

**Massport Marine Terminal - Parcel 6, So. Boston, MA**  
Marine Industrial Seafood Processing and Supporting  
Mixed-Use Garage Development



**BCDC Briefing Package**

**February 26, 2018**

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DESMAN Design Management  
Ray Dunetz Landscape Architecture

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## 1.0 PROJECT SUMMARY/OVERVIEW

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### 1.1 Introduction

This voluntary Boston Civic Design Commission (“BCDC”) Briefing Package is being submitted on behalf of **Pilot Seafood Properties III LLC** (the “Proponent”) for marine industrial facilities and accessory uses, including a parking garage (altogether, the “Project”) on Parcel 6 in the Massport Marine Terminal (“MMT”) on Fid Kennedy Avenue within the Raymond L. Flynn Marine Park (“RLFMP” or “Marine Park”) in South Boston (“Proposed Site”). The Project includes approximately 211,000 square-feet (“sf”) of gross floor area (“GFA”) in separate facilities to be owned by two to three seafood companies, each seeking to expand from other locations. It also includes an accessory and supporting mixed-use parking structure of 104,000 sf in a mixed-use space to satisfy a need of the marine industry not served by public transportation. The proposed buildings will be of varying heights, but all under 50 feet. The Project is expected to be developed in three sub-parcels, with associated infrastructure improvements to adjacent Shore Road, and construction of a new road with a working attribution for design purposes of “Bollard Way” along the site’s easterly boundary (the “Proposed Project”).

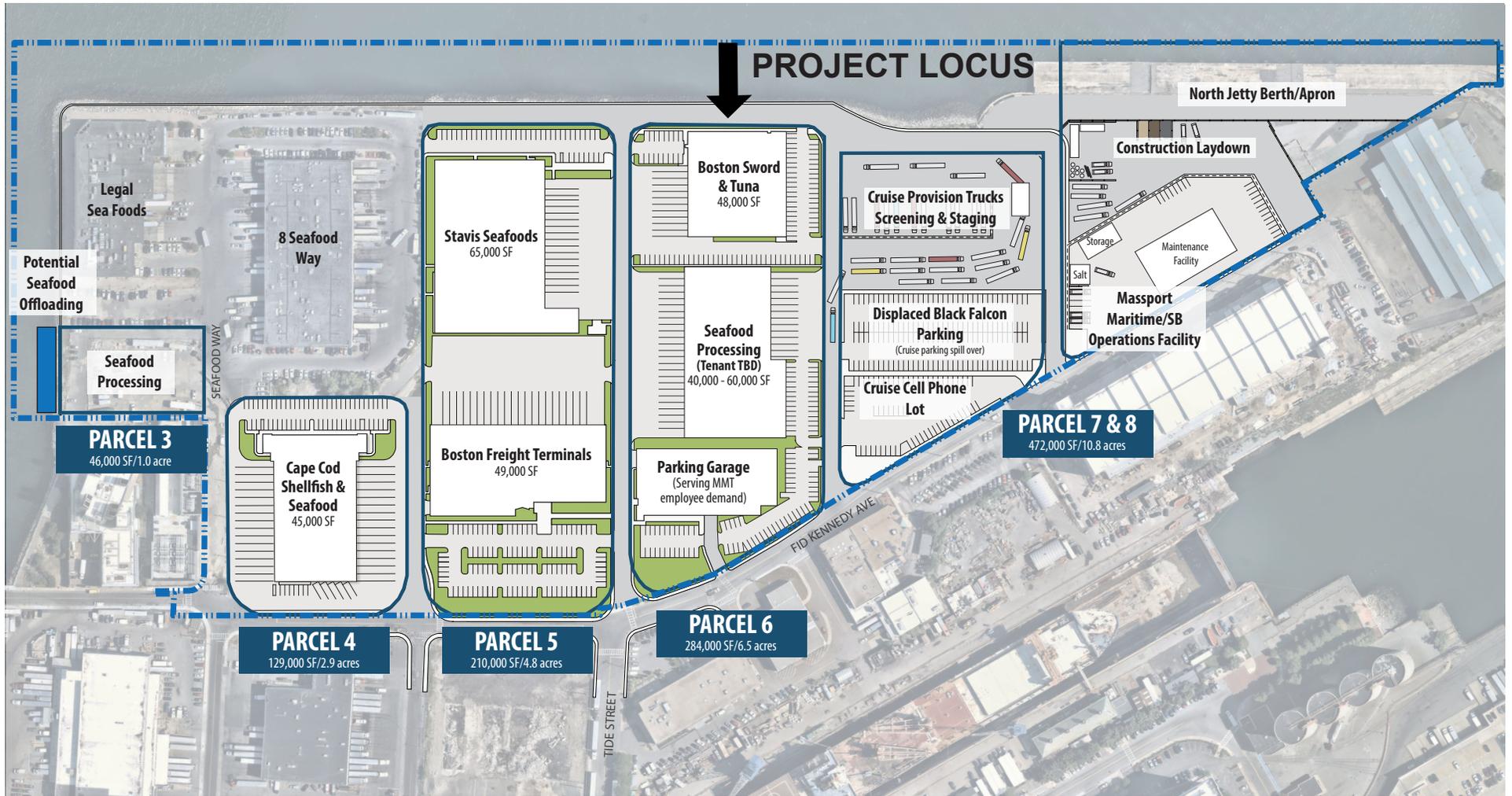
MMT Parcel 6 (“Proposed Site”) includes approximately 6.5 acres of the overall 29.5-acre MMT. The MMT is land filled by Massport under the terms of a lease with EDIC that extends to February 20, 2070. Parcel 6 is bounded to the north by Shore Road, to the south by Fid Kennedy Avenue, to the west by the Tide Street extension, and to the east, as referenced, by a new road to be constructed as part of the Project, with the working name of “Bollard Way. Please see **Figures 1-1** thru **1-7** that follow.

