undertaking significant upgrade projects. The connections to utility systems will be done with standard short-term street openings that will be coordinated with the appropriate City departments.

### **Comment 1.36**

*Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water*

### **Response**

Please see Table 6-1 in Chapter 6, *Infrastructure*, for the estimated Sewer Generation Calculations.

Estimates of existing and proposed sewer generation for specific uses are based off Massachusetts State Environmental Code (Title V) generation rates. Existing uses estimated off of surveyed square footage or 80% of max occupancy depending on use type per Title V.

Based on the anticipated development program, the Project is estimated to generate approx. 27,675 net new gallons per day of sanitary sewage.

Domestic water demand is based on estimated sewage generation with an added factor of 10% for consumption, system losses, and other use. Based upon standard sewage generation rates outlined in the MassDEP System Sewage Flow Design

Criteria, 310 CMR 15.203, the Project will require approx. 81,745 gallons of water per day.

Air conditioning is from a condenser water loop that utilizes an open cooling tower. It is estimated that the total annual water usage will be approx. 1,125,000 gallons per year.

### **Comment 1.37**

*Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems*

#### **Response**

Please see the response to Comment 1.34 above.

### **Comment 1.38**

*Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies*

#### **Response**

Refer to Chapter 3, *Sustainability / Green Building and Climate Change Resiliency*.

### **Comment 1.39**

*Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Project, if applicable*

#### **Response**

Refer to Section 6.4.5 of Chapter 6, *Infrastructure*. Stormwater runoff from the Project Site eventually flows through BWSC systems to an outfall at the Charles River Basin. Currently, there is no treatment of stormwater at the site. With the proposed Project, stormwater will be attempted to be infiltrated. Infiltration is the top level of BMP considered by BWSC for pollutant removal, including phosphorus and suspended solids. Any runoff that is not infiltrated will be treated by hydrodynamic separators before being released into a BWSC drainage system. Additional treatment will also be realized in green roof areas. Overall, this will have a positive impact on the water quality of discharge to the Charles River Basin over existing conditions.

### **Comment 1.40**

*Description of mitigation measures to reduce or eliminate impacts on water quality*

#### **Response**

Please see response to Comment 1.39 above.

**Comment 1.41**

*Description of impact of on-site storm drainage on water quality*

**Response**

Please see response to Comment 1.39 above.

**Comment 1.42**

*Information on how the Proposed Project will conform to requirements of the Ground Water Trust under Article 35 by providing additional recharge opportunities*

**Response**

Refer to Section 6.4.3 of Chapter 6, *Infrastructure*. As preliminarily proposed, the Project will infiltrate 1.25 inches of rainfall across the impervious area of the Project Site. This will not only meet and exceed GCOD requirements, but also meet Smart Utilities Policy Green Infrastructure requirements. The design and implementation of these systems will be reviewed and approved through BWSC Site Plan approval.

Preliminarily, the Project plans to utilize subsurface infiltration chambers in conjunction with new landscaping, and pervious paver furnishing zones. The Project team is also studying gaining detention and water quality treatment benefits from the media sections of green roof areas.

**Comment 1.43**

*Detail methods of protection proposed for infrastructure conduits and other artifacts, including BSWC sewer lines and water mains, during construction*

**Response**

Means and methods of street openings and construction will be to City standards. Support of excavation will be properly designed per OSHA guidelines. BWSC will inspect utility work per the General Service Application.

**Comment 1.44**

*Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.*

**Response**

Interior space heating shall be accomplished by electric water source heat pumps installed throughout the building. These electric water source heat pumps share a common condenser water system and can share energy from one space to another. For example, if the southern side of the building requires cooling, the heat absorbed goes into the condenser water system and raises the temperature. The energy can

then be used on the north side of the building requiring heat. At the point when the overall interior heat gain and solar heat gain is inadequate to maintain overall heating load in the building, high efficiency condensing gas fired boilers are then enabled to add heat and energy to the condenser water system.

The Project currently does not have plans for condensate re-use but will review and analyze in further detail as the design develops.

### **Comment 1.45**

*Description of energy requirements of the project and evaluation of project impacts on resources and supply*

#### **Response**

The building will primarily utilize electricity from the Eversource radial distribution system. Supply has been coordinated with Eversource and approved. The building gas utility will be from NGRID. The gas utilization to support auxiliary building heat, domestic hot water and future retail tenant cooking has been coordinated with and approved by NGRID.

### **Comment 1.46**

*Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions.*

#### **Response**

Refer to Section 3.4 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, for energy conservation strategies and PV analysis.

### **Comment 1.47**

*Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should also be described in brief.*

#### **Response**

The Project team is not aware of any other systems impacted by the Project.

### **Comment 1.48**

*It is noted that the PNF contains initial information organized as suggested; in addition to the information proposed, more information is requested to clarify sewage tributary flows and constraints as well as energy choices, which are not specifically addressed.*

**Response**

Please see table 6-1 for the estimated Sewer Generation Calculations.

**Comment 1.49**

*The location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described.*

**Response**

All electrical equipment, including a new transformer, will be located within the building footprint. The existing electrical equipment on the Boylston Street frontage will be removed.

**Comment 1.50**

*Storm drain and sewage systems should be separated or separations provided for in the design of connections.*

**Response**

Please see the response to Comment SD.24 above.

**Comment 1.51**

*The Proponent should investigate energy strategies that take advantage of this scale of residential construction, potentially including those that incorporate wind harvesting techniques and green roof strategies as well as solar orientation and materials/systems that maximize efficiencies. Constraints or opportunities that arise from the major pieces of infrastructure that confines aspects of the project - the Turnpike and the Green Line tunnel and station - should be discussed and the impact of/on this infrastructure both recognized and mitigated.*

**Response**

Refer to Section 3.3.3 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, for Solar PV and wind harvesting.

Solar orientation of the building is fixed by the existing property. The proposed building design does include relatively limited window to wall ratios compared to most recently constructed buildings via punched recessed vision glass assemblies that help with energy performance of the building.

**Comment 1.52**

*The Proposed Project needs to construct a protected sidewalk level bike lane that will transition well with existing condition and the future condition contemplated by BTB's latest Boylston Street Design. Proponent should be responsible for continuing this accommodation further east to connect to the Fenway path network based on further consultation with the City.*

**Response**

The Proponent is planning to construct a raised cycle-track. The Project team met with Charlotte Fleetwood and Jim Fitzgerald of BTB on August 15, 2019 to discuss final design elements and coordinate the design to their expectations for on-street parking.

**Comment 1.53**

*Given the existing parking in front of 1282 Boylston Street, we would like to have no parking directly in front of this project, and to retain the parking on the opposite side of Boylston Street. Please assume no parking and no curb extensions in front of this project.*

**Response**

The Proponent feels that maintaining parking on the Project side of Boylston Street is imperative to creating a safe drop off space for future residents. The Proponent presented this layout to BTB at a meeting on August 15, 2019 as the Project's preferred layout. The Proponent will continue to coordinate with BTB staff as they develop the interim and final Boylston Street Corridor Plan which includes this stretch of curb.

**Comment 1.54**

*The Proponent should work with BTB's TDM Coordinator to develop a comprehensive TDM program.*

**Response**

The Proponent will work with BTB's TDM coordinator to develop a comprehensive TDM program.

**Comment 1.55**

*The Proponent should fully upgrade all equipment for the Boylston/Ipswich St signal.*

**Response**

The Proponent is committed to working with the BPDA and BTB to upgrade the necessary signal infrastructure for the Boylston Street at Ipswich Street intersection.

**Comment 1.56**

*The Proponent needs to confirm that there are no physical or safety constraints to the back alley that would prevent using it for all of their loading needs.*

**Response**

Refer to section 4.3 of Chapter 4, *Transportation*, for a study of the back alley.

**Comment 1.57**

*Bike parking should be easily accessible from the Boylston Street lobby and designed in consultation with BTB's latest design guidelines.*

**Response**

The building has been designed to provide easy access to the bike parking from the lobby.

**Comment 1.58**

*The Proponent should sponsor one BlueBikes Station, and if needed accommodate on/adjacent to the site.*

**Response**

The Proponent will sponsor one BlueBikes station.

**Comment 1.59**

*Reflective glare from sunlight can generate fluctuations in the local microclimate proximate to the source of the glare. Specifically, reflected glare is anticipated to cause some differential warming of the direct abutter, Viridian. Mitigation measures including but not limited to the use of the high performance non-reflective glass shall be investigated.*

**Response**

The Viridian Building is immediately to the west of the Proposed Project and is taller than the current design. The proximity of the Viridian to the Proposed Project means that it will act to shadow the west façade of the Proposed Project, reducing the potential for reflections. Based on the results of the façade analysis for other studied buildings, any reflections which do occur are not expected to create a significant additional heat load for the Viridian.

**Comment 1.60**

*While preserving Machine in its current form as a full-time bar and night club may not be possible, due to the operator's desire to retire, the Planning team challenges the*

*proponent to continue to work with the Gold Dust Orphans and the Theater Offensive, performance groups as mentioned in the PNF, as well as the broader Machine community, including employees and patrons. A future space should be flexible enough to host both performances and the types of events that truly honor the type of space Machine and other gay night clubs provided. The proponent should provide additional details on how such a space could accommodate similar events that Machine holds today. As a potential precedent, numerous LGBTQ evening pop-up events such as "Don't Ask Don't Tell" at the Great Scott in Allston provide a model moving forward to foster community through monthly gender-queer dance parties. Additional details on the proposal would help ensure that such a future space still plays an active role in the LGBTQ community.*

### **Response**

In recognition of the Project Site's important heritage and affiliation with the LGBTQ community, the Proponent will be delivering the Boylston Black Box, an LGBTQ-centric venue for the performing arts. Based on feedback received from the neighborhood stakeholders, patrons of Machine and LGBTQ performance groups, the Proponent has further deepened its commitment to this important component of the Project:

- › Increase in the size of the Boylston Black Box program from approx. 6,000 sq. ft. to approx. 10,000 sq. ft.
- › Increase in capacity of the theater from 120 seats to 156 seats.
- › Addition of dedicated community space, flexible space, actor spaces, public spaces, support spaces.
- › Mezzanine space.
- › Dedicated loading access.
- › Increase in size and scope of ground-floor marquee entrance.

Refer to Figures 2.2j-l for updated Black Box Theater programming and Figures 2.7a-d and 2.9h for updated Project renderings which show the current Black Box Theater entry.

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## MEMORANDUM

**TO:** Tim Czerwienski, Project Manager  
**FROM:** Phillip Hu, BPDA Downtown & Neighborhood Planning  
Corey Zehngebot, BPDA Urban Design  
Jill Zick, BPDA Urban Design  
James Fitzgerald, BPDA Transportation & Infrastructure Planning  
Charlotte Fleetwood, Boston Transportation Department  
**SUBJECT:** 1252-1270 Boylston Street PNF Review Comments

### **Planning and Zoning**

The most recent planning work was summarized in the Fenway Special Study Areas Final Report, Land Use and Urban Design Guidelines in March 2002. Subsequent zoning laid out dimensional and use guidelines for the existing neighborhood fabric and the corridor along Boylston Street in the West Fenway area. Planned Development Areas in the South Boylston area were allowed for a period of eight years after zoning was adopted; after that eight-year period, the ability to use a PDA sunsetted.

The proposal is located in the South Boylston Neighborhood-Shopping 1 subdistrict. Though the provisions for PDAs in the South Boylston Neighborhood-Shopping subdistrict sunsetted, the planning team will reference the "South Boylston St. NS-2" as the guideline for dimensional requirements for PDAs. Coincidentally, there is no 'South Boylston NS-2' on the current zoning map. Table 2 in Article 66, which details the allowed dimensions for PDA projects, contains a typo, and there has never been a South Boylston St. NS-2. The table, as determined by the planning staff, is actually referring to South Boylston St. NS-1. For the purposes of evaluating whether this project meets the spirit of the previous zoning guidelines prior to its expiration, the planning team will reference the allowable heights and density for "South Boylston St. NS-2."

The PDA allowable height is 150 feet and the maximum allowable FAR is 7.0. The current iteration of the proposal is at 175 feet and 7.0 FAR. Neighboring the proposal, the Viridian sits on the South Boylston NS-3 zoning subdistrict, allowing up to 190 feet for building height; this NS-3 designation seems to have been an amendment after the initial implementation of the Fenway zoning.

Finally, the project is considered a dormitory use. This is a forbidden use, as identified in the planning process. There was a desire to ensure that Fenway would not be encroached upon by neighboring higher education institutions. Many in the community are concerned about the negative externalities that a large student population can have on a neighborhood and would like to see Fenway still have a high quality of living for families, professionals, and older households. Conversely, the Housing a Changing City 2030 report states that the City needs to build 18,500 new dorm beds by 2030, with more than 7,000

new dorm beds created or under construction. This goal seeks to reduce the number of students living in private rental units to mitigate the impact students place on Boston's market. A private, well-managed dormitory that is not attached to a certain institution could help to reduce the impact students have on the local neighborhood rental market through the creation of a more attractive product as a "release valve."

Through these findings, the planning team requests that the proponent explore the viability of alternate models that would allow a mix of students and older, working households. The proponent must continue to engage the community to address their concerns about how a dormitory use would impact their neighborhood and what steps they will take to mitigate it. In addition to the urban design comments in the next section, the proponents are strongly encouraged to, at minimum, explore options that match the original height and density requirements in Article 66, due to their proximity to the existing neighborhood fabric and the Fens.

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### Alternatives

Standard alternatives for study include a no-build (existing) scenario, which should include for analysis any projects approved or already in the public review process, including (but not limited to) 1241 Boylston Street, 12-28 Lansdowne Street, and the Parcel 12 Air Rights project. An 'as-of-right' build-out should also be studied. This alternative will conform to the density planned and anticipated in this area, taking into account any residential use and affordable housing incentives.

1.4

BPDA Urban Design staff reserve the right to add additional concerns during the course of the process of combined BPDA staff and BCDC review which may affect the responses detailed in the DPIR.

### Urban Design

The Proposed Project is currently configured as a large C-shaped massing on the southeastern corner of Boylston Street in the Fenway. It consists of over 235,000 SF, contains more than 500 dormitory units, and has a street frontage of approximately 230'. The building is expressed as a single volume, though with some variation in height along Boylston Street and to the rear towards Peterborough Street. The existing Baseball Tavern, a well-known two-story restaurant/bar establishment serving the neighborhood and Fenway clientele, has been incorporated into the project. Due to constraints associated with redevelopment of this parcel, the existing massing must be preserved. Therefore, the Project has integrated a more contemporary expression of the existing restaurant building into the overall massing and streetscape expression for the project.

The ground floor is comprised primarily of retail/restaurant space, and entry for the dormitory uses above. The Black Box theater currently does not have a street entry or

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expression on the front facade, though this should be explored as part of a DPIR submission. The Proposed project's location at the eastern end of Boylston Street establishes it as a gateway parcel to the Fenway neighborhood, further accentuated by its proximity and exposure to the Fens. Given its prominent location, the architectural expression of multiple sides should be studied carefully. This site differs somewhat from some of the more recent Boylston Street development resulting from the Fenway rezoning whose primary orientation is facing Boylston. The Proposed Project must consider both the north and east facades as primary. The digital billboard currently proposed on the eastern facade of the building must be removed. The BPDA applauds the Proponent and their team for working to bring greater depth to the facade through a more contemporary reworking of the archetypal "bay" using materials such as copper to bring more texture and visual interest to the facade. This should be further refined in the DPIR.

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### Building Massing and Form

Though the Proposed Project references the now expired Boylston Street Zoning, the overall building massing is large for the site. The scale of the project is further exacerbated by its prominence as a gateway parcel located at the southeastern-most edge of the Boylston Street corridor, opposite the intersection of Ipswich Street leading to Fenway Park, and highly visible from those entering the Fenway on foot from Olmstead's Fens and by car from Boylston Street heading south/westbound.

Though this is an area that has undergone tremendous change in the past decade, the scale of the project differs somewhat from projects that have a comparable FAR and height. Namely, the projects located further down Boylston Street (e.g. The Viridian) have created greater variation in roofline heights. The Proposed Project, while introducing some variation in its roofline in the form of a step-down, still reads predominantly as a single wall of similar height. Greater variation in height should be explored.

1.8

The project must also consider the neighboring residential building to the rear along Peterborough Street. The C-shaped massing of the Proposed Project differs from the standard bar building that typifies the more recent development along Boylston. The dormitory unit is smaller than a typical residential unit, and thus the building massing can be bent to maximize the overall number of units. The C-shaped massing is wrapped around a rear amenity deck in close proximity to the residential buildings of the West Fens. Careful programming and a management plan must be instituted to ensure no undesirable impacts to the quality of life of and no negative environmental impacts to neighboring residents. Further definition of the rooftop amenities would help to ameliorate concerns and should be studied as part of a DPIR submission. It may also be the case that an outdoor amenity deck that bridges from one side of the building to the other (i.e. from the rear alley to Boylston) may be appropriate, although that is just one of many possible solutions. Regardless, more study is needed to understand both programmatic and

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environmental impacts, as there have been some reports of solar glare as a direct result of development along Boylston.

### Public Realm and Streetscape

The BPDA commends the Proponent on working closely with BPDA and BTD staff on a Boylston Street sidewalk and roadway interface that embodies the City's Complete Streets Guidelines, provides continuity to the south side of Boylston Street, and will bring continued and expanded ground floor activation to the site. Including an upper level terrace/outdoor space associated with the retail is appropriate and will help to further enliven the streetscape.

Pulling the building back slightly at the easternmost end of the building to create an enlarged seating area and pocket park is commendable. How this might relate to the associated ground floor uses—be it retail, restaurant, or the Black Box—should be more fully answered as part of a DPIR submission. Additionally, more design work should be done to differentiate the pocket park as a public space open to all on the street, and a harbinger of the larger park system just down the street to the east. Finally, discussions around material choices for the streetscape should be had to clarify zones/program within the streetscape design and that anticipate subsequent design review discussions that are beyond the Article 80 process (Public Improvement Commission).

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### Standard Urban Design Submission Requirements

The following standard urban design materials for the Proposed Project's schematic design must be included in the DPIR submission:

1. Written description of program elements and space allocation (in square feet) for each element, as well as Project totals. 1.14
2. Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BPDA) showing relationships of the proposed project to the neighborhood context, regarding:
  - a. massing
  - b. building height
  - c. scaling elements 1.15
  - d. open space
  - e. major topographic features
  - f. pedestrian, transportation, and vehicular circulation
  - g. land use
3. Photographs of the site and neighborhood. 1.16
4. Sketches and diagrams to clarify design issues and massing options. 1.17
5. Eye-level perspectives showing the proposal (including main entries and public areas) in the context of the surrounding area. Views should display a particular 1.18

- emphasis on important viewing areas such as key intersections, pathways, or public parks/attractions. Some of these viewpoints have already been suggested and some have been used in presentations with BPDA staff and BCDC: east and west along Boylston Street, the view up Ipswich close to the intersection with Boylston, view(s) from the Fens including from the Victory Gardens and the Fenway entrance of the MFA, the view from Peterborough Street, et al. Long-ranged (distanced) views of the proposed project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative images) at least both the build and no-build conditions; any alternatives proposed should be compared as well. The BPDA should approve the view locations before analysis is begun. View studies should be cognizant of light and shadow, massing and bulk.
- 1.18
- 1.19
- 1.20
6. Additional aerial or skyline views of the project, if and as requested.
  7. Site sections at 1"=20' or larger (or other scale approved by the BRA) showing relationships to adjacent buildings and spaces, including the Fens. 1.21
  8. Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BPDA) showing:
    - a. general relationships of proposed and existing adjacent buildings and open spaces
    - b. open spaces defined by buildings on adjacent parcels and across streets, general location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features 1.22
    - c. pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas
    - d. survey information, such as existing elevations, benchmarks, and utilities
    - e. phasing possibilities
    - f. construction limits
  9. Study models at 1" = 16' or 1" = 20' (or an equivalent useful scale) showing preliminary concepts of setbacks, cornice lines, fenestration, facade composition, open space opportunities, etc. 1.23
  10. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BPDA) describing architectural massing, facade design and proposed materials including:
    - a. building and site improvement plans
    - b. neighborhood elevations, sections, and/or plans showing the development in the context of the surrounding area 1.24
    - c. sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
    - d. preliminary building plans showing ground floor and typical upper floor(s)
    - e. phasing, if any, of the Proposed Project
  11. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development. 1.25

12. Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document *Boston "Smart Model": CAD & 3D Model Standard Guidelines*, as amended and updated. 1.26
13. Full responses, which may be in the formats listed above, to any urban design-related issues raised in preliminary reviews or specifically included in the BPDA scoping determination, preliminary adequacy determination, or other document requesting additional information leading up to BPDA Board action, inclusive of material required for Boston Civic Design Commission review.
14. Proposed schedule for submission of all design or development-related materials. 1.27
15. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above. 1.28
16. 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. 1.29

#### Daylight Component

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building(s) and evaluating the net change in obstruction. If alternative massing studies are requested or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the 'as-of-right' (defined in this case as the applicable adjacent zoning, i.e. the Boylston Street zoning) zoning envelope, and context examples. The areas of interest include Boylston and Peterborough streets. Daylight analyses should be taken for each major building facade fronting these public ways. The midpoint of each public accessway or roadway should be taken as the study point. 1.30

If the Proponent wishes to substitute a more contemporary computer program for the 1985 BRADA program, its equivalency must first be demonstrated to the satisfaction of BPDA staff before it is utilized for inclusion in the DPIR, and it must be commonly available to BPDA staff.