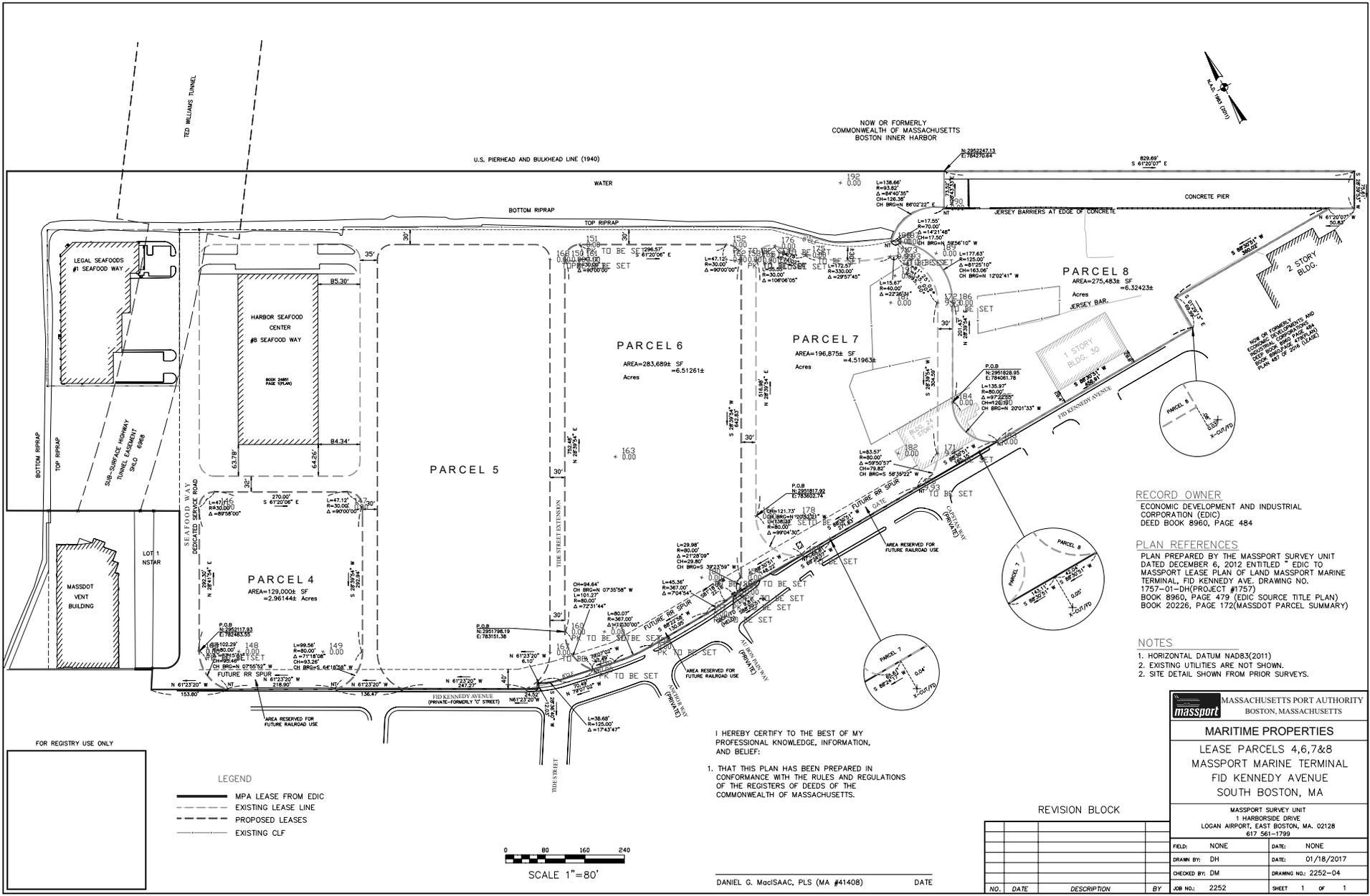
A voluntary Project Notification Form was filed with the Boston Planning and Development Agency (“BPDA”) on February 26, 2018.

The Project Proponent, through related companies, has developed and assisted several other seafood industry projects in the Marine Park, including two buildings at New Boston Seafood Center, the multi-tenant seafood processing building at 8 Seafood Way, and Legal Sea Foods’ Quality Control Center.

The development goals are to:

- Support the growth and expansion of seafood companies on the MMT;
- Make full use of the capacity of the site area, including its proximity to the Boston waterfront;
- Add a much-needed parking resource for maritime industrial users;
- Support the seafood industry’s long-term stability and future in Boston through industry-owned facilities;
- Provide a limited but valuable interface between the seafood industry and the public; and
- Develop other uses that provide programmatic enhancement to the seafood cluster in the Marine Park.





**RECORD OWNER**  
 ECONOMIC DEVELOPMENT AND INDUSTRIAL CORPORATION (EDIC)  
 DEED BOOK 8960, PAGE 484

**PLAN REFERENCES**  
 PLAN PREPARED BY THE MASSPORT SURVEY UNIT DATED DECEMBER 6, 2012 ENTITLED "EDIC TO MASSPORT LEASE PLAN OF LAND MASSPORT MARINE TERMINAL, FID KENNEDY AVE. DRAWING NO. 1757-01-DH (PROJECT #1757)"  
 BOOK 8960, PAGE 479 (EDIC SOURCE TITLE PLAN) BOOK 20226, PAGE 172 (MASSDOT PARCEL SUMMARY)

- NOTES**
- HORIZONTAL DATUM NAD83(2011)
  - EXISTING UTILITIES ARE NOT SHOWN.
  - SITE DETAIL SHOWN FROM PRIOR SURVEYS.

I HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF:

- THAT THIS PLAN HAS BEEN PREPARED IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

DANIEL G. MacISAAC, PLS (MA #41408) DATE

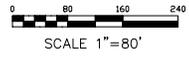
REVISION BLOCK

NO.	DATE	DESCRIPTION	BY

	MASSACHUSETTS PORT AUTHORITY BOSTON, MASSACHUSETTS
	<b>MARITIME PROPERTIES</b> LEASE PARCELS 4,6,7&8 MASSPORT MARINE TERMINAL FID KENNEDY AVENUE SOUTH BOSTON, MA
MASSPORT SURVEY UNIT 1 HARBORSIDE DRIVE LOGAN AIRPORT, EAST BOSTON, MA, 02128 617 561-1799	FIELD: NONE      DATE: NONE DRAWN BY: DH      DATE: 01/18/2017 CHECKED BY: DM      DRAWING NO: 2252-04 JOB NO.: 2252      SHEET 1 of 1