#### Shadow and Wind Comments

In addition to the comments and scoping by others, the Proponent is directed to conduct a specific shadow analysis for the specific time range of any new impacts on the Fens; in other words defining rough extent and duration in terms of hours and time of year. If overall duration is greater than one hour, provide an overlap study which defines any area impacted by shadows for a period greater than one hour. All net new shadows shall be 1.31

defined as outlined elsewhere either by darker tone or color and shall be clearly shown to their full plan extent, whether on street, park, or rooftop.

Regarding wind, all wind tunnel test points shall be approved by BPDA staff before conduction of testing. Analysis of results and effective mitigation shall be presented in the DPIR and presented so that the delta or changes manifested by the project are clearly understood. Wind analysis should include any potential spaces open to the public. If the building itself is shaped to help mitigate the wind impacts, please provide commentary on the analytic and development process.

1.32

### Infrastructure Systems Component

An infrastructure impact analysis should be performed.

1.33

The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the proposed project for additional systems facilities.

1.34

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Proposed Projects (i.e. 1241 Boylston Street, Fenway Arts Academy) build-out figures in the analysis. The standard scope for infrastructure analysis is given below:

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### Utility Systems and Water Quality

1. Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water
2. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems
3. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies
4. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Project, if applicable
5. Description of mitigation measures to reduce or eliminate impacts on water quality
6. Description of impact of on-site storm drainage on water quality

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7. Information on how the Proposed Project will conform to requirements of the Ground Water Trust under Article 35 by providing additional recharge opportunities 1.42
8. Detail methods of protection proposed for infrastructure conduits and other artifacts, including BSWC sewer lines and water mains, during construction 1.43
9. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate. 1.44

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

### Energy Systems

1. Description of energy requirements of the project and evaluation of project impacts on resources and supply 1.45
2. Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions. 1.46
3. Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should also be described in brief. 1.47

It is noted that the PNF contains initial information organized as suggested; in addition to the information proposed, more information is requested to clarify sewage tributary flows and constraints as well as energy choices, which are not specifically addressed. The location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described. Storm drain and sewage systems should be separated or separations provided for in the design of connections. 1.48

The Proponent should investigate energy strategies that take advantage of this scale of residential construction, potentially including those that incorporate wind harvesting techniques and green roof strategies as well as solar orientation and materials/systems that maximize efficiencies. Constraints or opportunities that arise from the major pieces of infrastructure that confines aspects of the project - the Turnpike and the Green Line tunnel and station - should be discussed and the impact of/on this infrastructure both recognized and mitigated. 1.49

### Transportation

The Proposed Project needs to construct a protected sidewalk level bike lane that will transition well with existing condition and the future condition contemplated by BTD's latest Boylston Street Design. Proponent should be responsible for continuing this 1.50

1.52

accommodation further east to connect to the Fenway path network based on further consultation with the City.

The plans for protected bike lanes on Boylston Street assume parking on only one side of the street, with the parking alternating sides to allow for pick-up and drop-off. Given the existing parking in front of 1282 Boylston Street, we would like to have no parking directly in front of this project, and to retain the parking on the opposite side of Boylston Street. Please assume no parking and no curb extensions in front of this project.

1.53

The Proponent should work with BTB's TDM Coordinator to develop a comprehensive TDM program.

1.54

The Proponent should fully upgrade all equipment for the Boylston/Ipswich St signal.

1.55

The Proponent needs to confirm that there are no physical or safety constraints to the back alley that would prevent using it for all of their loading needs.

1.56

Bike parking should be easily accessible from the Boylston Street lobby and designed in consultation with BTB's latest design guidelines.

1.57

The Proponent should sponsor one BlueBikes Station, and if needed accommodate on/adjacent to the site.

1.58

### **Environmental**

Reflective glare from sunlight can generate fluctuations in the local microclimate proximate to the source of the glare. Specifically, reflected glare is anticipated to cause some differential warming of the direct abutter, Viridian. Mitigation measures including but not limited to the use of the high performance non-reflective glass shall be investigated.

1.59

### **Boylston Black Box**

While preserving Machine in its current form as a full-time bar and night club may not be possible, due to the operator's desire to retire, the Planning team challenges the proponent to continue to work with the Gold Dust Orphans and the Theater Offensive, performance groups as mentioned in the PNF, as well as the broader Machine community, including employees and patrons. A future space should be flexible enough to host both performances and the types of events that truly honor the type of space Machine and other gay night clubs provided. The proponent should provide additional details on how such a space could accommodate similar events that Machine holds today. As a potential precedent, numerous LGBTQ evening pop-up events such as "Don't Ask Don't Tell" at the Great Scott in Allston provide a model moving forward to foster community through

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monthly gender-queer dance parties. Additional details on the proposal would help ensure that such a future space still plays an active role in the LGBTQ community.

## Letter 2: BPDA Smart Utilities

### Comment 2.1

*Please fill out the parts of the Checklist that apply to your project (check the Policy and Policy Summary on our website).*

### Response

The checklist has been submitted online, as required. A project infrastructure figure/map has also been submitted.

### Comment 2.2

*Please include in your next filing with the BPDA a copy of the PDF document generated after submission of the Smart Utilities Checklist.*

### Response

Refer to Appendix B for the PDF document generated after submission of the Smart Utilities Checklist.

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## MEMORANDUM

**TO:** Tim Czerwienski, Project Manager  
**FROM:** John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning  
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow  
**DATE:** May 9, 2019  
**SUBJECT:** 1252-1270 Boylston Street - **Smart Utilities Comments - PNF**

### Summary:

In order to facilitate the review of integration of the Smart Utility Technologies (SUTs) and the Smart Utility Standards (SUS) into new Article 80 Developments, **the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the project review process. Please fill out the parts of the Checklist that apply to your project (check the Policy and Policy Summary on our website). Make sure to review this [template](#) first, before submitting the Smart Utilities Checklist. Please include in your next filing with the BPDA a copy of the PDF document generated after submission of the Smart Utilities Checklist. Let us know if the project team would like to schedule a meeting to go over any aspects of the Smart Utilities Policy that apply to your project.**

2.1

2.2

### Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the *Smart Utility Standards* ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this *template* first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project’s website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

**Table 1** - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
<b>District Energy Microgrid</b>	Energy system for clusters of buildings. Produces electricity on development site and uses excess “heat” to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect (“island”) during power outages and continue providing electric/heating/cooling needs to end-users.
<b>Green Infrastructure</b>	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
<b>Adaptive Signal</b>	Smart traffic signals and sensors that communicate with each

<b>Technology</b>	other to make multimodal travel safer and more efficient.
<b>Smart Street Lights</b>	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.
<b>Telecom Utilidor</b>	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.

**Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the Smart Utilities Policy for Article 80 Development Review (Note: This table is only for informational purposes. Please refer to the complete Smart Utilities Policy for Article 80 Development Review to review the details.)**

	<b>Article 80 Size Threshold</b>	<b>Other specifications</b>
<b>District Energy Microgrid</b>	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
<b>Green Infrastructure</b>	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
<b>Adaptive Signal Technology</b>	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
<b>Smart Street Lights</b>	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
<b>Telecom Utilidor</b>	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor

## Letter 3: Article 37 Interagency Green Building Committee

### Comment 3.1

*Include zero net energy and net zero carbon building design strategies wherever possible. Ensure that active building systems are appropriately sized for improved passive performance and cost savings are fully captured. Please consider performing a Zero Carbon Building Assessment for this project.*

### Response

Section 3.3.1 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, describes the building design strategies, such as the incorporation of high-efficiency heating and cooling systems, heat rejection system improvements, and improved lighting and envelope options that are estimated to result in an approx. 28 percent reduction in total energy usage and a 17 percent reduction in associated GHG emissions compared to a conventional building. A key strategy includes the utilization of a 125-KW CHP system. Electricity will be used within the Project as normal and standby power during normal power loss to increase the building's resiliency and to reduce peak loads on the utility system. Waste heat will primarily be used for heating of domestic hot water and secondarily to supplement the heating source to the condenser water system both reducing the direct gas utilization to both domestic water heaters and to building boilers.

Passive building strategies have been analyzed, such as recessed/pinch windows and reduction of window to wall ratio to decrease active system sizes and annual energy use. Active building systems will be continually rightsized to match the program and load to optimize system performance as the design progresses.

Additionally, in support of moving closer to the goal of a zero net energy building design, the Project will be designed to structurally support future rooftop solar PV. The Project will consider the electrical infrastructure to allow potential future integration of solar PV into the building electrical system if it becomes financially feasible, or "solar ready.". Refer to Appendix E for the Zero Carbon Building Assessment.

### Comment 3.2

*Prioritize passive strategies such as improved building envelope performance by increasing building envelope air tightness and insulation. Doing so will assist in achieving all 9 indicated "Maybe" points for the Optimize Energy Performance credit.*

**Response**

As presented in Section 3.2 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, the Project achieves an additional four LEED EA points under the Optimize Energy Performance credit from the PNF for a total of seven points using an Alternative Compliance Path. The Project team primarily focused on reducing the window to wall ratio for the Project, which is currently below 40 percent. In addition, the wall, window and roof performance has been specified to be better than code.

Air tightness has naturally become better with envelope technologies and building construction processes whereas there is a higher level of quality control so that the building construction or deficiencies are fixed before being covered up.

As the design progresses, the project design team will continue to balance design strategies with budget constraints to help improve envelope performance.

**Comment 3.3**

*To help preserve the embodied carbon and the unique architectural value of the existing building, please make all efforts to reuse the existing exterior façade and avoid any unnecessary demolition. This strategy will help the project be more sensitive to the architectural history of the area and assist it in achieving the Building Life-Cycle Impact Reduction credit where it can earn up to 5 points.*

**Response**

The existing buildings are decaying and past their useful lifespan. In addition, components of these buildings contain hazardous materials that need to be abated and demolished.

**Comment 3.4**

*The City of Boston electric vehicle policy requires all new projects to have at least 25% of their parking spaces include installed electric vehicle charging systems and all remainder be at least EV charging ready. This project has not indicated that it is pursuing the Green Vehicle credit, even though the required minimum 4 out of 15 parking spaces must have electric vehicle charging.*

**Response**

No parking will be provided onsite for this Project.

**Comment 3.5**

*City of Boston Bicycle Parking Guidelines requires both visitor and building occupant bicycle facilities; see attached guidelines. Considering the use and location of the project, please consider exceeding the BTD and LEED Bicycle Facilities credit requirements and ensure that all student residents have adequate bicycle parking to meet their needs.*

**Response**

The Project will provide 239 covered bicycle storage spaces, supplemented by in-unit bicycle storage equipment options and public onsite exterior bicycle racks. Bicycle racks will conform to City standards and be installed in safe, secure locations. Building occupants will also have the option to request an in-unit bicycle storage solution.

**Comment 3.6**

*Solar PV Systems – the roof design should be optimized for Solar PV and the system(s) should be installed. With output sufficient to power the equivalent of five residences; solar PV is a cost effective GHG emissions reduction solution.*

**Response**

The Proponent has studied the feasibility of a rooftop solar PV system that has a capacity of 67-KW. As described in Section 3.4 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, this system would generate up to 85,700-kWh per year of electricity offsetting a minimal approx. two percent of the total estimated energy usage of the building. With a lengthy payback of over 10 years, the Proponent will focus on other energy efficiency strategies, such as CHP and building envelope improvements. At a minimum, the Project will be designed as “solar ready.”

**Comment 3.7**

*The IGBC requests that your project make full use of utility and state-funded energy efficiency and clean/renewable energy programs to minimize energy use and adverse environmental impacts. Please engage the utilities as soon as possible and provide information on any energy efficiency assistance and support afforded to the project.*

**Response**

As described in Section 3.4.4 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, the Proponent has met with Mass Save Energy to understand the potential utility incentives available for the Project.

**Comment 3.8**

*Please complete the Climate Resiliency Checklist online and provide the resultant PDF.*

**Response**

Refer to Appendix B for the updated Climate Resiliency Checklist (also submitted online).

**Comment 3.9**

*Updated LEED Checklist including additional credits being actively pursued.*

**Response**

Refer to Figure 3.1 for the updated LEED Checklist reflecting a Silver rating for the Project.

**Comment 3.10**

*Indication that the project will be meeting the Boston electric vehicle and Bicycle Parking policy requirements including location of facilities.*

**Response**

No parking will be provided onsite for the Project.

**Comment 3.11**

*Please provide Solar PV system plan including system description and output study that has been indicated has already been performed in order to confirm stated scoping and payback period estimates.*

**Response**

Refer to Section 3.4.3 of Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, for an updated solar PV feasibility evaluation with estimated payback.

**Comment 3.12**

*Climate Resiliency Checklist completed online.*

**Response**

Comment noted; the Climate Resiliency Checklist has been completed online.

**Comment 3.13**

*A completed Zero Carbon Building Assessment.*

**Response**

Refer to the response to Comment 3.1 above.

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Martin J. Walsh  
Mayor

## Article 37 Interagency Green Building Committee

May 30, 2019

Nigel Tae and Andrew Flynn  
Scape Boylston, LLC  
22 Boston Wharf Road  
7<sup>th</sup> Floor  
Boston, MA 02210

Re: 1252-1270 Boylston Street, Article 37 Comment Letter on PNF

Dear Nigel Tae and Andrew Flynn,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The PNF indicates that the project will use the LEED v4: BD+C: New Construction rating system. Additionally, the project team has committed to:

1. Achieving a minimum green building outcome of LEED Silver, with 50 points for the building.
2. Reducing carbon impacts by improving the performance of the building 26% beyond code.

The IGBC accepts the rating system selection.

The Mayor has established as a goal for the City of Boston to achieve citywide carbon neutrality by 2050. In order to achieve that goal, the city as a whole must pursue the following strategies:

- Minimize its demand for energy: prioritize passive strategies such as improved building envelope by minimizing thermal bridges and maximizing air tightness and insulation;
- Convert systems that run on fossil fuel to electricity: install new systems that do not use fossil fuel - convert existing heating systems to heat pumps and where feasible; and
- Maximize the use of on-site solar PV or other renewable energy generation systems.

In support of Boston's Carbon Neutral 2050 GHG goal, the IGBC requests the project team pursue LEED Gold and identify any obstacles to earning the necessary credits. Our recommendations for achieving an exemplary green building include:

- Include zero net energy and net zero carbon building design strategies wherever possible.
- Ensure that active building systems are appropriately sized for improved passive

3.1

performance and cost savings are fully captured. Please consider performing a Zero Carbon Building Assessment for this project.

- Prioritize passive strategies such as improved building envelope performance by increasing building envelope air tightness and insulation. Doing so will assist in achieving all 9 indicated “Maybe” points for the Optimize Energy Performance credit. 3.2
- To help preserve the embodied carbon and the unique architectural value of the existing building, please make all efforts to reuse the existing exterior façade and avoid any unnecessary demolition. This strategy will help the project be more sensitive to the architectural history of the area and assist it in achieving the Building Life-Cycle Impact Reduction credit where it can earn up to 5 points. 3.3
- The City of Boston electric vehicle policy requires all new projects to have at least 25% of their parking spaces include installed electric vehicle charging systems and all remainder be at least EV charging ready. This project has not indicated that it is pursuing the Green Vehicle credit, even though the required minimum 4 out of 15 parking spaces must have electric vehicle charging. 3.4
- City of Boston Bicycle Parking Guidelines requires both visitor and building occupant bicycle facilities; [see attached guidelines](#). Considering the use and location of the project, please consider exceeding the BTD and LEED Bicycle Facilities credit requirements and ensure that all student residents have adequate bicycle parking to meet their needs. 3.5
- Solar PV Systems – the roof design should be optimized for Solar PV and the system(s) should be installed. With output sufficient to power the equivalent of five residences; solar PV is a cost effective GHG emissions reduction solution. 3.6

The IGBC requests that your project make full use of utility and state-funded energy efficiency and clean/renewable energy programs to minimize energy use and adverse environmental impacts. Please engage the utilities as soon as possible and provide information on any energy efficiency assistance and support afforded to the project. 3.7

Please complete the Climate Resiliency Checklist online and provide the resultant PDF. The Climate Resiliency Checklist included in the PNF filing is “NOT FOR FILING”. 3.8

Please respond to IGBC comments within three weeks including timing for the provision of the requested information and items. This information and items should include:

- Updated LEED Checklist including additional credits being actively pursued. 3.9
- Indication that the project will be meeting the Boston electric vehicle and Bicycle Parking policy requirements including location of facilities. 3.10
- Please provide Solar PV system plan including system description and output study that has been indicated has already been performed in order to confirm stated scoping and payback period estimates. 3.11
- Climate Resiliency Checklist completed online. 3.12
- A completed Zero Carbon Building Assessment. 3.13

Please include the IGBC official email account [igbc@boston.gov](mailto:igbc@boston.gov) in future communications. Let me know if you have any questions or if I can be of any assistance.

Sincerely,  
Benjamin Silverman, LEED AP: BD+C  
On behalf of the Interagency Green Building Committee

Cc: Tim Czerwienski, BPDA Project Manager

## Letter 4: Boston Public Works Department

### Comment 4.1

*The developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.*

#### Response

The Proponent and their engineer will supply engineered site plans to all applicable review agencies for BWSC and PIC approval. These plans will show the entire Boylston Street cross section at the Project.

### Comment 4.2

*All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards ([www.boston.gov/departments/public-works/public-works-design-standards](http://www.boston.gov/departments/public-works/public-works-design-standards)). Any nonstandard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.*

#### Response

Comment noted.

### Comment 4.3

*The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections abutting the project site. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.*

#### Response

Due to BTM requests for a raised cycle track along the Project frontage, curb geometry and location will be changing significantly. As stated herein, these

improvements will be coordinated with BTM, public works, and approved via the PIC process.

#### **Comment 4.4**

*The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.*

#### **Response**

The Proponent will meet with the City's Disabilities Commission to review the proposed streetscape design along with pedestrian and bicycle accommodations.

#### **Comment 4.5**

*The developer should create a design for the sidewalk abutting the project limits that is consistent with the design for the entire Boylston Street corridor in the Fenway.*

#### **Response**

The sidewalk design is consistent with the rest of the Boylston Street corridor in that zones of frontage, pedestrian, and furnishing are carried through and clearly defined by use of materials and furnishing.

#### **Comment 4.6**

*Sidewalk work scope should include an accessible sidewalk/pedestrian path of travel across the entrance to Private Alley 937/gas station driveway on the east side of the property.*

#### **Response**

The Proponent will reconstruct the sidewalk/apron at the Private Alley 937 entrance and ensure it meets all accessibility standards.

#### **Comment 4.7**

*Proposed bicycle accommodations associated with this project shall be discussed and reviewed by the Boston Transportation Department (BTD) and PWD to ensure the design meets City standards and is consistent with the overall bicycle plan/vision for Boylston Street.*

#### **Response**

Comment noted. Please see response to Comment 1.52 detailing coordination with BTD.

**Comment 4.8**

*In coordination with other development projects in the area (i.e. Fenway Hotel), this project should consider upgrades to bring the pedestrian ramps and sidewalks at the intersection of Boylston Street and Ipswich Street into ADA/AAB compliance to increase the pedestrian accessibility to and from the site. This should be paired with any necessary accessibility improvements to the existing traffic signal equipment at this intersection to be coordinated with BTD.*

**Response**

Comment noted.