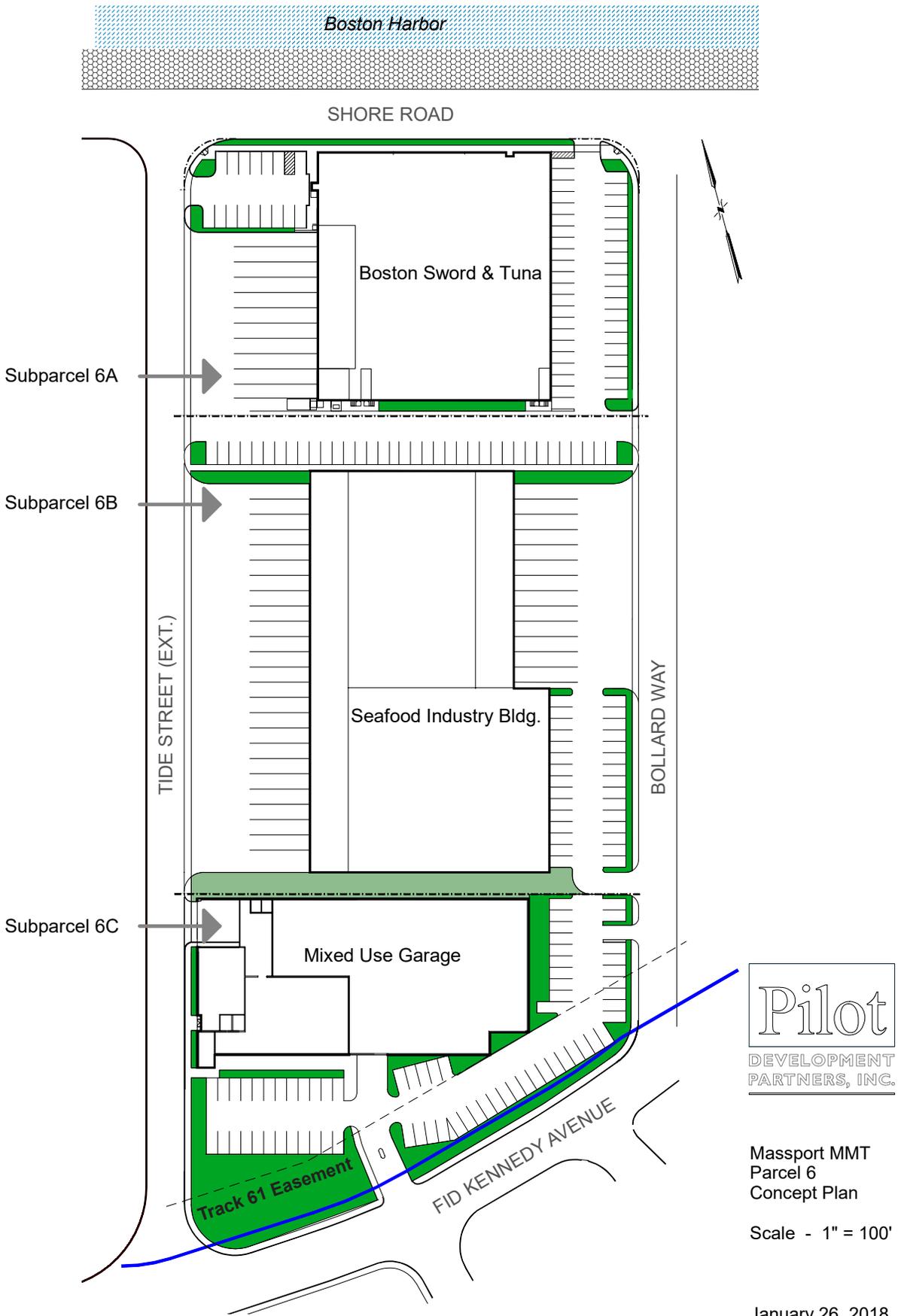
FOR REGISTRY USE ONLY

- LEGEND**
- MPA LEASE FROM EDIC
  - EXISTING LEASE LINE
  - PROPOSED LEASES
  - EXISTING CLF



**Figure 1-2. Massport Marine Terminal Conceptual Parcel Framework, 2017**

**Project Summary / Overview**



Massport MMT  
Parcel 6  
Concept Plan  
Scale - 1" = 100'

January 26, 2018

## Figure 1-4. Existing Site Photos



**View of Parcel 5 Through Fence on Parcel 6, Showing Tide Street Extension Construction Between Parcels**



**View of Boston Harbor From Parcel 6 Site**

**Figure 1-5. Existing Site Photos**



**View of Parcel 6 Towards Downtown Boston**



**View from Parcel 6 over Boston Harbor to East Boston**

**Figure 1-6. Existing Site Photos**



**Nearby 8 Seafood Way**



**Legal Sea Foods Quality Control Center, 1 Seafood Way**

**Figure 1-7. Existing Site Photos**



**Shore Road Behind 8 Seafood Way**



**25 Fid Kennedy Blvd (Renovation Under Construction)**

## 1.2 Detailed Project Description

### 1.2.1 Existing Conditions Plan and Massport Marine Terminal (MMT) Properties

The Proposed Site, MMT Parcel 6, includes approximately 6.5 acres of the overall 29.5 acre MMT and, it is bounded to the north by Shore Road, to the south by Fid Kennedy Avenue, to the west by Tide Street Extension, and to the east by a new road to be constructed, proposed to be called “Bollard Way.” Currently, the site is mostly asphalt-paved land and vacant. Massport manages the overall MMT site under a lease from EDIC extending until February 20, 2070. Massport’s development objectives include seafood, non-seafood maritime industrial, and other complementary “uses that provide programmatic enhancement to the seafood cluster.” [RFP, page 3] on all or a portion of the site (please see **Figure 1-8. Existing Conditions Plan**).

The history of Massport’s land development within the Raymond L. Flynn Marine Park includes the following successful activities:

- 2001 - Harbor Seafood Center at 8 Seafood Way with a ground lease awarded to Pilot Development Partners, Inc.;
- 2002 - Legal Sea Foods Quality Control Center constructed and occupied: Pilot Development Partners, Inc. responsible for pre-development process;
- 2005 - Massport Marine Terminal – Development Issues and Alternatives Analysis;
- 2015 - HR&A: Massachusetts Port Authority – Boston Seafood Industry Analysis
- 2016 - Massport awarded Parcel 4 to Cape Cod Shellfish and Parcel 6 to Pilot Seafood Properties III LLC, an affiliate of Pilot Development Partners, Inc.;
- 2017 - Pilot Seafood Properties III LLC executed a Development Agreement with Massport; and Cargo Ventures LLC commenced construction of infrastructure and Tide Street roadway extension between Parcels 5 and 6.
- 2016 - Massport awarded Parcel 4 to Cape Cod Shellfish and Parcel 6 to Pilot Seafood Properties III LLC, an affiliate of Pilot Development Partners, Inc.;
- 2016 - Massport issued Request for Proposals for MMT parcels, reserving adjacent Parcel 5 for Cargo Ventures LLC; and
- 2017 – Pilot Seafood Properties III LLC executed a Development Agreement with Massport; and Cargo Ventures LLC commenced construction of infrastructure and Tide Street roadway extension between Parcels 5 and 6.

## 1.2.2 Detailed Project Program

The Proposed Project is to be developed in three sub-parcels with a prospect of 115,000 sf of seafood processing facilities at Sub-Parcels 6A and 6B, and approximately 101,000 sf of parking (280 spaces) and other accessory space at Sub-Parcel 6C. The Proponent expects to develop the sub-parcel in stages, with Boston Sword & Tuna's new facility at Sub-Parcel 6A at the outset. Sub-parcel 6B may have two or more sub-tenants, with discussions still underway. Sub-Parcel 6C, the portion of the site fronting on Fid Kennedy Avenue, will accommodate the accessory parking garage, the accessory over-the-counter seafood shop, and the International Longshoremen's Association Union Hall. The Proponent is proposing that the garage entrance be from Fid Kennedy to reduce potential automobile conflicts with industrial trucking. Please See **Figure 1-9. Parcel 6- Detailed Site Plan**)

### Sub-Parcel 6A

Sub-Parcel 6A, adjacent to the Inner Harbor, will be developed with one structure to be occupied by Boston Sword & Tuna and will have their own purpose-built fresh seafood processing and distribution plant of approximately 48,000 sf of gross floor area and 57 onsite surface parking spaces. With a footprint of 36,000 sf on 77,000 sf of land, the structure will include a first floor with a mezzanine and a freezer bay. Overall building height is expected to be approximately 45 feet.