**Comment 4.9**

*Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. Also, please see above comment with regards to any proposed breaks and/or modifications to the median.*

**Response**

The Project is not adding any new curb cuts, only maintaining and improving the existing entrance to Private Alley 937.

**Comment 4.10**

*Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.*

**Response**

Comment noted. The Project will note all discontinuances on engineered plans for PIC approval.

**Comment 4.11**

*Any and all easements within the Public ROW associated with this project must be processed through the PIC.*

**Response**

The Project will have a pedestrian easement to the City through the PIC process. Any other easements will be addressed at that time.

**Comment 4.12**

*The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.*

**Response**

Proposed streetscape will be submitted for review by the Parks and Recreation Department.

**Comment 4.13**

*The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs.*

**Response**

Street lighting will be coordinated with the PWD Street Lighting Division. Poles and fixtures are planned to be upgraded to match the other developments along Boylston Street, and will comply with Part 6 of Smart Utilities.

**Comment 4.14**

*The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.*

**Response**

All poles and pull boxes within the Project frontage will be replaced and upgraded. The level of these upgrades will be coordinated with PWD Street Lighting Division.

**Comment 4.15**

*Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.*

**Response**

The Project plans to, at a minimum, restore the pavement of the southern half of Boylston Street. No work in the intersection is proposed at this time. As the

Proponent coordinates the final layout of bicycle and parking accommodations in Boylston Street, a more detailed limit of paving will be established.

**Comment 4.16**

*All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the Public ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.*

**Response**

The engineer for the Project will enter the planned work into COBUCS as part of the BWSC site plan approval process.

**Comment 4.17**

*The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.*

**Response**

Comment noted.

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To: Tim Czerwienski, BPDA  
From: Zachary Wassmouth, PWD  
Date: May 13, 2019  
Subject: 1252-1270 Boylston Street PNF - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the 1252-1270 Boylston Street PNF.

**Site Plan:**

The developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

4.1

**Construction Within The Public Right-of-Way (ROW):**

All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards ([www.boston.gov/departments/public-works/public-works-design-standards](http://www.boston.gov/departments/public-works/public-works-design-standards)). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

4.2

**Sidewalks:**

The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections abutting the project site. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

4.3

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

4.4

**Specific Scope Considerations:**

The developer should consider the following to be included in the scope for this project:

- The developer should create a design for the sidewalk abutting the project limits that is consistent with the design for the entire Boylston Street corridor in the Fenway.
- Sidewalk work scope should include an accessible sidewalk/pedestrian path of travel across the entrance to Private Alley 937/gas station driveway on the east side of the property.
- Proposed bicycle accommodations associated with this project shall be discussed and reviewed by the Boston Transportation Department (BTD) and PWD to ensure the design meets City standards and is consistent with the overall bicycle plan/vision for Boylston Street.
- In coordination with other development projects in the area (i.e. Fenway Hotel), this project should consider upgrades to bring the pedestrian ramps and sidewalks at the intersection of Boylston Street and Ipswich Street into ADA/AAB compliance to increase the pedestrian accessibility to and from the site. This should be paired with any necessary accessibility improvements to the existing traffic signal equipment at this intersection to be coordinated with BTD.

4.5

4.6

4.7

4.8



**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



**Driveway Curb Cuts:**

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. Also, please see above comment with regards to any proposed breaks and/or modifications to the median. 4.9

**Discontinuances:**

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC. 4.10

**Easements:**

Any and all easements within the Public ROW associated with this project must be processed through the PIC. 4.11

**Landscaping:**

The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC. 4.12

**Street Lighting:**

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs. 4.13

The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway. 4.14

**Roadway:**

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval. 4.15

**Project Coordination:**

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the Public ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work. 4.16

**Green Infrastructure:**

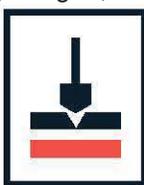
The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC. 4.17

Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

**Zachary Wassmouth**  
Chief Design Engineer  
Boston Public Works Department  
Engineering Division

CC: Para Jayasinghe, PWD



**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499

## Letter 5: Boston Water and Sewer Commission

### Comment 5.1

*Prior to the initial phase of the site plan development, Scape Boylston, LLC, should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential modifications that could impact the project.*

### Response

The Proponent met with Phil Larocque, P.E., Senior Engineering Plan Reviewer for BWSC on August 22, 2019. BWSC's main concern for infrastructure improvements was that the Project would eliminate known illicit connections to the sanitary sewer main on Boylston Street. The Proponent committed to CCTV inspections of the illicit connection of the private alley drainage to the sewer, in addition to possible illicit connections from residential buildings on Park Drive.

Additionally, Mr. Larocque ensured the Project team that the 16-inch water main in Boylston Street has adequate water pressure to support the Project. The Project team was also able to acquire record hydrant flow test information from BWSC that indicated pressures in the 16-inch main were adequate.

Lastly, the Project is pursuing full compliance to GCOD and the Smart Utilities Green Infrastructure requirement. Discharge to the existing stormwater infrastructure in Boylston Street will be substantially reduced through necessary infiltration and retention Best Management Practices (BMPs).

### Comment 5.2

*Regarding the sewer and drain in Private Alley 937, the Commission's records indicate that the storm drain connects to a sewer manhole in Boylston Street, is in the same trench as the sewer and both pipes was installed in 1923. Scape Boylston, LLC must, as part of the site plan development, evaluate the feasibility of abandoning the sewer and drain. If abandonment is not feasible, Scape Boylston, LLC must assess the condition of the pipes, make the necessary repairs and disconnect the storm drain from the sewer and reconnect it to the storm drainage system.*

### Response

See response to Comment 5.1 above.

### Comment 5.3

*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 complete a Cut and Cap General Services Application, available from the Commission.*

**Response**

The Proponent will properly permit and execute cut and cap GSA with BWSC for all public utility services.

**Comment 5.4**

*All new or relocated water mains, sewers and storm drains must be designed and constructed at Scape Boylston LLC'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. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.*

**Response**

No major public utility upgrades are planned in Boylston Street. Water, sewer and drain connections will be constructed to the commission's material and execution specifications. The solution to separate combined sewer from Private Alley 937 will be coordinated in detail during the Site Plan process. The Project team will also provide plumbing plans and calculations for review.

**Comment 5.5**

*Currently, a minimum ratio of 4: 1 for I/I removal to new wastewater flow added is used. 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.*

**Response**

Please see Table 6-1 in Chapter 6, *Infrastructure*, for estimate of sewage generation. Preliminarily, the Project expects to generate over 15,000 GPD of new sewage. The Project will also look to separate the alleyway drainage from the illicit connection to the sewer in Boylston Street, and potentially the existing roof drains (need to be confirmed by CCTV). When the extent and flows of these illicit connections are confirmed and subsequently repaired, the Project will seek credit for removal of flows from the sewer system.

**Comment 5.6**

*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 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/>.*

**Response**

The Proponent is planning to add extensive landscaping to the streetscape in comparison to existing conditions. The streetscape plans also include permeable pavers. Infiltration will be achieved through subsurface structures. There is not adequate space to construct other infiltration BMPs like rain gardens or basins at the surface due to the Urban context of this project. The LM&I agreement with BWSC will cover the maintenance of streetscape improvements.

**Comment 5.7**

*The project sites are 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 include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.*

**Response**

As proposed, the Project will infiltrate 1.25 inches of rainfall across the impervious area of the Project Site. This will not only meet and exceed GCOD requirements, but also meet Smart Utilities Policy Green Infrastructure requirements. The design and implementation of these systems will be reviewed and approved through BWSC Site Plan approval.

The Project plans to utilize subsurface infiltration chambers in conjunction with new landscaping, and pervious paver furnishing zones. The Project team is also studying gaining detention and water quality treatment benefits from the media sections of green roof areas.

**Comment 5.8**

*Scape Boylston LLC 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.*

**Response**

The Project footprint is currently comprised of an existing building. Research of BWSC records and a preliminary meeting with engineering have not uncovered any BWSC infrastructure within the footprint of the Project.

**Comment 5.9**

*The Commission will require Scape Boylston LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Scape Boylston LLC to inspect the existing sewer and drain lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.*

**Response**

The Proponent will plan to CCTV public utility lines to ensure that the condition was maintained through service connections and construction.

**Comment 5.10**

*It is Scape Boylston LLC'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, Scape Boylston LLC 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.*

**Response**

Please see the response to Comment 5.1 above. The Project is anticipated to have positive impacts on the discharge to sanitary sewer and drain through proper mitigation.

**Comment 5.11**

*Scape Boylston LLC 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. Scape Boylston LLC should also provide the methodology used to estimate water demand for the proposed project.*

**Response**

Residential peak water demand is estimated to be 488 GPM; industrial (central laundry) peak water demand is estimated to be 120 GPM; air conditioning make-up

water demand is estimated to be 30 GPM. Irrigation demand will involve drip tube irrigation at amenity terrace planters. Above peak water demand is based on connected equipment and fixtures to the water system or the maximum capacity of the system or fixture.

No irrigation is needed for vegetated roofs, but hose bibs should be provided in case of a long drought. Estimated water needs are 1" of water per week for common terrace planters. Boston receives 44" of rain on average annually, so water usage would be 8 weeks at 1" per week or 6,114 gallons annually based on the modified terrace plan.

### **Comment 5.12**

*Scape Boylston LLC should also consider outdoor landscaping which requires minimal use of water to maintain.*

#### **Response**

Site and regionally appropriate plants will be selected by a landscape architect so that minimal resources are required for plant maintenance.

### **Comment 5.13**

*If Scape Boylston LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed.*

#### **Response**

Comment noted.

### **Comment 5.14**

*The use of sensor-operated faucets and toilets in common areas of buildings should be considered.*

#### **Response**

The Project will consider the use of sensor operated faucets and toilets.

### **Comment 5.15**

*Scape Boylston LLC 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. Scape Boylston LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.*

#### **Response**

The contractor will apply for appropriate hydrant permits for construction water.

**Comment 5.16**

*Scape Boylston will be required to install approved backflow prevention devices on the water service for fire protection and any irrigation systems.*

**Response**

The Project will install backflow prevention per plumbing code requirements and BWSC.

**Comment 5.17**

*The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Scape Boylston LLC should contact the Commission's Meter Department.*

**Response**

The Project's plumbing engineer will contact the Commission's meter department for details and specification regarding the reequipments for water metering to the building.

**Comment 5.18**

*The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Scape Boylston LLC will be required to meet MassDEP Stormwater Management Standards.*

**Response**

The Project will comply with all stormwater management standards. See Section 6.4.5 of Chapter 6, *Infrastructure*, for a full description of compliance with each standard.

**Comment 5.19**

*In conjunction with the Site Plan and the General Service Application Scape Boylston LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must: A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP).*

**Response**

The Proponent plans to submit a SWPPP for prevention of construction pollution, and also install permanent BMPs for removal of pollutants from stormwater runoff.

Stormwater runoff from the Project site eventually flows through BWSC systems to an outfall at the Charles River Basin. Currently, there is no treatment of stormwater at the Site. With the proposed Project, stormwater will be attempted to be infiltrated. Infiltration is the top level of BMP considered by BWSC for pollutant removal, including phosphorus and suspended solids. Any runoff that is not infiltrated will be treated by hydrodynamic separators before being released into a BWSC drainage system. Additional treatment will also be realized in green roof areas. Overall, this will have a positive impact on the water quality of discharge to the Charles River Basin over existing conditions.

### **Comment 5.20**

*Scape Boylston LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. As stated in comment 6, under General, Scape Boylston LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system.*

#### **Response**

As proposed, the Project plans to infiltrate 1.25 inches of stormwater runoff over the impervious area of the Project Site. As stated in BWSC BMP selection guidelines, infiltration is the preferred BMP/technique for phosphorus removal of up to 90 percent.

### **Comment 5.21**

*The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their storm water discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.*

#### **Response**

Runoff from roof areas will initially be directed to subsurface infiltration chambers. Overflow from the chambers in large storm events will be directed to the existing 18-inch drainage main in Boylston Street.

The Project will be discontinuing a known illicit connection to the sanitary sewer from the Private Alley 937. Additionally, the Proponent will seek to investigate if the existing roof drain connections are illicit. Regardless, the new roof drain overflow connection from the infiltration system will be connected to BWSC drainage infrastructure.

The Proponent is also investigating retention and treatment through the use of the media sections of green roof areas.

**Comment 5.22**

*In conjunction with the Site Plan and the General Service Application the Scape Boylston LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:*

*Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or storm water runoff to the Commission's drainage system when the 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 storm water, and the location of major control or treatment structures to be utilized during construction.*

*Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.*

**Response**

A stormwater management plan, including hydrologic maps and calculations, and soil maps, will be included with the Site Plan application. Additionally, plans for construction pollution prevention, and operations and maintenance of permanent BMPs will be included.

**Comment 5.23**

*Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Scape Boylston LLC is responsible for determining if such a permit is required and for obtaining the permit.*

**Response**

Comment noted.

**Comment 5.24**

*The Commission encourages Scape Boylston LLC to explore additional opportunities for protecting storm water quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.*

**Response**

The landscape architect is proposing low maintenance and zero fertilizer plantings. The Proponent will look to use alternative deicing techniques if possible and if safety of the pedestrian way can be maintained.

**Comment 5.25**

*The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Scape Boylston LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Scape Boylston LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.*

**Response**

Dewatering drainage will not be discharged to sanitary sewer and will be tested and monitored for pollutants.

**Comment 5.26**

*Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.*

**Response**

No service connections will be reused for the Project. Dye testing will be used where requested and appropriate. Existing illicit connections will be eliminated.

**Comment 5.27**

*The Commission requests that Scape Boylston LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project.*

**Response**

'Don't dump' plaques will be provided at the catch basin(s) on Boylston Street and any improvement to the Private Alley 937.

**Comment 5.28**

*The cafeteria or food service facility built as part of this project grease traps will be required in accordance with the Commission's Sewer Use Regulations. Scape Boylston LLC is advised to consult with the Commission's Operations Department with regards to grease traps.*

**Response**

Comment noted. The Project team will consult with Operations on the grease traps. Design of grease traps will comply with BWSC standards and plumbing code.

**Comment 5.29**

*The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations.*

**Response**

The interior parking has been eliminated from the Project. Regardless, any basement floor drains will be treated to appropriate plumbing code and BWSC standard.

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**Boston Water and  
Sewer Commission**



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

May 10, 2019

Mr. Timothy Czerwienski, Project Manager  
Boston Planning & Development Agency  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA. 02210

Re: 1252-1270 Boylston Street, Fenway  
Expanded Project Notification Form

Dear Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (EPNF) for the proposed redevelopment project located at 1252-1270 Boylston Street, in the Fenway neighborhood of Boston. This letter provides the Commission's comments on the EPNF.

The proposed project is located on two parcels of land totaling approximately 33,585 square feet. Each parcel has an existing two-story building. The building at 1252-1268 Boylston Street is occupied by academic and retail tenants and vacant space. The building at 1270 Boylston Street is occupied by a food and beverage establishment. The project proponent, Scape Boylston, LLC, proposes construction of a fifteen-story, 235,095 square feet (sf.) mixed use private dormitory. The building will have 533 dormitory room, ground floor retail space, an outdoor dining area, 120 -seat theater and flex space that can be used for small meetings or food and beverage catering. The project will include a below grade-parking garage for 15 vehicles and secured bicycle storage.

For water service, the Commission owns and maintains a 16-inch pit cast iron water main in Boylston Street. The water main was installed in 1896 and cleaned and cement lined in 1990. The water main is part of the Commission's Southern Low Pressure Zone.

For sewer and drain service, the Commission facilities consists of a 32-inch by 42-inch sewer and an 18-inch drain in drain in Boylston Street. Private Alley 937 has a 12-inch sewer and 15-inch storm drain in a common trench. Commission records show both pipes are in an easement and connected to the sewer in Boylston Street.

The PNF states that water demand for the proposed project will be 89,230 gallons per day (gpd) and wastewater generation will be 81,120 gpd.



## General

1. Prior to the initial phase of the site plan development, Scape Boylston, LLC, should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential modifications that could impact the project. Regarding the sewer and drain in Private Alley 937, the Commission's records indicate that the storm drain connects to a sewer manhole in Boylston Street, is in the same trench as the sewer and both pipes was installed in 1923. Scape Boylston, LLC must, as part of the site plan development, evaluate the feasibility of abandoning the sewer and drain. If abandonment is not feasible, Scape Boylston, LLC must assess the condition of the pipes, make the necessary repairs and disconnect the storm drain from the sewer and reconnect it to the storm drainage system. 5.1
2. 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 complete a Cut and Cap General Services Application, available from the Commission. 5.2
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Scape Boylston LLC'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. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan. 5.3
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is 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 5.4



- of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. 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. 5.5
5. 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 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/>. 5.6
6. The project sites are 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 include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge. 5.7
7. Scape Boylston LLC 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. 5.8
8. The Commission will require Scape Boylston LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Scape Boylston LLC to inspect the existing sewer and drain lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity. 5.9
9. It is Scape Boylston LLC'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, Scape Boylston LLC 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. 5.10

#### Water

1. Scape Boylston LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and 5.11



- 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. Scape Boylston LLC should also provide the methodology used to estimate water demand for the proposed project. 5.11
2. The Commission supports Scape Boylston LLC commitment to implementing water conservation measures in addition to those required by the State Plumbing Code. Scape Boylston LLC should also consider outdoor landscaping which requires minimal use of water to maintain. If Scape Boylston LLC 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 be considered. 5.12  
5.13  
5.14
3. Scape Boylston LLC 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. Scape Boylston LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit. 5.15
4. Scape Boylston will be required to install approved backflow prevention devices on the water service for fire protection and any irrigation systems. Scape Boylston LLC is advised to consult with Mr. James Florentino, Manager of Engineering Code Enforcement with regards to backflow prevention. 5.16
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Scape Boylston LLC should contact the Commission's Meter Department. 5.17

#### Sewage / Drainage

1. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Scape Boylston LLC will be required to meet MassDEP Stormwater Management Standards. 5.18
2. In conjunction with the Site Plan and the General Service Application Scape Boylston LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must: A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Scape Boylston LLC will be required to submit with the site plan a phosphorus reduction plan 5.19  
5.20



- for the proposed development. As stated in comment 6, under General, Scape Boylston LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. 5.20
- 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. 5.21
- In conjunction with the Site Plan and the General Service Application the Scape Boylston LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the 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. 5.22
  - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
3. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Scape Boylston LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit 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 in item 1 above. 5.23
4. The Commission encourages Scape Boylston LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers. 5.24
5. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Scape Boylston LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Scape Boylston LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge. 5.25



6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system. 5.26
7. The Commission requests that Scape Boylston LLC install a permanent casting stating “Don’t Dump: Drains to Charles River” next to any catch basin created or modified as part of this project. Scape Boylston LLC should contact the Commission’s Operations Division for information regarding the purchase of the castings. 5.27
8. The cafeteria or food service facility built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations. Scape Boylston LLC is advised to consult with the Commission’s Operations Department with regards to grease traps. 5.28
9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators. 5.29

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/RJA

cc: A. Flynn, Scape Boylston, LLC  
M. Zlody, BED via e-mail  
M. Connolly via e-mail  
C. McGuire, BWSC via e-mail  
P. Larocque, BWSC via e-mail

## Letter 6: Boston Groundwater Trust

### Comment 6.1

*GCOD requires both the installation of a recharge system to capture one (1) inch of rainfall across the portion of the Project Site and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots.*

#### Response

As proposed, the Project will infiltrate 1.25 inches of rainfall across the impervious area of the Project Site. This will not only meet and exceed GCOD requirements, but also meet Smart Utilities Policy Green Infrastructure requirements. The design and implementation of these systems will be reviewed and approved through BWSC Site Plan approval.

The Project plans to utilize subsurface infiltration chambers in conjunction with new landscaping, and pervious paver furnishing zones. The Project team is also studying gaining detention and water quality treatment benefits from the media sections of green roof areas.

The Project's geotechnical engineer will study the effect of the improvements on groundwater levels on site and on adjoining lots. The results of this study will be provided to BGWT.

### Comment 6.2

*Construction of the foundations and below-grade parking structure will require excavation depths anticipated to be up to 30 feet below the Boylston Street ground surface (approx. Elevation +19 BCB). The below-grade levels will be waterproofed.*

#### Response

Comment noted.

### Comment 6.3

*Excavation will be conducted within an engineered lateral earth support system, such as a steel sheet pile wall system, which will be designed to provide excavation support, 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.*

#### Response

Comment noted.

**Comment 6.4**

*The lateral earth support system will be designed to be installed into the clay stratum to isolate the excavation and future below-grade garage from the groundwater table. Due to the depth of excavation, the lateral earth support system will be supported by an internal bracing system or external bracing system such as tiebacks. Pre-excavation will be performed along the building perimeter to remove obstructions prior to installing the excavation support system.*

**Response**

Comment noted.

**Comment 6.5**

*In addition to waterproofing the structure, foundation walls, and elevator pits these precautions should assure that no path is created that will allow groundwater to drain from the upper trapped aquifer to a lower aquifer. Also under no circumstances should underdrains or sumps be part of the foundation design and construction.*

**Response**

Comment noted.

**Comment 6.6**

*The proponent should establish a groundwater level monitoring program prior to, during, and after construction.*

**Response**

Comment noted. Groundwater level monitoring program will be implemented.

**Comment 6.7**

*The Project team shall coordinate with the Trust and confirm which observation wells will be monitored and reported. The groundwater level data should be furnished to the Trust and the Agency on a weekly basis.*

**Response**

Comment noted.

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# Boston Groundwater Trust

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

## Board of Trustees

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## Executive Director

Christian Simonelli

May 7<sup>th</sup>, 2019

Tim Czerwienski, AICP Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201-1007

Subject: 1252-1270 Boylston Street Project Notification Form (PNF) Comments

Dear Mr. Czerwienski:

Thank you for the opportunity to comment on the 1252-1270 Boylston Street Project Notification Form (PNF) which is located in the Fenway. The Boston Groundwater Trust (BGwT) 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. The document states pursuant to the requirements of Article 32 of the Code – and as applicable for sites located within the GCOD – the Project will infiltrate more than 1.00 inch of rainfall across the portion of the Project Site occupied by the proposed improvements.

GCOD requires both the installation of a recharge system to capture one (1) inch of rainfall across the portion of the Project Site and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. The PNF states that based on the proposed scope of the Project, and the anticipated subsurface conditions described above, it is anticipated that the Project will be founded on the existing outwash deposit with a foundation system consisting of a waterproofed structural mat foundation. The Project may include below-grade levels which are benched into the Project Site. Construction of the foundations and below-grade parking structure will require excavation depths anticipated to be up to 30 feet below the Boylston Street ground surface (approx. Elevation +19 BCB). The below-grade levels will be waterproofed. Excavation will be conducted within an engineered lateral earth support system, such as a steel sheet pile wall system, which will be designed to provide excavation support, 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.

6.1

6.2

6.3

The lateral earth support system will be designed to be installed into the clay stratum to isolate the excavation and future below-grade garage from the groundwater table. Due to the depth of excavation, the lateral earth support system will be supported by an internal bracing system or external bracing system such as tiebacks. Pre-excavation will be performed along the building perimeter to remove obstructions prior to installing the excavation support system.

6.4

In addition to waterproofing the structure, foundation walls, and elevator pits these precautions should assure that no path is created that will allow groundwater to drain from the upper trapped aquifer to a lower aquifer. Also under no circumstances should underdrains or sumps be part of the foundation design and construction.

6.5

The proponent should establish a groundwater level monitoring program prior to, during, and after construction. The purpose of the program is to establish, document, and maintain baseline groundwater water levels throughout the entire construction period. The Project team shall coordinate with the Trust and confirm which observation wells will be monitored and reported. The groundwater level data should be furnished to the Trust and the Agency on a weekly basis.

6.6

6.7

The document states that prior to the issuance of a building permit, the Proponent will provide the BPDA, BWSC, and Boston Groundwater Trust with a letter detailing the elements of the Project which successfully achieve the critical GCOD requirement of no reduction in groundwater levels onsite or on adjoining lots. The letter will be stamped by a professional engineer, who is registered in Massachusetts.

I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,



Christian Simonelli  
Executive Director

CC: Kathleen Pederson, BPDA  
Maura Zlody, EEOS

## Responses to Public Comments by Topic

Many of the comments from the members of the public expressed a similar array of concerns – accordingly, responses are provided by topic below.

The public comments and concerns fall into the following main categories:

1. Use and Programming
2. Urban Design
3. Black Box Theater
4. Affordable Housing
5. Additional Properties

The responses below aim to address key community issues and refer to specific sections of the DPIR for further information. Copies of all public comments received are provided in Appendix A for reference.

## Comment Topic 1: Use and Programming

### Example comments:

- › *My suggestion is for Scape to transform their proposal from a dormitory exclusively for students to a micro-unit apartment building marketed to the general public which would provide desperately needed and potentially more affordable workforce housing.*
- › *Anything developed on this street that does not house any and all residents is removing opportunity for new residents of the Fenway neighborhood. If these were microunits, these could serve students or professionals.*
- › *There is a strong support for existing zoning standards; “no dormitory” provision was purposely inserted into our Fenway neighborhood zoning to limit institutional expansion and preserve neighborhood quality of life, and we are opposed to the stripping of that provision.*
- › *Encouragement to Scape to work with the BPDA, the city, and the neighborhood to find a more appropriate use for this parcel. One that is consistent with zoning and other nearby uses, such as apartments or condos.*
- › *Suggestion for Scape to transform their proposal from a dormitory exclusively for students to a micro-unit apartment building marketed to the general public which would provide desperately needed and potentially more affordable workforce housing. Such a project would be the same building typology and business model, but with a different demographic of tenants.*
- › *Micro-unit housing would be very attractive to emerging professionals seeking housing near their jobs. I also believe this typology would be desirable to empty nesters downsizing and wishing to live car free in the city in a convenient location with easy access to nearby hospitals.*
- › *Proposal would provide little to no improvement for the middle market housing.*

### Response:

Over the past six months, stakeholders across the Fenway consistently identified (via meetings, discussions, comment letters, correspondence, etc. with the Proponent) housing stability as the fundamental challenge facing the neighborhood and indicated that an integrated solution – anchored upon production of housing units and affordability – is needed to effectively address this critical issue. The Fenway neighborhood expressed heightened concern that the existing housing shortages will be further exacerbated by the upcoming wave of new commercial office space that will be built over the next three years (which will add approx. 10,000 new permanent employees to the neighborhood).

As articulated by the neighborhood stakeholders, the already-unbalanced Fenway housing market is presently facing further destabilization due to the stark asymmetry of this increased-demand and lack-of-new-supply – in particular, middle-income residents remain under-siege and continue to be widely displaced.

Accordingly, over the past six months, the Fenway neighborhood stakeholders directed the Proponent to consider major changes to the Project and pursue solution-oriented measures to address this increasing housing deficit.

Pursuant to this specific direction from the Fenway neighborhood, the Proponent has earnestly incorporated a breadth of significant modifications to enhance alignment among all stakeholders. As further detailed herein, these modifications seek to conform with Article 66 of the Boston Zoning Code and the Fenway Urban Village Plan.

Driven by the detailed feedback received from the neighborhood stakeholders, the Proponent endeavored to put forth an integrated and responsive plan which focuses on meaningful – yet appropriately-scaled – production of housing in the Fenway (and specifically includes an unprecedented commitment to affordable housing).

The Proponent looks forward to working alongside the neighborhood stakeholders in a solution-oriented manner to combat displacement and engender stability across the Fenway housing market.

Over the past six months, the Proponent has embarked upon a comprehensive transformation of its programming and product offering across North America. Pursuant to a deliberate, measured and reflective discernment process, the Proponent determined that it was prepared to proceed – locally and nationally – as a provider of bona fide open-market residential rental housing.

As specialists in innovative urban living, the Proponent is excited to address a broader and deeper portion of the metropolitan housing spectrum, with a particular focus on delivering high-quality, well-located and attainably-priced residential housing for the workforce.

The Proponent has thoughtfully designed its residential housing units – driving versatility at a granular level – to align with the wide-ranging segments of the workforce (including, but not limited to, young professionals, families, empty-nesters, retirees-in-transition, and those seeking to age-in-place).

Accordingly, over the past four months, the Proponent undertook a meticulous and thorough redesign of 1252-1270 Boylston. As further detailed herein the DPIR, the Project – ‘Boylston Place’ – will now consist of 477 open-market residential rental housing units.

The housing units at Boylston Place have been designed to residential standards and specifications. Minimum lease terms will be one year, and any type of short-term rental or overnight accommodations (e.g. Airbnb, Sonders, etc.) will be expressly prohibited and enforced.

Moreover, the product and programming designed by the Proponent – locally and nationally – is certainly not a ‘co-living’ concept; co-living providers typically are driven by high-velocity short-term leases for folks seeking to ‘rent-a-bed in a 10-bedroom unit’. In contrast, the programs developed by the Proponent are diligently comprised of a mix of studio, one-bedroom, two-bedroom and three-bedroom

residential housing units which prioritize privacy, affordability and proximity to the urban core.

The residential units will be fully-furnished which will further enhance the affordability and attainability for all residents of the Fenway neighborhood.

## **Comment Topic 2: Urban Design**

### **Example comments:**

- › *When the Harlo, a non-eligible site came in, it was granted excess height because its design responded to community needs for a health center and provided more residential units.*
- › *Conform with the spirit and intent of Article 66.*

### **Response:**

The Proponent has materially reduced the dimensional envelope of the Project and has further expanded its commitment to improve the pedestrian realm:

- › Significant reduction in height – southwestern corner reduced by 30 feet, southeastern corner reduced by 18 feet, all northern elements reduced by 13 feet.
- › Substantial reduction in floor area ratio – reduced from 7.0 to 6.7.
- › Further articulation of the building through pronounced three-dimensional sculpting, including material new setbacks on the western and southern portions of the Project.
- › Eliminated southwest wing cantilever into alley.
- › Introduction of enhanced window detailing on the southwestern façade and lightening of brick façade pigmentation.
- › Consolidation of loading docks, refinement of ground-level plant species and extension of raised cycle-track.
- › Upgrade of signals at the intersection of Boylston Street and Ipswich Street.

### **Comment Topic 3: Black Box Theater**

#### **Example comments:**

- › *The community does not need a space for just plays, but a space for dancing, DJs, drag, and fundraisers*
- › *Negative impact to LGBTQ community with loss of Machine; Machine is an incubator space for performers*

#### **Response:**

In recognition of the Project Site's important heritage and affiliation with the LGBTQ community, the Proponent will be delivering the Boylston Black Box, an LGBTQ-centric venue for the performing arts.

Based on feedback received from the neighborhood stakeholders and LGBTQ performance groups, the Proponent has further deepened its commitment to this important component of the Project:

- › Increase in the size of the Boylston Black Box program from approx. 6,000 sq. ft. to approx. 10,000 sq. ft.
- › Increase in capacity of the theater from 120 seats to 156 seats.
- › Addition of dedicated community space, flexible space, actor spaces, public spaces, support spaces.
- › Mezzanine space.
- › Programmed dedicated loading access.
- › Increase in size and scope of ground-floor marquee entrance.

### **Comment Topic 4: Affordable Housing**

#### **Example comments:**

- › *There is a lack of planning for affordable housing*
- › *Affordability needs to be a bigger part of the conversation; request for a detailed proposal on how to achieve affordability*
- › *Need to understand production of IDP units.*

#### **Response:**

The Proponent is committed to the production of affordable housing units in the Fenway neighborhood and is prepared to voluntarily exceed the applicable contribution requirements prescribed by the Inclusionary Development Policy ("IDP"):

- › Per IDP, the Proponent is required to deliver 18% offsite affordable housing units within a half-mile of the Project.

- › However, the Proponent is prepared to exceed this requirement and deliver 20% offsite affordable housing units at 'The Ipswich', an unprecedented 100% affordable housing building located at Two Charlesgate West.
- › This would generate 95 affordable housing units within 1,000 feet of the Project Site (please note, as further described herein, The Ipswich would have a total of 220 affordable housing units delivered by the Proponent).

## **Comment Topic 5: Additional Properties**

### **Example comments:**

- › *Consider additional properties owned by affiliates of the Proponent in the context of integrated Fenway neighborhood planning and housing production.*
- › *What are the plans for the other sites in the neighborhood owned by the Proponent?*

### **Response:**

Since submission of the EPNF, affiliates of the Proponent have attained site control of two additional properties in the greater Fenway neighborhood – 819 Beacon Street and Two Charlesgate West (the "Additional Properties").

The Scoping Determination – and Fenway neighborhood stakeholders – directed the Proponent to consider a cohesive approach for the development of 1252-1270 Boylston and the Additional Properties and to articulate its initial conceptual plans for the Additional Properties.

Accordingly, herein, the Proponent provides a summary of its preliminary proposed programming for 819 Beacon Street ('The Beacon') in Audubon Circle and Two Charlesgate West ('The Ipswich').

With regards to the integrated neighborhood plan, the Proponent:

- › Focused on the appropriately-scaled production of residential housing units at all three sites.
- › Committed to outperform its prescribed IDP (affordable housing) requirements at all three sites.
- › Materially reduced the dimensional envelope (vs. previous proposals) at all three sites.
- › Included significant public benefits at all three sites.

The Proponent will partner with Boston Children's Hospital to deliver The Beacon, which will also include 50 residential units for the families of patients (which will be operated on a not-for-profit basis).

The Proponent will deliver 220 affordable housing units at The Ipswich – this unprecedented production of affordable housing units will have an immediate,

major, positive impact as only 212 IDP affordable housing units have been delivered in the neighborhood over the past 20 years since the launch of IDP in 2000; the Proponent would single-handedly increase this inventory by over 100%.

The Proponent looks forward to engaging all stakeholders regarding the Additional Properties – each of the Additional Properties will be subject to Large Project Review under Article 80B of the Boston Zoning Code.

For each of the Additional Properties, the Proponent anticipates filing a Letter of Intent with the BPDA in the fourth quarter of 2019.

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## **Appendix A: Public Comments on the EPNF**

Note: Materials are provided on the enclosed CD-ROM.  
Hard copies are available upon request.

## Appendix B: BPDA Checklists

**Accessibility Checklist**

**Climate Change Preparedness and Resiliency Checklist**

**Smart Utilities Checklist**

**Broadband Ready Questionnaire**

## Article 80 – Accessibility Checklist

### A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

#### Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design  
[http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations  
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations  
[http://www.mbta.com/riding\\_the\\_t/accessible\\_services/](http://www.mbta.com/riding_the_t/accessible_services/)
6. City of Boston – Complete Street Guidelines  
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board  
[www.boston.gov/disability](http://www.boston.gov/disability)
8. City of Boston – Public Works Sidewalk Reconstruction Policy  
[http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%20200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%20200114_tcm3-41668.pdf)
9. City of Boston – Public Improvement Commission Sidewalk Café Policy  
[http://www.cityofboston.gov/images\\_documents/Sidewalk\\_cafes\\_tcm3-1845.pdf](http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf)

#### Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

**Article 80 | ACCESSIBILTY CHECKLIST**

<p><b>1. Project Information:</b>  <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i></p>			
Project Name:	1252-1270 Boylston		
Primary Project Address:	1252-1270 Boylston Street, Boston, MA 02215		
Total Number of Phases/Buildings:	1		
Primary Contact (Name / Title / Company / Email / Phone):	<p>Andrew Flynn                  Chief Executive Officer                  Scape USA                  (857) 205 - 4575  <a href="mailto:Andrew.Flynn@Scape.com">Andrew.Flynn@Scape.com</a></p>		
Owner / Developer:	Scape Boylston, LLC		
Architect:	Gensler		
Civil Engineer:	VHB		
Landscape Architect:	Copley Wolff Design Group		
Permitting:	VHB		
Construction Management:	Suffolk Construction		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	<b>Draft / Final Project Impact Report Submitted</b>	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	<p>Private Alley 937: Accessible Lift:                  The South entry from Private Alley 937 into the Residence's Back of House spaces is served by an accessible lift. This secondary access to the building has an elevation differential of approximately 7'-0" from grade. The project is currently planning to provide an ADA Lift in the vestibule in lieu of a ramp (which would be approximately 110'-0' in length for ramp and landings and not allow for proper service of the building). The areas that are served by this lift also have a fully accessible front entry through Residence Lobby off of Boylston Street.</p>		
<p><b>2. Building Classification and Description:</b>  <i>This section identifies preliminary construction information about the project including size and uses.</i></p>			
What are the dimensions of the project?			
Site Area:	33,585 SF	Building Area:	226, 699 GSF

**Article 80 | ACCESSIBILITY CHECKLIST**

Building Height:	<b>162'-11"FT.</b>	Number of Stories:	<b>15 Flrs.</b>	
First Floor Elevation:	<b>20'-0"</b>	Is there below grade space:	<b>Yes</b>	
What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	<b>Concrete</b>
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	<b>Residential - Multi-unit, Four +</b>	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	<b>Retail, Entry Lobby for Residence and Back of house support spaces, Entry for community Black Box Theater and loading services and mechanical spaces.</b>			
<p><b>3. Assessment of Existing Infrastructure for Accessibility:</b>  <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly &amp; disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	<b>The Project Site consists of two parcels: 1252-1268 Boylston Street; and 1270 Boylston Street. The grade of the Project Site is essentially level along Boylston Street at approximately BCB Elevation 20'-0", but has an approximate 7'-0" downward slope to the rear side along Private Alley 937 to approximately BCB elevation 13'-0". The full streetscape along Boylston street will be made accessible.</b>			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	<b>Commuter Rail: Yawkey Station 0.3 Miles Framingham Worcester line          MBTA Green Line: Kenmore Station 0.3 Miles, Fenway 0.4 miles          MBTA Bus: 55 Ipswich Street 355'          MBTA Bus: 8, 9, 19, 60, 65 0.2 Miles</b>			
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	<b>Mass School of Pharmacy and Health, Fenway Park, Museum of Fine Arts, Isabella Gardner Museum, Berklee College of Music, Boston University, Simmons College, Emmanuel College, Northeastern University, Harvard Medical School, Mass. College of Art &amp; Design, Wentworth Institute of Technology, West Fenway Elderly Housing, Beth Israel Deaconess Medical Center, Boston Children's Hospital, Brigham and Women's Hospital</b>			
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	<b>Fenway Community Center, The Fens, City of Boston Fire Department, Massachusetts Historical Society, Ramler Park</b>			
<b>4. Surrounding Site Conditions – Existing:</b>				

**Article 80 | ACCESSIBILITY CHECKLIST**

<p><i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
<p>Is the development site within a historic district? <b>If yes</b>, identify which district:</p>	<p>No</p>
<p>Are there sidewalks and pedestrian ramps existing at the development site? <b>If yes</b>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p><b>There is an existing sidewalk that runs east-west on Boylston St. All of the sidewalks and access ramps will be replaced as part of the project to meet accessibility requirements</b></p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <b>If yes</b>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <b>If yes</b>, provide description and photos:</p>	<p>No</p>
<p><b>5. Surrounding Site Conditions – Proposed</b></p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort 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. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <b>If yes</b>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p><b>Yes. The proposed sidewalk meets Boston Complete Streets Design Guidelines 2013. Street type “Downtown Mixed-Use” was applied.</b></p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p><b>The sidewalk is a total of 232’-6” long and ranges from 23’-11” to 34’-7” wide. There is a cross-slope of no more than 2%. Frontage zones range from 6’-8” to 14’-4” wide. Pedestrian zone is 10’-0” wide. Furnishing zone is 7’-3” wide.</b></p>
<p>List the proposed materials for each Zone. Will the proposed</p>	<p><b>The Frontage zone is on private property and will consist of precast concrete pavers. The Pedestrian zone is on Private Property and will consist of 6” thick</b></p>

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>cast in place concrete paving. The Furnishing zone is in the City of Boston pedestrian right-of-way and consists of precast concrete pavers and angled steel planters with wood bench seating. There are two areas, at the main residences entrance and the pocket park, made up of 1x2 granite pavers. These areas transcend all three zones. The pedestrian zone concrete path is continuous and runs through these zones.</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p><b>Yes. The remaining right-of-way clearance will be at least 10'-0"</b></p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p><b>The pedestrian right-of-way is on private property and the Proponent will not be seeking a pedestrian easement. The proponent plans to maintain the pedestrian right of way via the License, Maintenance, and Indemnification (LMI) agreement with PIC.</b></p>
<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p><b>The Project street frontage on Boylston Street will be reviewed by PIC in regards to materials, street furniture and trees, and bicycle and pedestrian accommodations via a Specific Repairs review and LMI.</b></p>
<p><b>6. Accessible Parking:</b>  <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p><b>No parking is being provided onsite as part of the Project.</b></p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>N/A</p>
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the</p>	<p><b>The Proponent will maintain five (5) of the existing on-street metered parking spaces. The Proponent will contact the Commission for Persons with Disabilities regarding the need for accessible parking spaces.</b></p>