### Sub-Parcel 6B

MPA has awarded this site to Pilot and Pilot is in discussions with companies to construct seafood industry space. The expected program is for approximately 62,000 sf of gross floor area and a building height of 50 feet or less, and 63 parking spaces.

### Sub-Parcel 6C

Sub-Parcel 6C is the mixed-use accessory parking garage with approximately 101,000 sf of gross floor area including an over-the-counter seafood shop -- a place for workers and visitors to eat and purchase fresh seafood -- and the new International Longshoremen's Association Union Hall, as well as spaces for 280 cars on three parking garage decks, plus 66 surface spaces. The garage structure is the proponent's response to Massport's request for "uses that provide programmatic enhancement to the seafood cluster." [RFP, page 3]



 Parcel 6 Development



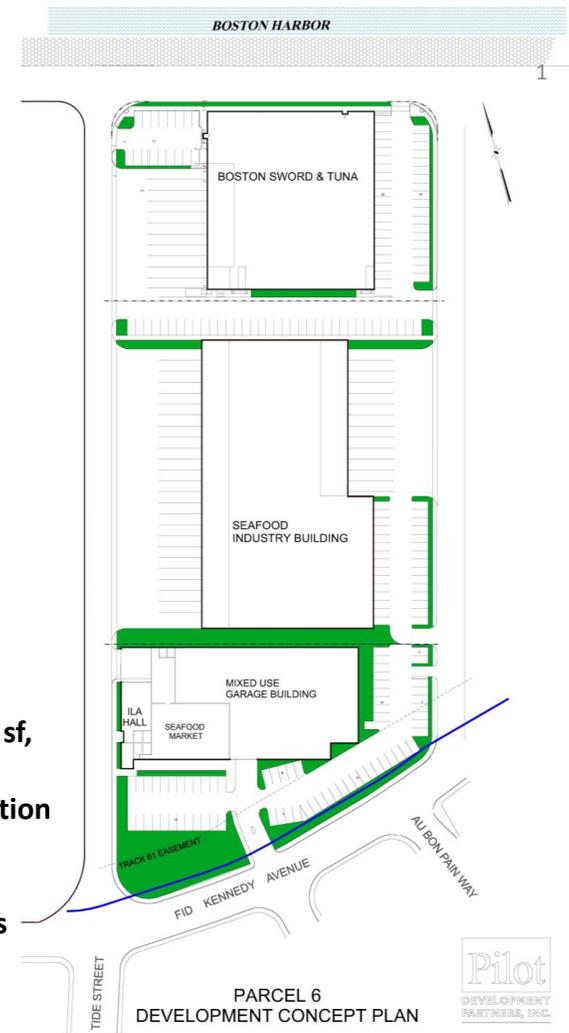
**Other Seafood Processing & Cold Storage**



**Parcel 6A**  
48,000 sf, with 57 parking spaces on site

**Parcel 6B**  
37,000 sf, with ~43 parking spaces & 30,000 sf, with ~20 parking spaces

- Parcel 6C**
- over-the-counter seafood shop: 5,000 sf, with 6 parking spaces,
  - International Longshoremen's Association Union Hall: 2,500 sf, with 60 parking spaces);
  - Total 66 surface and 280 garage spaces



See Project Dimensions in **Table 1-1** below.

**Table 1-1. Approximate Project Dimensions of Proposed Project**

<b>Project Dimensions</b>	<b>Overall Dimensions (All Sub-parcels)</b>	<b>Sub-Parcel 6A</b>	<b>Sub-Parcel 6B</b>	<b>Sub-Parcel 6C</b>
<b>Lot Area</b>	6.51 acres / 283,689 sf.	1.77 acres / 77,365 sf	3.08 acres / 133,996 sf	1.66 acres / 72,328 sf
<b>Gross Floor Area</b>	219,250 sf	48,070 sf	62,000 sf	101,300 sf
<b>Floor Area Ratio</b>	0.772 FAR	----	----	----
<b>Floors</b>	----	1 Floor plus mezzanine	1 Floor plus mezzanine	3-1/2 Parking Levels
<b>Building Height*</b>	----	Approx. 45 ft.	Less than 50 ft.	48 ft.

\*Height is calculated from the average grade of each sub-parcel.

The Parcel 6 circulation plan is designed to create a safe access/egress to the proposed accessory garage on Sub-Parcel 6C which is designed to be accessed from Fid Kennedy Avenue.

## 2.0 DESIGN AND SUSTAINABILITY

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### 2.1 Design Objectives

Parcel 6's design objectives include:

- To recognize, respect and reinforce the existing scale and character of the RLFMP;
- To make full use of the capacity of the land;
- To provide a limited, but valuable interface between the seafood industry and the public on Sub-Parcel 6C; and
- To reinforce the essential character of Fid Kennedy Avenue as a gateway to the mixed use Seaport related uses

The urban design drawings and LEED v4 for BD+C Checklist for Sub-Parcels 6A and 6B, and Parksmart Scorecard for Sub-Parcel 6C are included in **Appendix A**.

### 2.2 Project Site

The proposed site includes approximately 6.5 acres of the 29.5 acre MMT site and is bounded to the north by Shore Road (adjacent to the Boston Harbor), to the south by Fid Kennedy Avenue, to the west by Tide Street Extension (adjacent to Parcel 5), and to the east by a road to be constructed, with the working attribution for design purposes as Bollard Way (adjacent to Parcels 7 & 8). Parcel 5 is expected to be soon under construction for similar maritime industrial and seafood uses.

### 2.3 Site Planning, Programming & Building Design

General goals for Parcel 6 planning include the following:

- Seafood industry use and support of local seafood industry cluster;
- Increased seafood industrial land use intensity;
- Support of larger seafood employers;
- Sub-parceling for seafood company ownership potential;
- Support facilities including parking, food service, an over-the-counter seafood shop, a union hall; and
- Truck loading and circulation.

The maritime (seafood) industrial use of Parcel 6 and the MMT is an essentially non-urban use; it is port and airport-related, but only dependent on the City of Boston for infrastructure and as a centralized point of distribution. Employees are unable to make use of the public transportation system because of the 4:00-5:00 AM start time, creating unusual parking pressure. Supply and distribution for larger seafood companies is both national and international.

The very reduced land area available for this type of development in the Port has made entry for the seafood industry difficult. Parcel 6 planning seeks to maximize that limited opportunity.

## **2.4 Boston Sword & Tuna – Sub-Parcel 6A**

Boston Sword & Tuna (BST), a rapidly-growing company located at 8 Seafood Way, has planned a new freestanding facility that will allow continued growth of its business. They currently occupy 30,000 sf, with approximately 100 employees. The existing 30,000 sf<sup>1</sup> is inefficient, because it is within a building specifically planned for smaller businesses, as BST itself once was. The new, efficiently-planned facility will allow Boston Sword & Tuna to double its production, and significantly expand sales and employment.