**Article 80 | ACCESSIBILITY CHECKLIST**

Commission for Persons with Disabilities regarding this need?	
Where is the accessible visitor parking located?	<b>No visitor parking is being provided as part of the Project.</b>
Has a drop-off area been identified? <i>If yes</i> , will it be accessible?	<b>There is a new drop-off area proposed in front of the residence lobby entry. The drop-off will be made accessible.</b>
<p><b>7. Circulation and Accessible Routes:</b>  <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	<p><b>Retail Entries: Retail Entries on Boylston Street are all flush conditions</b>  <b>Scape Entries:</b>  <b>Main Entry on Boylston Street is a flush condition</b>  <b>Rear Entry on Private Alley 937 has Stairs and Lift</b>  <b>Community Black Box Theater:</b>  <b>Main Entry on Boylston Street is a flush condition</b>  <b>Private Alley 937 Service Entry:</b>  <b>Service Entry and loading dock on Private Alley 937 is accessed via stairs</b></p>
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no</i> , what is the reason?	<b>The standard entrances and accessible entrances are at same location</b>
<i>If project is subject to Large Project Review/Institutional Master Plan</i> , describe the accessible routes way-finding / signage package.	<b>Code-compliant life safety and accessibility signage will be provided for the project.</b>
<p><b>8. Accessible Units (Group 2) and Guestrooms: (If applicable)</b>  <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	<b>477 residential rental apartments</b>
<i>If a residential development</i> , how many units are for sale? How many are for rent? What is the breakdown	<b>There are no for sale units, all 477 units are rental. There will be 95 IDP units located at 2 Charlesgate West in connection with this Project.</b>

**Article 80 | ACCESSIBILITY CHECKLIST**

of market value units vs. IDP (Inclusionary Development Policy) units?	
<b>If a residential development</b> , how many accessible Group 2 units are being proposed?	<b>5 percent of the units will be provided as Group 2A Units.</b>
<b>If a residential development</b> , how many accessible Group 2 units will also be IDP units? <b>If none</b> , describe reason.	<b>The IDP units will be located at 2 Charlesgate West and will have the required number of Group 2 units.</b>
<b>If a hospitality development</b> , how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? <b>If yes</b> , provide amount and location of equipment.	N/A
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <b>If yes</b> , provide reason.	<b>No. All units will meet Group 1 criteria</b>
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <b>If yes</b> , describe:	<b>Yes.</b>  <b>Elevators are located on the ground floor.</b> <b>A lift is located on the rear entry for secondary service entry.</b> <b>A code compliant accessible ramp is provided on the 13<sup>th</sup> floor to access potential exterior terrace.</b>
<p><b>9. Community Impact:</b> <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	<b>The Project is providing enhanced streetscape accessibility and a fully accessible Black Box Theater.</b>
What inclusion elements does this development provide for persons with disabilities in common social	<b>The second floor interior amenity spaces and the exterior communal terrace, and the thirteenth floor exterior terrace which serve the Residents, will be fully accessible.</b>

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	
<p>Are any restrooms planned in common public spaces? <b>If yes</b>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <b>If no</b>, explain why not.</p>	<p><b>On the second floor interior amenity spaces, four individual restrooms are provided. Two of these restrooms will be fully ADA compliant.</b></p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <b>If yes</b>, did they approve? <b>If no</b>, what were their comments?</p>	<p><b>No. Review to be scheduled.</b></p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <b>If no</b>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p><b>No. Review to be scheduled.</b></p>
<p><b>10. Attachments</b>  <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.  <b>Refer to Figure B.1.</b></p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>Refer to Figure B.2.</p>
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) <b>Refer to Figure B.3a through Figure B.4b (including theater space).</b></p>
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. <b>Refer to Figures B.5a through Figure B.5c</b></p>
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <ul style="list-style-type: none"><li>•</li><li>•</li><li>•</li><li>•</li></ul>

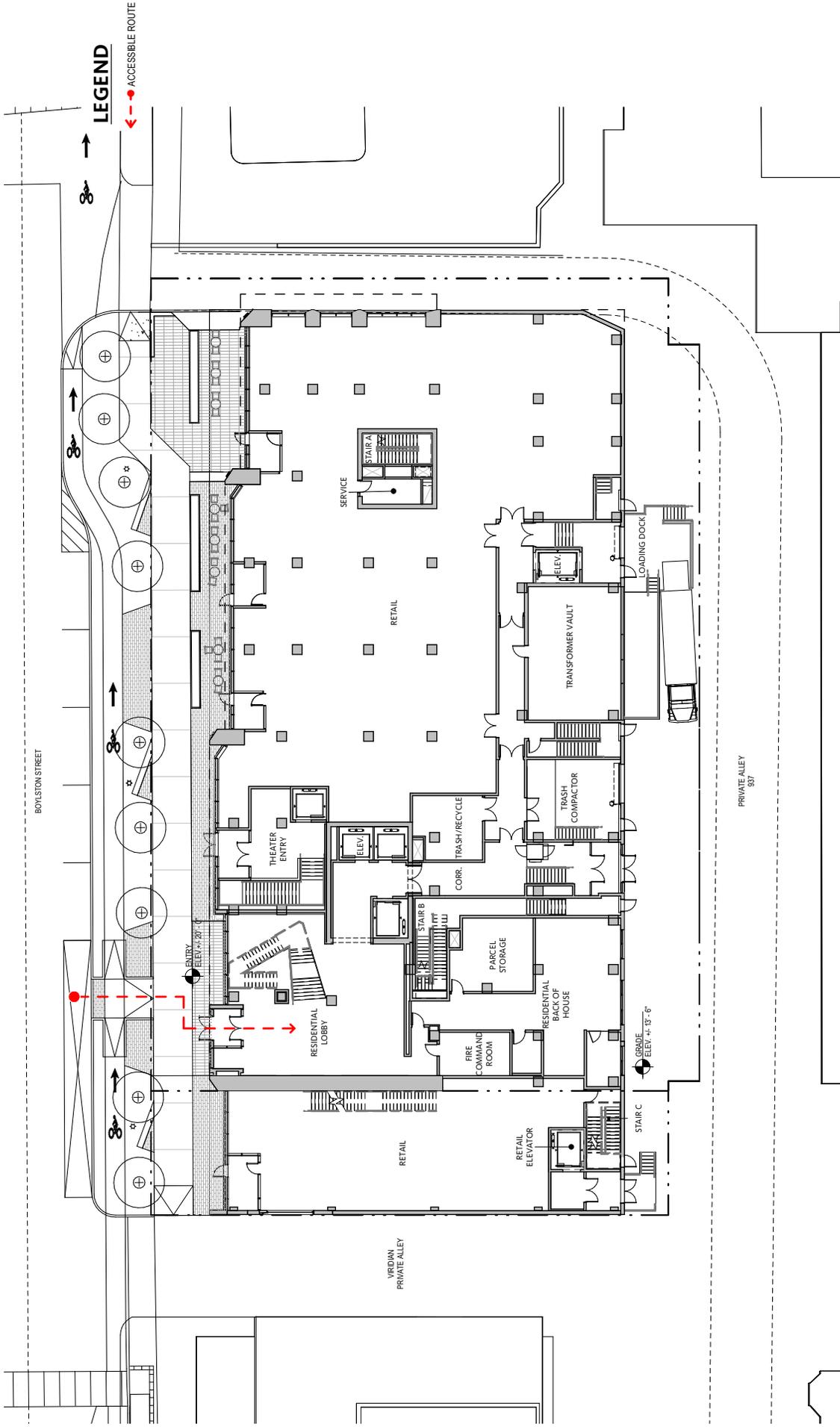
This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit [www.boston.gov/disability](http://www.boston.gov/disability), or our office:

The Mayor's Commission for Persons with Disabilities  
1 City Hall Square, Room 967,  
Boston MA 02201.

Architectural Access staff can be reached at:

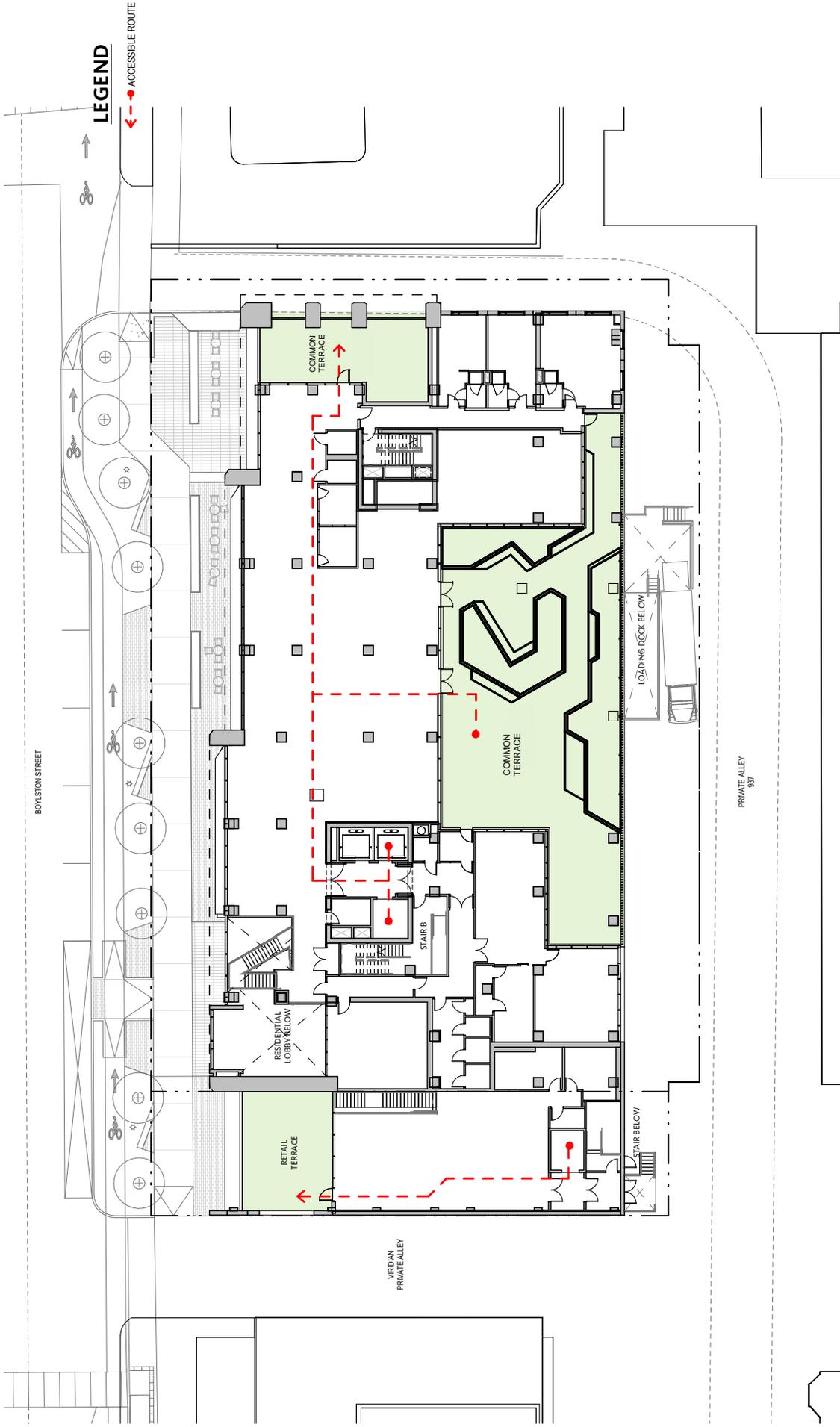
[accessibility@boston.gov](mailto:accessibility@boston.gov) | [patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov) | [sarah.leung@boston.gov](mailto:sarah.leung@boston.gov) | 617-635-3682



Source: Gensler

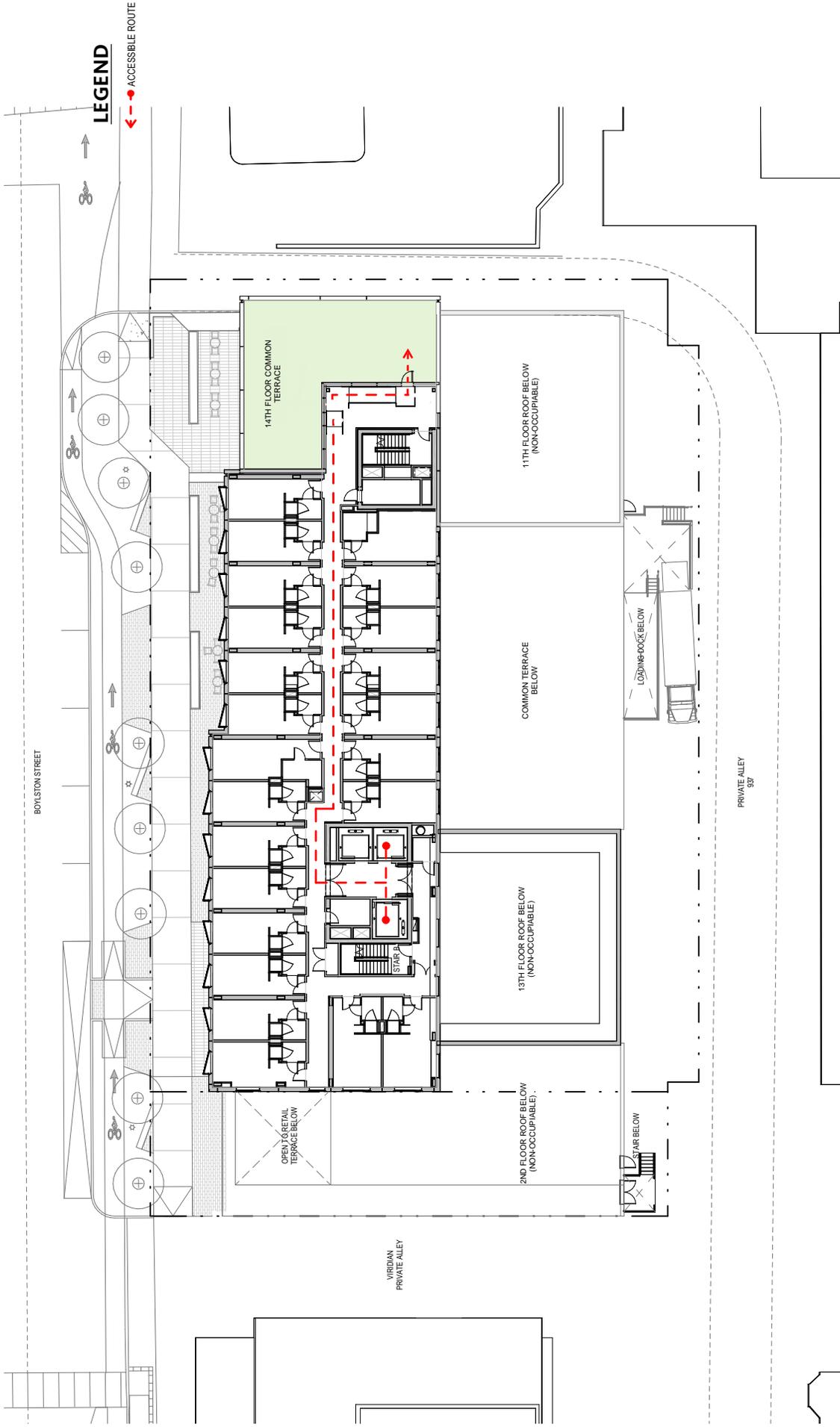
**Gensler** Figure B.1  
 Accessible Route:  
 Drop-Off to Entry  
**1252-1270 Boylston**  
**Boston, Massachusetts**



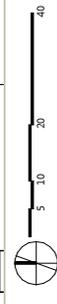


Source: Gensler

**Gensler** Figure B.3a  
 Accessible Route:  
 Terraces - Level 2  
**1252-1270 Boylston**  
**Boston, Massachusetts**

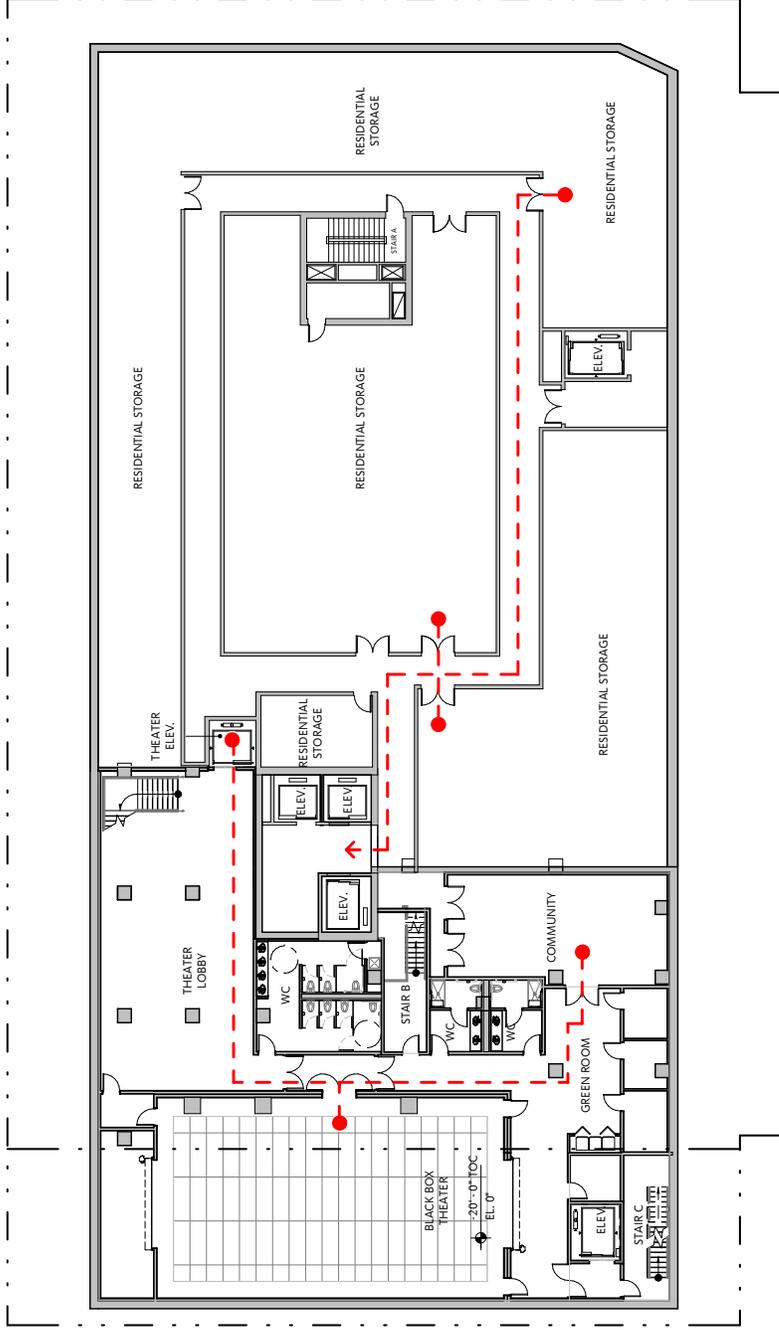


Source: Gensler



**Gensler** Figure B.3b  
 Accessible Route:  
 Terraces - Level 13  
**1252-1270 Boylston**  
**Boston, Massachusetts**





**LEGEND**  
 ← - - - → ACCESSIBLE ROUTE

Source: Gensler



**Gensler** Figure B.4b  
 Accessible Route:  
 Theater & Storage - B2 Level  
**1252-1270 Boylston**  
**Boston, Massachusetts**

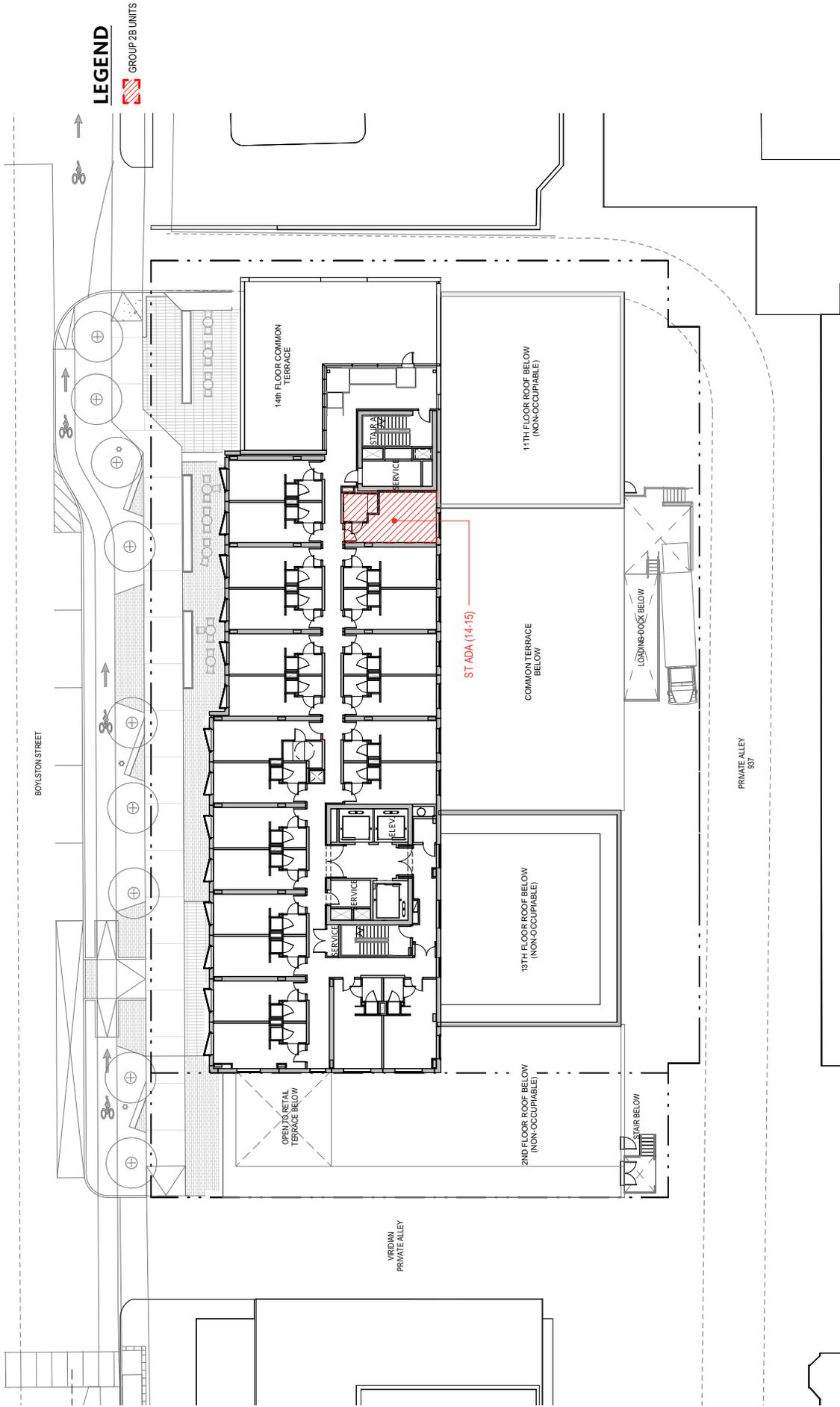




Source: Gensler



**Gensler** Figure B.5b  
 Accessible Units:  
 Typical Level 12-13  
**1252-1270 Boylston**  
**Boston, Massachusetts**



Source: Gensler

**Gensler**

Figure B.5c

Accessible Units:

Typical Level 14-15

**1252-1270 Boylston**

**Boston, Massachusetts**

**NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).**

## A.1 - Project Information

Project Name:	1252-1270 Boylston		
Project Address:	1252-1270 Boylston Street, Boston, MA 02215		
Project Address Additional:			
Filing Type (select)	Initial (PNF, EPNF, NPC or other substantial filing) – DPIR Filing Design / Building Permit (prior to final design approval), or Construction / Certificate of Occupancy (post construction completion)		
Filing Contact	Andrew Flynn	Scape Boylston, LLC	Andrew.flynn@scape.com
Is MEPA approval required	Yes/No		Date N/A

## A.3 - Project Team

Owner / Developer:	Scape Boylston, LLC
Architect:	Gensler
Engineer:	VHB
Sustainability / LEED:	WSP
Permitting:	VHB
Construction Management:	Suffolk Construction

## A.3 - Project Description and Design Conditions

List the principal Building Uses:	Residential, Retail, General Storage.
List the First Floor Uses:	Retail, Entry Lobby for Residence and Back of house support spaces, Entry for community Black Box Theater and loading services and mechanical spaces.
List any Critical Site Infrastructure and or Building Uses:	Building Transformer Vault

### Site and Building:

Site Area:	33,585 SF	Building Area:	226,699 GSF
Building Height:	162'-11"FT.	Building Height:	15 Stories
Existing Site Elevation – Low:	12.40 Ft BCB	Existing Site Elevation – High:	20.90 Ft BCB
Proposed Site Elevation – Low:	12.40 Ft BCB	Proposed Site Elevation – High:	20.90 Ft BCB
Proposed First Floor Elevation:	20.0 Ft BCB	Below grade levels:	2 Stories

### Article 37 Green Building: :

LEED Version - Rating System :	LEED v4 - NC	LEED Certification:	Yes
Proposed LEED rating:	Silver	Proposed LEED point score:	50 Pts.

**Building Envelope:**

When reporting R values, differentiate between R discontinuous and R continuous. For example, use “R13” to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	<b>R30 c.i.(R)</b>	Exposed Floor:	<b>14.6 c.i.(R)</b>
Foundation Wall:	<b>7.5c.i. (R)</b>	Slab Edge (at or below grade):	<b>10 (R)</b>

Vertical Above-grade Assemblies (%'s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	<b>11 (%)</b>	Wall & Spandrel Assembly Value:	<b>.055 (U)</b>
Area of Framed & Insulated / Standard Wall:	<b>57(%)</b>	Wall Value	<b>21 (R)</b>
Area of Vision Window:	<b>35</b>	Window Glazing Assembly Value:	<b>.38 (U)</b>
		Window Glazing SHGC:	<b>.39 (SHGC)</b>
Area of Doors:	<b>1 %</b>	Door Assembly Value:	<b>0.37 (U)</b>

**Energy Loads and Performance**

For this filing – describe how energy loads & performance were determined

**eQuest energy modeling: Proposed design vs ASHRAE 90.1-2013 App. G baseline with MA Amendments**

Annual Electric:	<b>1,952,153 (kWh)</b>	Peak Electric:	<b>2,500 (kW)</b>
Annual Heating:	<b>3,588 (MMbtu)</b>	Peak Heating:	<b>5.2 (MMbtu/hr)</b>
Annual Cooling:	<b>266,090 (Tons/hr)</b>	Peak Cooling:	<b>450 (Tons)</b>
Energy Use - Below ASHRAE 90.1 - 2013:	<b>28%</b>	Have the local utilities reviewed the building energy performance?:	<b>yes</b>
Energy Use - Below Mass. Code:	<b>26 %</b>	Energy Use Intensity:	<b>36 (kBtu/SF)</b>

**Back-up / Emergency Power System**

Electrical Generation Output:	<b>500 (kW)</b>	Number of Power Units:	<b>1</b>
System Type:	<b>Combustion Engine</b>	Fuel Source:	<b>Diesel</b>

**Emergency and Critical System Loads** (in the event of a service interruption)

Electric:	<b>300 (kW)</b>	Heating:	<b>0.14 (MMbtu/hr)</b>
		Cooling:	<b>6 (Tons)</b>

---

## B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing GHG emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon neutrality by 2050 new buildings performance will need to progressively improve to net carbon zero and positive.

### B.1 – GHG Emissions - Design Conditions

For this Filing - Annual Building GHG Emissions: **974 (Tons)**

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

**Energy modeling will be utilized throughout the process of the design. The design options will be analyzed for energy savings and energy cost savings at 50% DD, and 100% CD.**

Describe building specific passive energy efficiency measures including orientation, massing, envelop, and systems:

**The building will be designed to minimize window-to-wall ratio below 40%. The east, west, and south facades will include 30% glass, while the north façade will have 35% glass.**

**There will be two types of glass installed within the Project. Type one will have a U-value of 0.35, while type 2 will have a U-value of 0.40. Both types exceed code. Exterior wall performance will also exceed code.**

Describe building specific active energy efficiency measures including equipment, controls, fixtures, and systems:

- **HVAC equipment will be designed to maximize efficiency and exceed code standard, including high-performance water-source heat pumps with EC motors in each unit.**
- **Energy Recovery has been included to incorporate energy and waste-heat savings.**
- **High performance fixtures such as LED will be installed throughout the Project.**
- **Occupancy sensors will be applied throughout the building.**
- **Lighting controls will enable controllability and energy savings throughout.**
- **Energy efficient condensing water heaters will provide domestic hot water throughout the building. Domestic water fixtures will be low-flow**
- **Energy Star appliances will be specified where applicable**

Describe building specific load reduction strategies including on-site renewable, clean, and energy storage systems:

**Currently, these systems are being reviewed for inclusion into the design. The Project will include a 125-kilowatt (kW) CHP unit for the building for use in heating domestic hot water and providing power during normal operation and standby power during loss of normal power. The Project will be designed to structurally support future rooftop solar PV, as well as include the electrical infrastructure to allow potential future integration of solar PV into the building electrical system if it becomes financially feasible, or "solar ready." Further analysis will be performed as the project and budget progress.**

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

**This is stand-alone building.**

Describe any energy efficiency assistance or support provided or to be provided to the project:

**The owner will take advantage of all local utility rebate programs provided by Eversource and National Grid.**

### B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

**The building will utilize water-source heat pumps systems that primary use electricity for heating and cooling. This will allow the building to take advantage of available green power today and a better source efficiency as the grid becomes more efficient.**

### C - Extreme Heat Events

Annual average temperature in Boston increased by about 2 °F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

#### C.1 – Extreme Heat - Design Conditions

Temperature Range - Low:	<b>0 Deg.</b>	Temperature Range - High:	<b>100 Deg.</b>
Annual Heating Degree Days:	<b>5,541</b>	Annual Cooling Degree Days	<b>2,897</b>
What Extreme Heat Event characteristics will be / have been used for project planning			
Days - Above 90°:	<b>9</b>	Days - Above 100°:	<b>5</b>
Number of Heatwaves / Year:	<b>3</b>	Average Duration of Heatwave (Days):	<b>3</b>

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

**White roof and potentially vegetated roof**

#### C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

**The building will include high performance heating, cooling, and ventilation, lighting controls, building system controls, healthy/resilient materials, and energy recovery.**

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

**The building will be provided with emergency generator sized for life safety systems.**

### D - Extreme Precipitation Events

---

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

### D.1 – Extreme Precipitation - Design Conditions

10 Year, 24 Hour Design Storm: **4.90 In. per NRCC Atlas 14**

Describe all building and site measures for reducing storm water run-off:

**The Project Site will utilize subsurface infiltration systems to comply with requirements of BWSC and the GCOD, but also to detain and reduce stormwater runoff.**

### D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

**The building roof will be drained directly to subsurface infiltration. Additionally, the project is providing larger green areas within the streetscape on Boylston Street than is typical in this part of the Fenway Area, along with some pervious pavers.**

---

## E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, sea levels in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA SFHA? **Yes / No**

What Zone: **Ft BCB**

Current FEMA SFHA Zone Base Flood Elevation:

Is any portion of the site in a BPDA Sea Level Rise - Flood Hazard Area? Use the online [BPDA SLR-FHA Mapping Tool](#) to assess the susceptibility of the project site. **Yes / No**

---

***If you answered YES to either of the above questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!***

---

### E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented on the BPDA Sea Level Rise - Flood Hazard Area (SLR-FHA) map, which depicts a modeled 1% annual chance coastal flood event with 40 inches of sea level rise (SLR). Use the online [BPDA SLR-FHA Mapping Tool](#) to identify the highest Sea Level Rise - Base Flood Elevation for the site. The Sea Level Rise - Design Flood Elevation is determined by

adding either 24" of freeboard for critical facilities and infrastructure and any ground floor residential units OR 12" of freeboard for other buildings and uses.

Sea Level Rise - Base Flood Elevation:	<i>Ft BCB</i>		
Sea Level Rise - Design Flood Elevation:	<i>Ft BCB</i>	First Floor Elevation:	<i>Ft BCB</i>
Site Elevations at Building:	<i>Ft BCB</i>	Accessible Route Elevation:	<i>Ft BCB</i>

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

**E.2 – Sea Level Rise and Storms – Adaptation Strategies**

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

A pdf and word version of the Climate Resiliency Checklist is provided for informational use and off-line preparation of a project submission. **NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).**

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



# Boston Smart Utilities Checklist

Date Submitted:

09/24/2019 19:23:01

Submitted by:

jcappellino@vhb.com

## **Background**

The Smart Utilities Checklist will facilitate the Boston Smart Utilities Steering Committee's review of:

- a) compliance with the Smart Utilities Policy for Article 80 Development Review, which calls for the integration of five (5) Smart Utility Technologies (SUTs) into Article 80 developments
- b) integration of the Smart Utility Standards

More information about the Boston Smart Utilities Vision project, including the Smart Utilities Policy and Smart Utility Standards, is available at:

[www.http://bostonplans.org/smart-utilities](http://bostonplans.org/smart-utilities)

Note: Any documents submitted via email to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov) will not be attached to the pdf form generated after submission, but are available upon request.

## **Part 1 - General Project Information**

1.1 Project Name

1252-1270 Boylston

1.2 Project Address

1252-1270 Boylston Street

1.3 Building Size (square feet)

226699

*\*For a multi-building development, enter total development size (square feet)*

1.4 Filing Stage

DPIR

1.5 Filing Contact Information

1.5a Name

Joseph Cappellino, P.E.



# Boston Smart Utilities Checklist

1.5b Company	VHB
1.5c E-mail	jcappellino@vhb.com
1.5d Phone Number	6176072919

## 1.6 Project Team

1.6a Project Owner/Developer	Scape Boylston, LLC
1.6b Architect	Gensler
1.6c Permitting	VHB
1.6d Construction Management	Suffolk

## Part 2 - District Energy Microgrids

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet.

Note on submission requirements timeline:

Feasibility Assessment Part A should be submitted with PNF or any other initial filing.

Feasibility Assessment Part B should be submitted with any major filing during the Development Review stage (i.e., DPIR)

District Energy Microgrid Master Plan Part A should be submitted before submission of the Draft Board Memorandum by the BPDA Project Manager (Note: Draft Board Memorandums are due one month ahead of the BPDA Board meetings)

District Energy Microgrid Master Plan Part B should be submitted before applying for a Building Permit

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**2.1 Consultant Assessing/Designing District Energy Microgrid (if applicable)**

**2.2 Latest document submitted**



# Boston Smart Utilities Checklist

**2.3 Date of latest submission**

**2.4 Which of the following have you had engagement/review meetings with regarding District Energy Microgrids? (select all that apply)**

**2.5 What engagement meetings have you had with utilities and/or other agencies (i.e., MA DOER, MassCEC) regarding District Energy Microgrids? (Optional: include dates)**

**2.6 Additional Information**

## **Part 3 - Telecommunications Utilidor**

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet OR if the project will include the construction of roadways equal to or greater than 0.5 miles in length.

Please submit a map/diagram highlighting the sections of the roads on the development area where a Telecom Utilidor will be installed, including access points to the Telecom Utilidor (i.e., manholes)

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**3.1 Consultant Assessing/Designing Telecom Utilidor (if applicable)**

**3.2 Date Telecom Utilidor Map/Diagram was submitted**

**3.3 Dimensions of Telecom Utilidor (include units)**

# Boston Smart Utilities Checklist

3.3a Cross-section (i.e., diameter,  
width X height)

3.3b Length

**3.4 Capacity of Telecom Utilidor (i.e.,  
number of interducts, 2 inch (ID) pipes,  
etc.)**

**3.5 Which of the following have you had  
engagement/review meetings with  
regarding the Telecom Utilidor? (select all  
that apply)**

**3.6 What engagement meetings have you  
had with utilities and/or other agencies  
(i.e., State agencies) regarding the Telecom  
Utilidor? (Optional: include dates)**

**3.7 Additional Information**

## **Part 4 - Green Infrastructure**

Fill out this section if the proposed project's total development size is equal to or greater than 100,000 square feet.

Please submit a map/diagram highlighting where on the development Green Infrastructure will be installed.

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**4.1 Consultant Assessing/Designing Green  
Infrastructure (if applicable)**

VHB

**4.2 Date Green Infrastructure  
Map/Diagram was submitted**

09/24/2019

# Boston Smart Utilities Checklist

**4.3 Types of Green Infrastructure included in the project (select all that apply)**

Green Roofs, Infiltration Chambers, Permeable Paving

**4.4 Total impervious area of the development (in square inches)**

4836528

**4.5 Volume of stormwater that will be retained (in cubic inches)\***

6045660

*\*Note: Should equal to at least "Total impervious area (entered in section 4.4)" times "1.25 inches"*

**4.6 Which of the following have you had engagement/review meetings with regarding Green Infrastructure? (select all that apply)**

BPDA, BWSC

**4.7 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Green Infrastructure? (Optional: include dates)**

Smart Utilities - May 8th 2019; BWSC Engineering - August 22nd 2019

**4.8 Additional Information**

## **Part 5 - Adaptive Signal Technology (AST)**

Fill out this section if as part of your project BTM will require you to install new traffic signals or make significant improvements to the existing signal system.

Please submit a map/diagram highlighting the context of AST around the proposed development area, as well as any areas within the development where new traffic signals will be installed or where significant improvements to traffic signals will be made.

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

**5.1 Consultant Assessing/Designing Adaptive Signal Technology (if applicable)**

# Boston Smart Utilities Checklist

5.2 Date AST Map/Diagram was submitted

5.3 Describe how the AST system will benefit/impact the following transportation modes

5.3a Pedestrians

5.3b Bicycles

5.3c Buses and other Public Transportation

5.3d Other Motorized Vehicles

5.4 Describe the components of the AST system (including system design and components)

5.5 Which of the following have you had engagement/review meetings with regarding AST? (select all that apply)

5.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding AST? (Optional: include dates)

5.7 Additional Information

## Part 6 - Smart Street Lights

Fill out this section if as part of your project PWD and PIC will require you to install new street lights or make significant improvements to the existing street light system.

Please submit a map/diagram highlighting where new street lights will be installed or where improvements to street lights will be made.

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)

# Boston Smart Utilities Checklist

**6.1 Consultant Assessing/Designing Smart Street Lights (if applicable)**

VHB with Copley Wolff Design Group and Boston PWD Street Lighting

**6.2 Date Smart Street Lights Map/Diagram was submitted**

09/24/2019

**6.3 Which of the following have you had engagement/review meetings with regarding Smart Street Lights? (select all that apply)**

BPDA

**6.4 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Smart Street Lights? (Optional: include dates)**

Smart Utilities - May 8th, 2019

**6.5 Additional Information**

## **Part 7 - Smart Utility Standards**

The Smart Utility Standards set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The Smart Utility Standards are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities. The Smart Utility Standards will serve as the baseline for discussions on any deviations from the standards needed/proposed for any given utility infrastructure.

Please submit typical below and above grade cross section diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please submit typical below and above grade lateral diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please email submission to [manuel.esquivel@boston.gov](mailto:manuel.esquivel@boston.gov)



# Boston Smart Utilities Checklist

**7.1 Date Cross Section Diagram(s) was submitted**

**7.2 Date Lateral Diagram(s) was submitted** 09/24/2019

**7.3 Additional Information**

**Pinkham, Jeremy**

---

**From:** Google Forms <forms-receipts-noreply@google.com>  
**Sent:** Friday, September 6, 2019 11:21 AM  
**To:** Pinkham, Jeremy  
**Subject:** ARTICLE 80 DESIGN REVIEW BROADBAND READY BUILDINGS QUESTIONNAIRE

**Google Forms**

Thanks for filling out [ARTICLE 80 DESIGN REVIEW BROADBAND READY BUILDINGS QUESTIONNAIRE](#)

Here's what we got from you:

[EDIT RESPONSE](#)

## **ARTICLE 80 DESIGN REVIEW BROADBAND READY BUILDINGS QUESTIONNAIRE**

The City of Boston is working to cultivate a broadband ecosystem that serves the current and future connectivity needs of residents, businesses, and institutions. The real estate development process offers a unique opportunity to create a building stock in Boston that enables this vision. In partnership with the development community, the Boston Planning and Development Authority and the City of Boston will begin to leverage this opportunity by adding a broadband readiness component to the Article 80 Design Review. This component will take the form of a set of questions to be completed as part of the Project Notification Form. Thoughtful integration of future-looking broadband practices into this process will contribute to progress towards the following goals:

1. Enable an environment of competition and choice that results in all residents and businesses having a choice of 2 or more wireline or fixed wireless high-speed Internet providers
2. Create a built environment that is responsive to new and emerging connectivity technologies
3. Minimize disruption to the public right of way during and after construction of the building

The information that is shared through the Broadband Ready Buildings Questionnaire will help BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Upon submission of this online form, a PDF of the responses provided will be sent to the email address of the individual entered as Project Contact. Please include the PDF in the Project Notification Form packet submitted to BPDA.