### **2.4.1 Program**

BST will occupy a total of 48,070 sf including a 12,000 sf mezzanine. Essential uses include the following:

1. Production	23,600 sf
2. Storage & high bay freezer	8,550 sf
3. Shipping /receiving	4,400 sf
4. Administration and Sales	8,620 sf
5. Employee Support	2,900 sf
6. Sub-Parcel 6A Site	Eleven (11) loading bays, with 57 parking spaces <sup>2</sup>

The BST building design is compact and functionally efficient, with a well-organized internal flow of goods, starting and ending at the shipping/receiving. This supports operational, energy and cost efficiency.

### **2.4.2 Building Design**

The external design of the building is based on a highly energy-efficient envelope, incorporating both insulated metal panel (SIPS), and glass curtain wall. The curtain wall is unusual in this building type but reflects the increased administrative/sales and support facilities required for the modern seafood plant.

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<sup>1</sup> The space to be vacated by BST is already committed for another seafood processor.

<sup>2</sup> Onsite parking assumes availability of additional parking nearby.

## 2.5 Sub-Parcel 6B – User to be Determined

Sub-Parcel 6B is planned for seafood industry use, similar to Sub-parcel 6A. The building footprint shown on the Development Concept Plan is intended to represent the potential capacity of the sub-parcel.

An additional use component, which will be desirable for this sub-parcel, are commercial freezer/cooler facilities. Currently, the local seafood industry needs to have their own internal facilities, or travel to suburban locations for this resource. Several seafood industry companies have expressed interest in this site. A single building is shown on the Plan, but in consideration of the size of the sub-parcel, this may be further sub-divided into two separate buildings, depending on user commitments.

## 2.6 Sub-Parcel 6C – Parking and Support

Sub-Parcel 6C is planned for additional maritime industrial parking, and other support services. The parking will serve both Parcel 6 and the rest of the MMT. Ancillary food services and a new Union Hall for the International Longshoremen’s Association (ILA) will also be incorporated.

### 2.6.1 Program

1. Garage parking	280 spaces
2. Surface parking	66 spaces
3. Over-the-counter seafood shop	5,000 sf
4. ILA Union Hall	2,500 sf

Affordability of the parking is a primary requirement for this ancillary parking. For efficient use of the land, structured parking is proposed. However, between surface parking and ground-level parking within the garage, 116 (34%) of the parking spaces are ground-supported, and 230 spaces are structure-supported. This is an important reduction in per-space parking cost.

The over-the-counter seafood shop will provide early morning and lunchtime food services for the maritime industrial workers and other visitors at affordable pricing. Seafood, both fresh and in pre-packaged meals, will also be available. Boston Sword & Tuna is the proposed operator.

The International Longshoremen’s Association Union Hall will contain four small offices and a large meeting space. The Hall operates as the daily employment center for the Longshoremen. Longshoremen go to the Hall first to receive their working assignments for the day. A substantial number of the Longshoremen, working at the Black Falcon Cruiseport, will walk to work from the Union Hall. The Longshoremen are intended to occupy through the life of the sub-ground lease (2070), and account for sixty (60) of the proposed parking spaces.

## **2.6.2 Building Design**

The mixed-use parking structure is proposed as a pre-cast concrete building. Dimensions incorporate a back-side parking ramp, allowing the street-facing portions of the building to have horizontal floor levels. Fid Kennedy Avenue and the Tide Street Extension elevations will include metal and/or fabric panels to break up the surface and introduce color.

## **2.7 Landscape Design**

Planting species which provide four season interest, tolerance of coastal winds, salt air and drought are planned for this development. New plantings along Fid Kennedy Avenue and Tide Street Extension will provide attractive frontage and a sense of entrance. Robust tree planting in front of the garage along Fid Kennedy Avenue will offer a vegetative buffer. Plantings in parking islands will provide pervious area and assist in visually breaking up the paving area.

Outdoor tables, seating and specialty paving are planned for the public over-the counter seafood shop entrance. Bike racks will be provided throughout the development to encourage alternative modes of transportation to the development. Stormwater runoff will be collected in vegetated rain gardens and infiltrated. Properly-shielded (i.e., complying with night-sky protection standards) site lighting with low energy requirements will be introduced to illuminate loading areas, entrances and parking areas.

## **2.8 Sustainable Design/Energy Conservation**

The proposed project involves the development of three (3) buildings.

- Sub-Parcel 6A - Boston Sword and Tuna Processing Facility will be developed with one structure to be occupied by Boston Sword & Tuna and will have their own purpose-built fresh seafood processing and distribution plant of approximately 48,000 gsf of floor area. With a footprint of 36,000 sf on 77,000 sf of land and 57 surface parking spaces, the structure will include a first floor with a mezzanine and a freezer bay. Overall building height is expected to be no higher than 45 feet.
- Sub-Parcel 6B - A seafood processing facility, tenant(s) to be determined, that is ~62,000 gsf with 63 surface parking spaces on 133,996 sf. This structure will also include a first floor with a mezzanine and a freezer bay.
- Sub-Parcel 6C- An accessory mixed-use parking structure will contain an over-the counter seafood shop as well as the new International Longshoremen's Association Union Hall on its ground floor. The introduction of locally provisioned retail seafood at this location will provide a valuable interface between the seafood industry and the public. The garage will include approximately 280 parking spaces, which are in addition to 66 surface spaces at the site.

To meet the City of Boston Requirements the project is demonstrating the compliance with the LEED BD&C v4 criteria. The project to be built on Sub-Parcels 6A and 6B are currently tracking 46 points in the YES column with 12 in the study column. Further study over the coming weeks and months will determine final credit achievement. We have outlined in the narrative below, how the project intends to achieve the prerequisites and credits for the LEED BD&C v4 certification. Given the use of this facility we are critically reviewing our ability to meet the LEED prerequisites, especially the Minimum Energy Performance. We will separate the seafood processing facility from the office support space to comply with this prerequisite. We will provide updates as we work through the design with the mechanical and electrical engineers (See **Appendix A** for two checklists for Sub-Parcels 6A and 6B). In addition, Parksmart Scorecard has been completed for Sub-Parcel 6C, the mixed-use garage, also in **Appendix A**.

### **2.8.1 Introduction**

Sustainability informs every design decision. Enduring and efficient buildings conserve embodied energy and preserve natural resources. The project embraces the opportunity to positively influence the industrial environment. Its urban location takes advantage of existing infrastructure.

The Proponent and the Project design team are committed to an integrated design approach and are using the LEED Building Design and Construction v4 rating system and intend to meet certification as presented above. This rating will meet or exceed Boston's Green Building standard. The LEED rating system tracks the sustainable features of the project by achieving points in following categories: Location & Transportation; Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation and Design Process.