If necessary, you may edit form responses prior to final submission. A link to edit the form will be generated upon submission.

Learn more about the Broadband Ready Buildings Questionnaire at the link below:

<http://www.bostonplans.org/projects/development-review/article-80-design-review-broadband-ready-buildings>

**Email address \***

jeremy.pinkham@wsp.com

## **SECTION 1: GENERAL INFORMATION ABOUT PROJECT**

**Project name**

1252-1270 Boylston Street

**Owner / Developer**

SCAPE Boylston, LLC

**Address of project**

1252-1270 Boylston Street, Boston MA

**Address cont.**

**Contact person for this project**

Jeremy Pinkham

**Contact person title**

Vice President / Project Manager

**Contact person email**

jeremy.pinkham@wsp.com

**Contact person phone**

16172101780

**Expected completion date**

[April v] [1 v] [2021 v]

**Architect**

Gensler

**Engineer (building systems):**

WSP

**Permitting:**

VHB

**Construction Management**

Suffolk Construction

**SECTION 2: RIGHT OF WAY TO BUILDING**

This section focuses on the following: - Point of entry planning

**Point of Entry Planning**

Point of entry planning has important implications for the ease with which your building's telecommunications services can be installed, maintained, and expanded over time. Please provide the following information for

your building's point of entry planning (conduits from building to street for telecommunications). Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

**Number of Points of Entry**

One entry point

**Locations of Points of Entry**

Boylston Side of building

**Quantity and size of conduits**

(4) 4" conduits

**Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line)**

Stubbed at property line

**Other information/comments**

**Do you plan to conduct a utility site assessment to identify where cabling is located within the street? This information can be helpful in determining the locations of POEs and telco rooms. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.**

Yes

No

Unknown

**SECTION 3: INSIDE OF THE BUILDING**

This section focuses on the following: - Riser planning - Telecom room planning - Delivery of service within building

## Riser Planning

Riser capacity can enable multiple telecom providers to serve tenants in your building. Please provide the following information about the riser plans throughout the building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

### Number of risers

(4) 4"

### Distance between risers (if more than one)

Single riser

### Dimensions of riser closets

6'x4'

### Riser or conduit will reach to top floor

- Yes
- No
- Unknown

### Number and size of conduits or sleeves within each riser

(4) 4"

### Proximity to other utilities (e.g. electrical, heating)

---

Adjacent to electrical room

---

**Other information/comments**

## Telecom Room

A well designed telecom room with appropriate security and resiliency measures can be an enabler of tenant choice and reduce the risk of service disruption and costly damage to telecom equipment. Please provide the following information about the telecom room plans. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

**What is the size of the telecom room?**

---

10'x10'

---

**Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits)**

---

(3) 20 amp circuits

---

**Will the telecom room be located in an area of the building containing one or more load bearing walls?**

- Yes
- No
- Unknown

**Will the telecom room be climate controlled?**

- Yes
- No
- Unknown

**If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?**

- Yes

- No
- Unknown

**Will the telecom room be located on a floor where water or other liquid storage is present?**

- Yes
- No
- Unknown

**Will the telecom room contain a flood drain?**

- Yes
- No
- Unknown

**Will the telecom room be single use (telecom only) or shared with other utilities?**

- Yes
- No
- Unknown

**Other information/comments**

## **Delivery of Service Within Building (Residential Only)**

Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. Questions 5 through 8 are for residential development only.

**Will building/developer supply common inside wiring to all floors of the building?**

- Yes
- No
- Unknown

**If yes, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.**

cat 6 and coax

**Is the building/developer providing wiring within each unit?**

- Yes
- No
- Unknown

**If yes, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.**

cat 6 and or coax

## **SECTION 4: ACCOMMODATION OF NEW AND EMERGING TECHNOLOGIES**

This section focuses on the following: - Cellular reception - Rooftop access

### **Cellular Reception**

The quality of cellular reception in your building can have major impacts on quality of life and business operations. Please provide the following information on your plans to facilitate high quality cellular coverage in your building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

**Will the building conduct any RF benchmark testing to assess cellular coverage?**

- Yes
- No
- Unknown

**Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?**

- Yes
- No
- Unknown

**Will the building be providing an in-building solution (DAS/ Small cell/ booster)?**

- Yes
- No
- Unknown

**If so, are you partnering with a carrier, neutral host provider, or self-installing?**

- Carrier
- Neutral host provider
- Self-installing

## **Rooftop Access**

Building rooftops are frequently used by telecommunications providers to install equipment critical to the provision of service to tenants. Please provide the following information regarding your plans for roof access and usage. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

**Will you allow cellular providers to place equipment on the roof?**

- Yes
- No
- Unknown

**Will you allow broadband providers (fixed wireless) to install equipment on the roof?**

- Yes
- No
- Unknown

**Will you allow broadband providers (fixed wireless) to install equipment on the roof?**

- Yes

- No
- Unknown

## **SECTION 5: Supporting Competition and Choice**

Having a choice of broadband providers is a value add for property owners looking to attract tenants and for tenants in Boston seeking fast, affordable, and reliable broadband service. In addition to enabling tenant choice in your building, early outreach to telecom providers can also reduce cost and disruption to the public right of way. The following questions focus on steps that property owners can take to ensure that multiple wireline or fixed wireless broadband providers can access your building and provide service to your tenants.

**Do you plan to abstain from exclusivity agreements with broadband and cable providers?**

- Yes
- No
- Unknown

**Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?**

- Yes
- No
- Unknown

## **Broadband Provider Outreach Status**

Please provide the date upon which each of the below providers were successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

### **Comcast**

Please provide the date upon which Comcast was successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

**Date contacted**

[November ∨] [1 ∨] [2018 ∨]

**Does Comcast intend to serve the building?**

- Yes
- No
- Unknown

**Transmission Medium**

- Coax
- Fiber
- Unknown

**If no or unknown, why?**

Waiting on ownership and contract negotiations to be finalized

**netBlazr**

Please provide the date upon which netBlazr was successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

**Date contacted**

[Month ∨] [Day ∨] [2019 ∨]

**Does netBlazr intend to serve the building?**

- Yes
- No
- Unknown

**Transmission Medium**

- Coax
- Fiber
- Unknown

**If no or unknown, why?**

**RCN**

Please provide the date upon which RCN was successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

**Date contacted**

[Month ∨] [Day ∨] [2019 ∨]

**Does RCN intend to serve the building?**

- Yes
- No
- Unknown

**Transmission Medium**

- Coax
- Fiber
- Unknown

**If no or unknown, why?**

**starry**

Please provide the date upon which Starry was successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

**Date contacted**

[November V] [1 V] [2019 V]

**Does Starry intend to serve the building?**

- Yes
- No
- Unknown

**Transmission Medium**

- Coax
- Fiber
- Unknown

**If no or unknown, why?**

Waiting on ownership direction

**Verizon**

Please provide the date upon which Verizon was successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

**Date contacted**

[November V] [1 V] [2019 V]

**Does Verizon intend to serve the building?**

- Yes
- No
- Unknown

**Transmission Medium**

- Coax
- Fiber
- Unknown

**If no or unknown, why?**

---

Waiting on negotiations to be finalized

---

## **SECTION 6: FEEDBACK**

The Boston Planning and Development Agency looks forward to supporting the developer community in enabling broadband choice for resident and businesses. Please provide feedback on your experience completing these questions.

---

[Create your own Google Form](#)

**Form Publisher  
Template**

09/06/2019

This is a simple template document automatically generated by Form Publisher.  
Feel free to personalize it like any other Google Spreadsheet.



FormPublisher

**Questions list:**

Project Name::

Project Address Primary: :

Project Address Additional: :

Project Contact (name / Title /  
Company / email / phone): :

Expected completion date: 04/01/2021

Owner / Developer: SCAPE Boylston, LLC

Architect: Gensler

Engineer (building systems):: WSP

Permitting:: VHB

Construction Management: Suffolk Construction

Number of Points of Entry: One entry point

Locations of Points of Entry: Boylston Side of building

Quantity and size of conduits: (4) 4" conduits

Location where conduits  
connect (e.g. building-owned  
manhole, carrier-specific  
manhole or stubbed at  
property line) :  
Stubbed at property line

Other information/comments:

Do you plan to conduct a  
utility site assessment to  
identify where cabling is  
located within the street? This  
information can be helpful in  
determining the locations of  
POEs and telco rooms.  
Please enter 'unknown' if  
these decisions have not yet  
been made or you are  
presently unsure.:

Yes

Number of risers: (4) 4"

Distance between risers (if  
more than one): Single riser

Dimensions of riser closets: 6'x4'

Riser or conduit will reach to  
top floor : Yes

Number and size of conduits  
or sleeves within each riser: (4) 4"

Proximity to other utilities (e.g.  
electrical, heating): Adjacent to electrical room

Other information/comments:

What is the size of the  
telecom room?: 10'x10'

Describe the electrical  
capacity of the telecom room  
(i.e. # and size of electrical  
circuits): (3) 20 amp circuits

Will the telecom room be  
located in an area of the  
building containing one or  
more load bearing walls?: Yes

Will the telecom room be  
climate controlled? : Yes

If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?:	Yes			
Will the telecom room be located on a floor where water or other liquid storage is present?:	No			
Will the telecom room contain a flood drain?:	No			
Will the telecom room be single use (telecom only) or shared with other utilities?:	Yes			
Other information/comments:				
Will building/developer supply common inside wiring to all floors of the building? :	Yes			
If yes, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.:	cat 6 and or coax			
Is the building/developer providing wiring within each unit? :	Yes			
If yes, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.:	cat 6 and or coax			
Will the building conduct any RF benchmark testing to assess cellular coverage?:	Unknown			
Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?:	Unknown			
Will the building be providing an in-building solution (DAS/ Small cell/ booster)? :	Unknown			
If so, are you partnering with a carrier, neutral host provider, or self-installing?:				
Will you allow cellular providers to place equipment on the roof?:	Unknown			
Will you allow broadband providers (fixed wireless) to install equipment on the roof? :	Unknown			
Will you allow broadband providers (fixed wireless) to install equipment on the roof? :	Unknown			
Date contacted:	2019-11-01			
Does Comcast intend to serve the building?:	Unknown			
Transmission Medium:	Unknown			
If no or unknown, why?:	Waiting on negotiations to be finalized			
Date contacted:	2019-11-01			
Does RCN intend to serve the building?:	Unknown			
Transmission Medium:	Unknown			
If no or unknown, why?:	Waiting on negotiations to be finalized			
Date contacted:	2019-11-01			

Does Verizon intend to serve the building?:	Unknown			
Transmission Medium:	Unknown			
If no or unknown, why?:	Waiting on negotiations to be finalized			
Date contacted:	2019-11-01			
Does netBlazr intend to serve the building?:	No			
Transmission Medium:	Unknown			
If no or unknown, why?:	Waiting on negotiations to be finalized			
Date contacted:	2019-11-01			
Does WebPass intend to serve the building?:				
Transmission Medium:	Unknown			
If no or unknown, why?:	Waiting on negotiations to be finalized			
Date contacted:	2019-11-01			
Does Starry intend to serve the building?:	Unknown			
Transmission Medium:	Unknown			
If no or unknown, why?:	Waiting on negotiations to be finalized			
Do you plan to abstain from exclusivity agreements with broadband and cable providers? :	Yes			
Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?:	Yes			

## **Appendix C: Construction Phasing and Demolition Plans**

## CONSTRUCTION PHASE

## DURATION

## ACTIVITY

CONSTRUCTION PHASE	DURATION	ACTIVITY
<b>PHASE 1</b> <b>SITE PREPARATION, DEMOLITION, AND EXCAVATION</b>	Month 1 to 2	<ul style="list-style-type: none"><li>• Erect Site Fence and install barriers, and pedestrian facilities.</li><li>• Remove signage, curbs, and light posts within project site</li><li>• Construction Management Plan will be developed with all AHJ.</li><li>• Demolish the existing structure and excavate the site</li></ul>
<b>PHASE 2</b> <b>CONCRETE FOUNDATION</b>	Month 3 to 6	<ul style="list-style-type: none"><li>• Pour the concrete mat and foundation walls</li><li>• Concrete trucks, concrete pump trucks and other support equipment will be used</li><li>• All barriers, pedestrian protection and site signage will remain in place</li></ul>
<b>PHASE 3</b> <b>CONCRETE SUPERSTRUCTURE</b>	Month 5 to 10	<ul style="list-style-type: none"><li>• Tower Crane will be erected in this phase</li><li>• Concrete trucks, concrete pump trucks and other support equipment will be used</li><li>• Police detail officers will be present to assist with traffic and pedestrians</li></ul>
<b>PHASE 4</b> <b>EXTERIOR FAÇADE AND INTERIOR FIT-OUT</b>	Month 8 to 18	<ul style="list-style-type: none"><li>• Exterior construction hoist will be erected in this phase</li><li>• Large exterior panels will be installed to wrap the building and make watertight</li><li>• Interior fit-out will commence</li></ul>
<b>PHASE 5</b> <b>HARDSCAPING AND RESTORATION</b>	Month 17 to 21	<ul style="list-style-type: none"><li>• Any disturbed curbing, sidewalks, signage, light posts, and pavement markings will be restored to the final approved plans</li></ul>



## Appendix D: Transportation Supporting Documentation

### **Synchro Reports**

- **No-Build Conditions**
- **Build Conditions**

Note: Materials are provided on the enclosed CD-ROM.  
Hard copies are available upon request.

## **Appendix E: Energy and Greenhouse Gas Supporting Documentation**



## ENERGY MODELING ANALYSIS

**TO:** Scape Boylston, LLC  
**FROM:** WSP  
**SUBJECT:** Energy Update – 1252-1270 Boylston  
**DATE:** September 26, 2019

---

## SUMMARY OF RESULTS

The purpose of this report is to present the modeled energy performance of 1252-1270 Boylston with respect to the Massachusetts “Stretch” Energy Code and LEED v4. Energy modeling has been performed using eQUEST v3.65 energy simulation software. The Project will consist of approximately 227,000 square feet of mixed-use programming comprised of up to 477 residential units with 529 beds.

In order to achieve the LEED prerequisite EAp2, the proposed design must demonstrate at least 5% energy cost savings relative to the ASHRAE 90.1-2010 baseline design. **The design currently exceeds the baseline by 10% with potential of earning up to 3 points towards credit EAcl.**

To comply with the minimum energy requirements of the Massachusetts Stretch Energy code, the design must achieve at least 10% energy savings relative to the ASHRAE 90.1-2013 Appendix G baseline in addition to Section C406.1 compliance. Section C406.1 of the MA Energy Code requires two additional Efficiency Package Options to be implemented into the design and included in the baseline energy model. The selected Efficiency Package Options are:

- More efficient HVAC performance in accordance with section C406.2, which requires the project to install HVAC equipment which exceeds the minimum efficiency requirements by 10%.
- Reduced Lighting Power Density in accordance with section C406.3, which requires a minimum 10% lighting power density reduction compared to IECC 2015.

**The results indicate the proposed site will consume 28% less energy than an ASHRAE 90.1-2013 baseline building, which meets the requirements of the MA Stretch Energy Code.** The results are summarized below.

Table 1: Annual Energy and Cost Savings

Model	Energy Savings vs. ASHRAE 90.1-2013	LEED Energy Cost Savings vs. ASHRAE 90.1-2010	Meets Energy Requirements?
Proposed Design	28%	10%	Yes



## MA STRETCH ENERGY CODE

The residential building meets the updated code requirement to have energy consumption a minimum of 10 percent below an ASHRAE 90.1-2013 baseline. As currently designed the estimated energy usage for the building is reduced by approximately 28 percent compared to the baseline (as presented in the table below). With the proposed design, the energy consumption of the overall Project is expected to result in an estimated GHG emissions of 974 tons per year, which represents an approximately 17 percent reduction from the baseline. The high performance of the Project building is proposed to be achieved through improvements such as the incorporation of high efficiency heating and cooling systems, heat rejection system improvements, improved lighting and envelope options. The energy consumption broken down by end use for the base code and proposed design are presented in Figure 1.

**Table 2: Annual Energy Consumption**

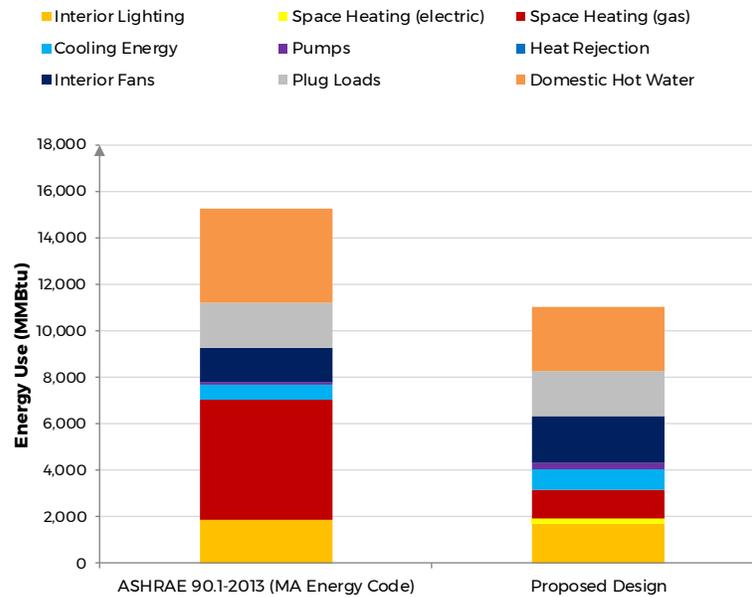
	Energy Consumption		
	Electricity	Natural Gas	Total
	(MBtu)	(MBtu)	(kBtu/sf)
Base Case	6,091	9,232	67.5
(ASHRAE 90.1-2013)	40%	60%	
Design Case	7,139	3,938	48.8
	64%	36%	
Savings	-1,048	5,294	18.7
Savings Target	-	-	10%
Percent Savings	-17%	57%	<b>28%</b>

**Figure 1: Annual Energy Consumption by End-Use**

	Greenhouse Gas (CO <sub>2</sub> ) Emissions		
	Electricity	Natural Gas	Total
	(short tons)	(short tons)	(short tons)
Base Case	634	541	1,175
(ASHRAE 90.1-2013)	54%	46%	
Design Case	743	231	974
	76%	24%	
Savings	-109	311	201
Percent Savings	-17.2%	57.3%	17%



**Table 3: Annual GHG Emissions**



## ENERGY CONSERVATION APPROACH

The energy savings calculated in the preliminary energy model were based on several key energy conservation measures for the Project that include:

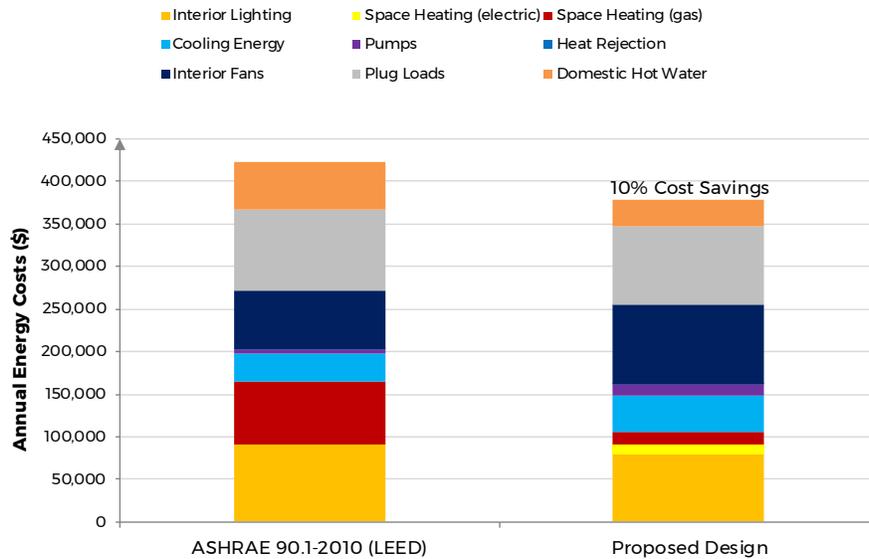
1. High-performance glazing with reduced window to wall ratio, including:
  - a. Reduced glazing percentage below 40%.
  - b. Better-than-code glazing U-factor below 0.40.
2. Improved opaque exterior wall system with performance 20 percent better than code.
3. High performance water-source heat pumps with EC motors.
4. Energy recovery wheel with 70 percent effectiveness on ventilation air.
5. Condensing hot water boiler with 96 percent efficiency.
6. Condensing hot water heater with 95 percent efficiency.
7. Low flow domestic hot water fixtures.
8. Low lighting power density.
9. Commissioning to help ensure major energy-using equipment is installed correctly.