The proponent has also completed a Parksmart Scorecard for Sub-Parcel 6C. We have met the required points for the following Parksmart Certification Measures; Management, Program, Technology and Structure Design, and Innovation. We are currently tracking 127 points which puts us at Parksmart Bronze level. Please see **Figure 3-9** checklist in **Appendix A**.

### **2.8.2 Location and Transportation**

The Location and Transportation credit category encourages development on previously developed land, minimizing a building's impact on ecosystems and waterways, regionally appropriate landscaping, smart transportation choices.

The site also qualifies for sensitive land protection as a previously developed site.

The site is located on a site whose surrounding existing density within a ¼-mile [400-meter] radius of the project boundary and provided dozens of amenities within 0.5 mile of the project site.

The project provides access to quality transit as the project is located within 0.25 mile of the following busses SL2 and #4 and within 0.5 miles of 2 Silver line stops. The project will provide long term and short term bicycle spaces and showers and the project is evaluating the and the Green Vehicle credits.

### **2.8.3 Sustainable Sites**

The development of sustainable sites is at the core of sustainable design, stormwater runoff management, and reduction of erosion, light pollution, heat island effect, and pollution related to construction and site maintenance are critical to lessening the impact of development.

The project will create and implement an erosion and sedimentation control plan for all construction activities associated with the project. The plan will conform to the erosion and sedimentation requirements of the 2012 U.S. Environmental Protection Agency (EPA) Construction General Permit (CGP) or local equivalent, whichever is more stringent.

The project will complete and document a site survey or assessment that will demonstrate the relationships between the site features and topics, Topography, Hydrology, Climate, Vegetation, Soils, Human use. The project will evaluate compliance with light pollution reduction from the building and the site lighting. The project will also meet the requirements of Light Pollution Reduction.

### **2.8.4 Water Efficiency**

Buildings are major users of our potable water supply and conservation of water preserves a natural resource while reducing the amount of energy and chemicals used for sewage treatment. The goal of the Water Efficiency credit category is to encourage smarter use of water, inside and out. Water reduction is typically achieved through more efficient appliances, fixtures and fittings inside and water-wise landscaping outside. To satisfy the requirements of the Water Use Reduction Prerequisite and credit, the project will incorporate water conservation strategies that include low flow plumbing fixtures for water closets and faucets. The landscape will be designed so it will eliminate the need for potable water for irrigation by selecting plant material that is native and adaptive.

The project is targeting a minimum 50 % indoor water use reduction from the baseline for the office spaces. All newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling will have the Water Sense label.

The project will evaluate installing permanent water meters that measure the total [potable water](#) use for the building and associated grounds in addition to water meters for two or more of the following water subsystems, as applicable to the project: Indoor domestic plumbing fixtures and fittings, domestic hot water, or boiler.

### **2.8.5 Energy & Atmosphere**

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

The team is completing extensive energy analysis to try to meet the prerequisite. Our mechanical engineer and outside energy consultants have advised us to separate the uses of office and processing. If we take this approach our office areas will be able to meet the requirements of the prerequisite. We will follow up with more information.

Fundamental Commissioning, Enhanced Commissioning, and Envelope Commissioning will be pursued for the project.

The project will evaluate installing new energy meters, or submeters that can be aggregated to provide building-level data representing total building energy consumption (electricity, natural gas, chilled water, steam, fuel oil, propane, biomass, etc.). Prereq 4- Fundamental refrigerant management. The project will not use chlorofluorocarbon (CFC)-based refrigerants in new heating, ventilating, air-conditioning, and refrigeration (HVAC&R) systems.

The project will evaluate renewable energy production if it is not possible, the building will be solar ready.

The project will select refrigerants that are used in heating, ventilating, air-conditioning, and refrigeration (HVAC&R) equipment to minimize or eliminate the emission of compounds that contribute to ozone depletion and climate change. Project will perform the calculations once systems are selected.

### **2.8.6 Materials & Resources**

During both construction and operations, buildings generate tremendous waste and use many materials and resources. This credit category encourages the selection of sustainable materials, including those that are harvested and manufactured locally, contain high-recycled content, and are rapidly renewable. It also promotes the reduction of waste through building and material reuse, construction waste management, and ongoing recycling programs.

The project will provide dedicated areas accessible to waste haulers and building occupants for the collection and storage of recyclable materials for the entire building. Collection and storage areas may be separate locations. Recyclable materials will include [mixed paper](#), corrugated cardboard, glass, plastics, and metals. The project will also take appropriate measures for the safe

collection, storage, and disposal of two of the following: batteries, mercury-containing lamps, and [electronic waste](#).

The project will develop and implement a construction and demolition waste management plan that will identify at least five materials (both structural and nonstructural) targeted for diversion, approximate a percentage of the overall project waste that these materials represent. The project will divert at least 75% of the total construction and demolition material; diverted materials must include at least four material streams. The project will also consider completing a [life-cycle assessment](#).

Careful material selection will be performed for the project. Where possible the project hopes to integrate products that have Environmental Product Declarations (EPD), Sourcing of raw materials and corporate sustainability reporting, and Material Ingredients disclosures.

### **2.8.7 Indoor Environmental Quality**

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

The project will meet the minimum requirements of ASHRAE Standard 62.1–2010, Sections 4–7, Ventilation for Acceptable Indoor Air Quality (with errata), or a local equivalent, whichever is more stringent.

The project will provide enhanced indoor air quality strategies. The project will provide entryway systems design systems, interior cross-contamination prevention and filtration. The project will target Low emitting materials for all materials within the building interior is defined as everything within the waterproofing membrane. This includes requirements for product manufacturing volatile organic compound (VOC) emissions in the indoor air and the VOC content of materials.

The project will develop and implement an indoor air quality (IAQ) management plan for the construction and pre-occupancy phases of the building, meeting or exceeding all applicable recommended control measures of the Sheet Metal and Air Conditioning National Contractors Association (SMACNA) IAQ Guidelines for Occupied Buildings under Construction, 2nd edition, 2007, ANSI/SMACNA 008–2008, Chapter 3. The project will protect absorptive materials stored on-site and installed from moisture damage.

The project prohibits the use of all tobacco products inside the building and within 25 feet (8 meters) of the building entrance during construction. Daylight will be evaluated for energy efficiency opportunities and benefits for the occupants.

### **2.8.8 Innovation and Design Process**

The Innovation in Design and Innovation in Operations credit categories provide additional points for projects that use new and innovative technologies, achieve performance well beyond what is required by LEED credits, or utilize green building strategies that are not specifically addressed elsewhere in LEED. This credit category also rewards projects for including a LEED Accredited Professional on the team to ensure a holistic, integrated approach to design, construction, operations and maintenance.

Five credits are being pursued and could include the following:

- Innovation in Design: Green Housekeeping (yes)
- Innovation in Design: Integrated Pest Mgmt. (yes)
- Innovation in Design: Education (yes)
- Innovation in Design: Walkable Site (yes)
- Innovation in Design: Water Rec (yes)

#### **Regional Priority:**

- Indoor Water use (yes)
- Regional Priority: Renewable Energy (maybe)

### **2.9 Design Drawings and LEED Checklists**

Design drawings and renderings depicting the Proposed Mixed –Use Garage Project, and the LEED v4 for BD+C Checklist for Sub-Parcels 6A and 6B, and a Parksmart Scorecard for Sub-Parcel 6C Mixed-Use Garage follow, and are included in **Appendix A**:

- Figure 2-1. Mixed-Use Garage: Grade Level Floor Plan
- Figure 2-2. Mixed-Use Garage: Second Level Floor Plan
- Figure 2-3. Mixed-Use Garage: Third Level Floor Plan
- Figure 2-4. Mixed-Use Garage: Roof Level Floor Plan
- Figure 2-5. Mixed-Use Garage: Perspective Sketch Option 1
- Figure 2-6. Mixed-Use Garage: Perspective Sketch Option 2
- Figure 2-7. Boston Sword & Tuna: Perspective Towards Main Entrance
- Figure 2-8. Façade Detail from Boston Sword & Tuna
- Figure 2-9. Boston Sword & Tuna: Schematic Floor Plan
- Figure 2-10. Boston Sword & Tuna: North Elevation (Harbor View) and West Elevation
- Figure 2-11. Boston Sword & Tuna: South Elevation and East Elevation
- Figure 2-12. LEED v4 for BD+C Checklist for Sub-Parcels 6A & 6B
- Figure 2-13. Parksmart Scorecard for Sub-Parcel 6C - Mixed-Use Garage

## **3.0 GENERAL INFORMATION**

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### **3.1 Project Schedule**

Sub-Parcel 6A construction is expected to last approximately 15 months, beginning in the second quarter of 2018 and reaching completion, with occupancy in the third quarter of 2019. The other parcels will be scheduled as Sub-Parcel 6A progresses.

### **3.2 Project Proponent**

The express purpose of the Proponent, Pilot Seafood Properties III LLC, is to complete the MMT Parcel 6 development Project, and thereafter to administer its sub-lease for Parcel 6 with Massport until February 20, 2070, or such other time as the sub-lease may be extended. .

The project proponent's manager, Pilot Development Partners, Inc., has over 20 years of experience successfully developing marine industrial projects in the RLFMP including several other seafood industry buildings in the Flynn Marine Park, with two buildings at New Boston Seafood Center, 8 Seafood Way's multi-tenant seafood-processing building and the Legal Sea Foods Quality Control Center.

The seafood companies now planning construction of their buildings on sub-parcels leased from the Proponent will own their buildings on the ground-leased land as ground-lease improvements. The mixed-use garage structure has already received equity investor expressions of interest, and the Proponent anticipates exploring other financing options before applying for standard commercial lending.

### **3.3 Public Benefits**

The Proposed Project will provide substantial community and economic development benefits to the City of Boston and the South Boston neighborhood. The Proposed Project represents a major step in the implementation of a joint Massport, City of Boston economic development plan that will enhance the Port of Boston and provide well-paying jobs for Boston residents in the seafood industry and supporting ventures. The Proposed Project will also:

- Provide opportunity for up to 150 new permanent maritime industrial jobs;
- Relocate one or more of the seafood businesses requiring expansion space to grow;
- Explore the feasibility of alternative modes of transportation, such as mass transit, ride sharing services, and bicycle use;
- Improving / creating vehicular and pedestrian infrastructure to allow for additional circulation in and around the MMT; and
- Permanently provide an additional 466 parking spaces, and temporarily create many new jobs in the construction and building trade industries.

### 3.4 Regulatory Controls and Permits

#### 3.4.1 Exemption from Local Zoning

As a property leased from Massport, an agency created by the Massachusetts Legislature, the Project Site is exempt from municipal zoning regulations for action reasonably related to Massport’s essential governmental function. Regardless, the Proposed Project’s uses which include marine-dependent industrial uses, as well as uses accessory to such uses are permitted by right and the dimensions complies with the City of Boston’s South Boston Maritime Economy Reserve (“MER”) Subdistrict of the Dorchester Bay/Neponset River Waterfront Zoning District (See “Boston Zoning Map 4B”).

#### 3.4.2 Existing Boston Zoning Code

For informational purposes, **Table 2-1** that follows illustrates the dimensional and off-street parking requirements that would be required under the South Boston MER Subdistrict, regulations for the MER 2-55 subdistrict.

**Table 2-1. South Boston MER Subdistrict - Dimensional and Off-Street Parking Requirements**

Dimensional Element	South Boston MER Subdistrict	Proposed Project <sup>1</sup>
Minimum Lot Size	None	6.5 acres (283,140 sq. ft.)
Minimum Lot Width	None	256.57 ft.
Max. Floor Area Ratio	2.0	0.8
Max. Building Height	55 ft.	50 ft.
Minimum Usable Open Space	None	0.88 acres (38,250 sq. ft.)
Minimum Front Yard Setback	None	10 ft.
Minimum Side Yard	None	N/A *
Minimum Rear Yard	12 ft.	N/A *
Waterfront Yard Area	35 ft.	Not Waterfront
Required Off-Street Parking (1)	1 per 1,600 sq. ft. of gross floor area	1 per 471 sq. ft.
Minimum Number of Loading Bays	(2)	50

\* Project has no side or rear yards and has only frontage on all sides.

1. Required off-street parking and loading spaces shall be determined through the Large Project Review process. Moreover, for any proposed project subject to Large Project Review and for which a Transportation Access Plan is required, the BPDA may determine that so-called "shared parking" arrangements, in which parking spaces may be counted for different uses whose peak parking use periods are not coincident, will adequately meet parking demand associated with such proposed project, in which event the number of parking spaces otherwise required shall be correspondingly reduced. (Boston Zoning Code sec. 42A-10.1(e).)
2. For any proposed project with a gross floor area of 10,000 square feet or more, the applicant must include in its Project Impact Report, prepared for Large Project Review, an analysis of the loading requirements of the proposed project, and of the impacts of projected loading activities, together with a description of any off-street loading facilities required to meet those requirements and to mitigate, to the extent economically practicable, projected impacts, and the BPDA shall determine the adequacy of such proposed loading facilities in accordance with Large Project Review. (Id. sec. 42A-11.)

### **3.5 Public Review Process and Agency Coordination**

In support of the required Article 80 Large Project Review process, the Proponent has conducted, and will continue to conduct meetings and discussions with the elected representatives and officials from the area, and area residents.

To date, this process has included presentations to South Boston's elected officials and their representatives.

The Proponent has also discussed the Proposed Project with representatives of the BPDA prior to filing this Project Notification Form in order to identify issues/concerns as well as design requirements related to the Project.

The ENF with MEPA is scheduled to be filed during the BPDA public comment period, and the Boston Civic Design Commission is expected to consider the proposed schematic design. The Proponent anticipates that the formal public review meeting, as well as the Scoping meeting, will take place during the approximate 30-day public review period.