## LEED ENERGY AND ATMOSPHERE

Based on early building energy modeling, the conceptual design demonstrates an energy cost reduction of 10 percent compared to ASHRAE 90.1–2010, as required by LEEDv4, which equates into 3 achievable points. The results are shown in Figure 2 below.

The Project is investigating implementing a combined heat and power (CHP) system, which would further optimize energy efficiency on site.

**Figure 2: Annual Energy Cost by End-Use**



## MODELING METHODOLOGY

The annual energy savings presented in this report was analyzed by generating an hourly simulation of building energy consumption using eQUEST software (v.3.65). eQUEST uses the latest DOE 2.2 building energy analysis software as its calculation engine. The program permits the modeling of complex building geometry, HVAC systems, electrical systems, and central plant equipment. The program relies on a well-tested and validated DOE 2.2 simulation engine, which incorporates a state-of-the-art graphic user interface and features. It allows for the creation of detailed thermal energy definitions of key building characteristics, along with customized operating strategies and schedules. The interactions between the different building loads, systems, and HVAC plants are then simulated in hourly time intervals using typical or long-term average weather data for the location. This results in a detailed account of energy consumption and demand.

The purpose of the model is to estimate the energy use that accounts for weather, solar impact, building geometry, orientation, material properties, and electrical/mechanical systems. It also considers variables including fresh air ventilation, schedules of operations, and interactive effects. For each of the 8,760 hours during the course of a year, the program will account for these factors to calculate the building energy consumption.

## MODELING LIMITATIONS

There are limitations inherent to the modeling program and the models it generates. The main purpose of the model is to compare a code compliant building and a proposed design case under the same conditions. ASHRAE 90.1-2013 states:

*“Neither the proposed building performance nor the baseline building performance models are predictions of actual energy consumption or costs for the proposed design after construction.” (ASHRAE 90.1-2013, Appendix G, p. 255)*

The assumptions made about several factors affecting energy usage such as the occupancy; building operation and maintenance; weather; changes in energy rates; etc., will result in differences from the model to actual experience. Although models are meant to approximate the actual operation of the systems, it is difficult to predict unusual events. The program assumes that the conditioning equipment works under ideal conditions for the entire year. Also, when certain systems are beyond the capabilities of the modeling software, assumptions must be made in order to approximate the effect of that system.



## SUMMARY OF MODELING INPUTS

The table below includes the assumptions for the Proposed Design and the ASHRAE 90.1 Baseline Design.

Summary of Assumptions for Energy Model	ASHRAE 90.1-2013 Baseline	Design
<b>Building Envelope (Construction Assemblies)</b>		
Roofs	R30ci Above Deck (U-0.033)	R30ci Above Deck (U-0.033)
Walls	Steel Framed R-18 (U-0.055)	Average U-value of 0.045 (Refer to Envelope Components sheet attached)
<b>Fenestration and Shading</b>		
Vertical fenestration area ( of Wall area)	Same as proposed	North = 35% South, east, and west = 30%
Vertical Glazing U-factor	Fixed = U-0.42 Operable = U-0.50	Type 1 = 0.35 Type 2 = 0.40
Vertical Glazing SHGC	0.4	0.39
<b>HVAC (Air-side)</b>		
HVAC System Type	System #7: VAV Rooftop Unit With HW Reheat - System per Floor - for residential support spaces  System #1: Packaged Terminal A/C Units with HW - for residential units  System #3 - Packaged Single Zone AC (exception 2) for Retail Areas	High Rise: 100% Outside Air Packaged Rooftop Energy Recovery Unit with water-cooled DX cooling/heating Water Source Heat Pumps serving residential units  System #3 - Packaged Single Zone AC (exception 2) for Retail Areas
Unitary Efficiency	System #1 PTAC: 12.2 EER System #3 PSZ: 11.7 - 12.1 EER	ERU DX cooling: 14.0 EER ERU Heat Pump Heating: 4.5 COP WSHP Cooling: 15.0 EER WSHP Heating: 4.5 COP
Fan System Operation	On continuously during occupied hours. Cycled to meet load during unoccupied hours.	On continuously during occupied hours. Cycled to meet load during unoccupied hours.
Outdoor Air Design Min. Ventilation	ASHRAE 62.1-2013 Compliant	ASHRAE 62.1-2013 Compliant Outside air ducted to all units (no natural ventilation)
Economizer High-Limit Shutoff	Outdoor Air Temperature with 70F shutoff limit	Fixed - 100% outside air
Design Airflow Rates (Conditioned Spaces)	Autosized based on 20F supply air to room air delta-T	Autosized based on 20F supply air to room air delta-T
Exhaust Air Energy Recovery	50% effective enthalpy wheel	65% effective enthalpy wheel
<b>HVAC (Water-side)</b>		
<b>ASHRAE 90.1-2013 Baseline</b>		
Number of Chillers	1	N/A
Chiller Part-Load Controls	No VSD	N/A
Chiller Capacity (Per Chiller)	>75 and <150 tons	N/A
Chiller Efficiency	0.72 kW/ton (modeled as 0.65 kW/ton per MA Energy code 2-of-6 enhancements)	N/A
Chilled Water Loop Supply Temperature	44	N/A
Chilled Water (CHW) Loop Delta-T	12	N/A
CHW Loop Temp Reset Parameters	54F @ 60F OA, 44F @ 80F OA	N/A
CHW Loop Configuration	Primary/Secondary	N/A
Primary CHW Pump Power	11 W/GPM	N/A
Primary CHW Pump Speed Control	One Speed	N/A
Secondary CHW Pump Power	11 W/GPM	N/A
Secondary CHW Pump Speed Control	One Speed	N/A
Number of Cooling Towers / Fluid Coolers	1	1
Cooling Tower Fan Control	Two Speed	Variable Speed
Condenser Water Leaving Temperature	85	85
Condenser Water (CW) Loop Delta-T	10	10
CW Loop Temp Reset Parameters	Fixed	Fixed
CW Loop Configuration	Primary Only	Primary Only
Number of CW Pumps	1	1
CW Pump Power	19 W/GPM	19 W/GPM
CW Pump Speed Control	One Speed	Variable Speed
Water-side Economizer for Free Cooling	No	N/A
Number of Boilers	2	(2) HW Condensing Boilers serving WSHP Loop in High Rise
Boiler Part-Load Controls	Staged	Instantaneous
Boiler Efficiency	90% Natural Draft (modeled per MA energy code 2-of-6 enhancements)	95% Condensing
Boiler Water Loop Supply Temperature	180F	N/A
Hot Water or Steam (HW) Loop Delta-T	50F	N/A
HW Loop Reset Parameters	150F @ 50F OA, 180F @ 20F OA	N/A
Number of Primary HW Pumps	2	N/A
Primary HW Pump Power	19W/GPM	N/A
Primary HW Pump Speed Control	Variable Speed	N/A



Domestic Water Heating	ASHRAE 90.1-2013 Baseline	Design
DHW Equipment Type	Natural Gas	Natural Gas
Equipment Efficiency	90%	95%
DHW Flow	Standard Flow Fixtures	Low Flow Fixtures (30% Reduction)
Lighting		
Interior Lighting Power Calc Method	Space-by-space	Space-by-space
Interior LPD by Building Area (W/SF)	ASHRAE 90.1-2013 Compliant Modeled with 10% reduction per MA energy code 2-of-6 enhancements Dorm Units = 0.38 W/SF Dining = 0.65 W/SF Office = 1.11 W/SF Mech/elec = 0.42 W/SF Kitchen 1.21 W/SF Corridor = 0.66 W/SF Lobby = 0.9 W/SF	Modeled with 20% reduction vs ASHRAE 90.1-2013 values
Miscellaneous		
Receptacle Equipment	1.00 W/sf average	1.00 W/sf average

Envelope components:

**WT-1 THIN BRICK MEGA PANEL**

Item	Component	Thickness	R-Value
	Outside Air Film	N/A	0.17
A	Thin Brick	1/2"	0.1
B	Setting Bed and Adhesive	1"	N/A
C	Insulation	3"	19
D	Air/Water/Vapor Barrier	40 mils	0.01
E	Glass Mat Sheathing	5/8"	0.67
F	Metal Stud	6" (min)	N/A
G	Interior Gypsum Board	5/8"	0.56
	Latex Paint	N/A	0.01
	Interior Air Film	N/A	0.68
	Total R-Value*		<b>21.2</b>
	U-Value		<b>0.047</b>
	Code Required Assembly U-Value (ASHRAE 90.1 2013), Zone 5 for Metal Framed Wall		<b>0.055</b>

**WT-1 ALT BRICK FACED PRECAST PANEL**

Item	Component	Thickness	R-Value
	Outside Air Film	N/A	0.17
A	Brick Faced Precast Panel (110lb/ft3 den)	6"	0.76
B	Closed Cell Spray Insulation (7/in)	3"	21.3
C	Metal Stud	6" (min)	N/A
D	Interior Gypsum Board	5/8"	0.56
	Latex Paint	N/A	0.01
	Interior Air Film	N/A	0.68
	Total R-Value*		<b>23.48</b>
	U-Value		<b>0.043</b>
	Code Required Assembly U-Value (ASHRAE 90.1 2013), Zone 5 for Mass Wall		<b>0.055</b>



**WT-2 ALUM COMPOSITE MEGA PANEL**

Item	Component	Thickness	R-Value
	Ouside Air Film	N/A	0.17
A	Metal Composite Material Panel - Metal Panel (.47) + Air Cavity within panel (1.01)	2-1/4"	1.48
B	Mineral Wool Insulation (4.2/in)	4"	16.8
C	Air/Water/Vapor Barrier	40 mils	0.01
D	Glass Mat Sheathing	5/8"	0.67
E	Metal Stud	6" (min)	N/A
F	Interior Gypsum Board	5/8"	0.56
	Latex Paint	N/A	0.01
	Interior Air Film	N/A	0.68
	Total R-Value*		<b>20.38</b>
	U-Value		<b>0.049</b>
	Code Required Assembly U-Value (ASHRAE 90.1 2013), Zone 5 for Metal Framed Wall		<b>0.055</b>

**WT-5 ARCHITECTURAL PRECAST PANEL**

Item	Component	Thickness	R-Value
	Ouside Air Film	N/A	0.17
A	Precast Panel (110lb/ft3 den)	6"	0.76
B	Closed Cell Spray Insulation (7/in)	3"	21.3
C	Metal Stud	6" (min)	N/A
D	Interior Gypsum Board	5/8"	0.56
	Latex Paint	N/A	0.01
	Interior Air Film	N/A	0.68
	Total R-Value*		<b>23.48</b>
	U-Value		<b>0.043</b>
	Code Required Assembly U-Value (ASHRAE 90.1 2013), Zone 5 for Mass Wall		<b>0.055</b>

-END-



September 23, 2019

Mr. Benjamin Silverman, LEED AP: BD+C  
**Interagency Green Building Committee**  
Boston City Hall  
Boston MA

**Subject: 1252-1270 Boylston Street, Article 37 Comment Letter on PNF  
SCAPE Boylston  
WSP Project No. B1810122.00**

Dear Benjamin:

In response to your letter dated May 30, 2019, we would like to share the following feedback in-line with the "Zero Carbon Building Assessment" requested. Please see below:

#### **1. Low energy (Low Carbon Building)**

- **Roof Insulation: R-50 to R-60 with c.i. to eliminate thermal bridging**  
The design team will continue to review opportunities to increase insulation thickness and reduce thermal bridging. From our analysis and roof area compared to envelope by increasing the R- value beyond R-40 has minimal effect on overall energy savings.
- **Wall Insulation: R-30 with c.i. to eliminate thermal bridging**  
The design team will continue to review opportunities to increase insulation thickness with a goal to minimize bridging in the wall system. Current wall system is R-22 on average which is better than code.
- **Curtain Wall Opaque & Spandrel Assembly: U-0.05**  
Spandrel is limited with respect to total envelope. The goal is to optimize wall and glass.
- **Curtain Wall Vision Glazing Assembly: U-0.25 / SHGC <0.25**  
The envelope analysis has been studied to reduce overall energy consumption for the building. A reduced SHGC may increase the overall energy consumption for the building so there this factor will be optimized as the progress design moved forward. Current targets are between U-0.35 and 0.40 with SHGC = .39.
- **Window to Wall Ratio: commercial < 45%, residential < 35%**  
The project envelope design is based around limiting window to wall ratio to conserve energy compared to investing significant budget in high performing and envelope systems. The project is currently at 35% North and 30% South, East and West.
- **Window Assembly: < U-0.15**  
The above performance would be a significant cost to the project and since the design is based on reducing the window area the design team feels this investment to the project would not be appropriate or cost effective.
- **Airtight Envelope: ACH50 = < 0.06**  
Design will include details to optimize building envelope tightness performance.

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- **Heating/ Cooling Systems: high efficiency, use optimized**  
The building heating and cooling needs will be accomplished by high efficiency water source heat pump systems located throughout the building. The primary heating and cooling source to of energy to support the heat pump is an electric compressor within the heat pump.

During cooling mode, the entire cooling system utilizes electric power for the compressor, condenser water pumps and cooling tower fans. During heating mode, the majority of the system utilizes electric power for the compressor, condenser water pumps and then as an auxiliary source of heat utilizes high efficiency gas fired boilers to supplement the entire building load when the heating and cooling balance tips beyond what is gathered from internal cooling loads. For example, internal loads such as plug, lighting and solar heat gain captured can be then used for areas requiring heat before the boilers are enabled utilizing gas by means of the shared condenser water loop and therefore further reducing the utilization of gas source.

The project team will review the ability to change out the gas boiler system to electric in the future with the electrical utility. The boiler plant will be designed to allow a relatively easy exchange from gas to electric.

- **Fresh Air/ ERV Systems: 80% efficiency and MERV 8 filter or better**  
The buildings fresh air needs are accomplished by dedicated water source heat pump outside air system with the most efficient energy recovery enthalpy wheels available rated to 75% efficient with MERV 13 filters. The 80% efficient energy recovery wheels are a stretch based on current options of equipment. Again, by utilizing a water source heat pump compressor in the ERV to provide heat the building gas utilization will be reduced.

- **Domestic Hot Water: high efficiency systems with minimal pipe runs; residential - in unit ASHP DHW, commercial - central system**  
Domestic hot water generation will be produced from central high efficiency condensing water heaters combined with the utilization of combined heat and power units. Primary domestic water heat will be from waste heat from the CH&P unit and when demand can't be met the domestic water heaters will be enabled to provide the required heat in conjunction with the CH&P unit. The developer has committed to build a CH&P system to make the proposed building more resilient and the waste heat will primarily be used to reduce the gas usage directly to the domestic hot water plant while providing an additional source of standby power for the building when normal power is lost.

Air source heat pump water heaters are not currently available at a reasonable size in the market for such large-scale projects utilizing central systems.

- **Lighting: LED fixtures, occupancy sensors, and advanced controls**  
Lighting will generally be produced from LED fixtures coupled with occupancy sensors and advanced controls when appropriate to the program.
- **Appliances: all Energy Star, residential - Induction Cooktops / Ovens**  
All appliances will be Energy Star rated.
- **Plug Loads**



Plug loads will be minimal since the building program is residential. In general, any equipment or appliance installed or will be installed will naturally have reduced power requirements.

#### **1.a. All Electric Building Systems:**

Refer to the above low carbon section relating to reducing gas utilization for the building. Furthermore, we would like to share a few additional challenges to an all-electric building as follows:

- Variable refrigerant flow air source heat pumps have come to the market and can certainly make sense for projects to reduce overall energy use and to further reduce gas utilization and carbon foot print. This system has been analyzed with respect to implementation and found not to be a realistic option because of the volume of refrigerant in the system compared to the unit sizes that the system would serve. ASHRAE standard 15 outlines design guidelines for the safe usage of refrigerant based systems and only allows a maximum volume of refrigerant to be allowed to release into a space based on the size of the space. ASHRAE standard 15 allows for 26 lbs refrigerant / 1000 FT<sup>3</sup>. Since we need to size the system on worst case room size would only allow a system of roughly 8 tons with condenser and piping. Based on this would we need roughly 4.5 times the amount of systems to serve the building. This would be beyond reasonable from an operational and first cost standpoint.
- We also analyzed the ventilation system to see if we could change from water source to air source heat pump fresh air units and found that the capacity of equipment available is limited to roughly 8,000 CFM. The total air capacity of our building is roughly 32,000 CFM or 4 times that value which would require two additional units based on the program of the building since our base case is two units. From a cost stand point it is estimated that the air-cooled option would be a 70K add to the project which would include additional equipment, wiring, control, hoisting, ductwork, roof curbs etc. In addition to the first cost premium the program at the roof is inadequate to allow installation of so many units.
- Lastly we analyzed an option for air source heat pump water heaters for both domestic hot water and for supplemental heat to the condenser water system. After quite a bit of research time we could find an air source heat pump water heater at a maximum size of 250,000 BTU/hr. Based on this unit size we would need to have roughly 30 units to provide the auxiliary heat to the condenser water system and or 20 additional units to serve the domestic hot water load. The quantity and additional cost of this approach would be far from an economical solution for the project.

#### **2. Renewable and clean Energy**

##### **2.a. On-Site Renewable and Clean Energy:**

- Project design team is in the process of reviewing the feasibility of onsite PV. At a bare minimum, the project will include the electrical infrastructure to allow future integration of PV into the building electrical system.
- The project will include a 125 KW combined heat and power system on site to generate electricity. Electricity will be used within the project as normal and standby power during normal power loss to increase the buildings resiliency and to reduce peak loads on the utility system. Waste heat will primarily be used for heating of domestic hot water and secondary to supplement the heating source to the



condenser water system both reducing the direct gas utilization to both domestic water heaters and to building boilers.

- The project design team has chosen CH&P noted above as an onsite power generation and peak shaving system opposed to battery storage or thermal energy storage systems.

#### **2.b. Off-Site Renewable / Clean Energy Sources and Credits**

- The building owner does not own off-site renewables. The owner will be committing to purchase of green energy credits in-line with LEED requirements.

#### **3. Annual Net Performance Calculation**

- Refer to the above assessment outlined in sections 1 and 2 which outlines the challenges in further reducing carbon. For the above reasons the assessment did not go further into analysis.

#### **4. First and life Cycle Cost assessment**

- Refer to the above assessment outlined in sections 1 and 2 which outlines the challenges in further reducing carbon. For the above reasons the assessment did not go further into analysis.

Kind regards,

**WSP**

Jeremy Pinkham, P.E.  
Vice President / Project Manager

## Appendix F: Metes & Bounds

Note: Materials are provided on the enclosed CD-ROM.  
Hard copies are available upon request.

## **Appendix G: Project Area Owners, Abutters, Community Groups, Business Groups**

Appendix G | *Project Area Owners, Abutters, Community Groups, Business Groups:*

- Fenway Civic Association
- Fenway Community Development Corporation
- Boston Arts Academy
- The Abbey Group
- Samuels & Associates
- The Emerald Necklace Conservancy
- Fenway Victory Gardens
- 1250 Boylston Street
- 11 Park Drive
- 15 Park Drive
- Boston Red Sox
- Berklee College of Music
- Northeastern University
- 1-5 Peterborough Street
- 11 Peterborough Street
- 19 Peterborough Street
- 25 Peterborough Street
- Fenway Health
- Fenway Urban Village Committee
- Boston University
- K Street Clubhouse
- Kenmore Association
- Cabot, Cabot & Forbes
- Meredith Management