The Proponent anticipates discussion with the State Building Inspector about the Project, as the State Building Authority will issue building permits. The Proponent will also submit a General Site Plan Review Application to the Boston Water & Sewer Commission when the design of the sanitary sewer lift station is finalized.

## 4.0 ADDITIONAL PROJECT INFORMATION

### 4.1 Preliminary List of Permits or Other Approvals Which May be Sought

Agency Name	Permit or Action*
<b>State Agencies</b>	
MA Exec. Office of Environmental Affairs	Environmental Notification Form ("ENF")
MA Historical Commission	PNF or ENF (Due to Long-term State Lease)
MA State Building Authority	Building Permits
Massport	Design Review
Massport	Signage Review
Massport	Fire Safety Review
<b>Local Agencies</b>	
Boston Planning and Development Agency	Voluntary Article 80 Review; execution of related agreements; Section 80B-6 Certificate of Compliance
Boston Conservation Commission	Notice of Intent (due to the presence of coastal bank buffer zone and 100-year floodplain on the Project Site)
Boston Air Pollution Control Commission (APCC)	APCC requires a South Boston Parking Freeze Permit for any non-residential parking spaces. APCC has previously issued a master parking freeze permit for all of the RLFMP, including MMT Parcel 6
Boston Public Safety Commission Committee on Licenses	Garage License; Flammable Fuels
Boston Transportation Department	Voluntary Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works Public Improvements Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Permit for Street Opening
Boston Fire Department	Approval of Fire Safety Equipment
Boston Inspectional Services Department	Electrical Permit
Boston Water and Sewer Commission	Approval for Sewer and Water and Connections; Construction Site Dewatering; and Storm Drainage

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

## 4.2 Project Team

Project Name	MMT Parcel 6, South Boston
Property Developer	<p><b>Pilot Seafood Properties III LLC</b>  <b>Pilot Development Partners, Inc., Manager</b>            6 Pleasant Street, Suite 508            Malden, MA 02148</p> <p>Eden Milroy, President            Tel: 781-771-4881  <a href="mailto:emilroy@pilotdevelopment.com">emilroy@pilotdevelopment.com</a></p> <p>Ms. Kathryn Maynes, Vice President            Tel : 617-542-0450  <a href="mailto:kmaynes@pilotdevelopment.com">kmaynes@pilotdevelopment.com</a></p>
Property Lessor	<p><b>Massachusetts Port Authority</b>            One Harborside Drive, Suite 200S            East Boston, MA 02128-2909</p> <p>Andrew Hargens            Deputy Director, Portfolio &amp; Asset Management            Tel: 617-568-3103</p>
Article 80/MEPA Permitting Consultant	<p><b>Mitchell L. Fischman (“MLF”) Consulting LLC</b>            41 Brush Hill Road            Newton, MA 02461</p> <p>Mitchell L. Fischman, Principal            Tel: 781-760-1726  <a href="mailto:mitchfischman@gmail.com">mitchfischman@gmail.com</a></p>
Legal Counsel	<p><b>Dalton &amp; Finegold LLP</b>            183 State Street, 5<sup>th</sup> Floor            Boston, MA 02109</p> <p>Jared Eigerman            Tel: 617-936-7777  <a href="mailto:jeigerman@dfllp.com">jeigerman@dfllp.com</a></p>

<p>Architects and Engineers</p>	<p><b>Design Group</b> (For Parcel 6A Boston Sword &amp; Tuna)  5 Chenell Drive, Box 3  Concord, NH 03301  Tel: 603-225-0010</p> <p><b>STV, INC.</b> (Marine Facilities Designers)  (For All Parcel 6 Sub-Parcels)  One Financial Center  Boston, MA 02110</p> <p>Michael Cassavoy  Tel: 617-303-1182  <a href="mailto:Michael.cassavoy@stvinc.com">Michael.cassavoy@stvinc.com</a></p> <p>Paul Tyrell  Tel: 617-947-1319  <a href="mailto:ptyrell@stvinc.com">ptyrell@stvinc.com</a></p> <p><b>DESMAN Design Management</b>  (For Parcel 6C Mixed Use Garage)  18 Tremont Street, Suite 300  Boston, MA 02108  Tel: 617-778-9882</p> <p>Wesley Wilson  <a href="mailto:wwilson@desman.com">wwilson@desman.com</a></p> <p>Anna Loc  <a href="mailto:aloc@desman.com">aloc@desman.com</a></p>
<p>Landscape Architect</p>	<p><b>Ray Dunetz Landscape Architecture</b>  179 Green Street  Boston, MA 02130</p> <p>Ray Dunetz  Tel: 617-524-6265  <a href="mailto:rd@raydunetz.com">rd@raydunetz.com</a></p>
<p>Transportation Planner / Engineer</p>	<p><b>Howard Stein Hudson</b>  11 Beacon Street, Suite 1010  Boston, MA 02108</p> <p>Elizabeth Peart  Tel: 617-482-7080  <a href="mailto:epeart@hshassoc.com">epeart@hshassoc.com</a></p>

Civil Engineer/ Infrastructure	<p><b>Hayes Engineering</b> (All Parcel 6 Sub-Parcels) 603 Salem Street Wakefield, MA 01880</p> <p>Peter Ogren Tel: 781-246-9686 <a href="mailto:pogren@hayeseng.com">pogren@hayeseng.com</a></p>
Sustainability/LEED Consultant	<p><b>Soden Sustainability Consulting</b> 19 Richardson Street Winchester, MA 01890</p> <p>Colleen Ryan Soden, LEED AP BD+C Tel: 617-372-7857 <a href="mailto:colleen@sodensustainability.com">colleen@sodensustainability.com</a></p>
Geotechnical	<p><b>Geosciences Testing &amp; Research</b> 55 Middlesex Street North Chelmsford, MA 01863</p> <p>Les Chernauskas Tel: 978-251-9395 <a href="mailto:les@gtrinc.net">les@gtrinc.net</a></p> <p>Curtis George Tel: 978-677-6867 <a href="mailto:curtis@gtrinc.net">curtis@gtrinc.net</a></p>
Environmental / 21E	<p><b>TRC ENVIRONMENTAL</b> Wannalancit Mills 650 Suffolk Street, Suite 200 Lowell, MA 01854</p> <p>Tracy Dionne Tel: 978-656-3503 <a href="mailto:tdionne@trcsolutions.com">tdionne@trcsolutions.com</a></p> <p>Matthew Robbins Tel: 978-888-5196 <a href="mailto:MERobbins@trcsolutions.com">MERobbins@trcsolutions.com</a></p>
Surveyor	<p><b>Arago Land Consultants LLC (WBE)</b> 31 Old Nashua Road Suite 1 Amherst, NH 03031</p> <p>Cynthia Boisvert Tel: 603-732-0008 <a href="mailto:cdb@aragoland.com">cdb@aragoland.com</a></p>

## **5.0 APPENDIX A - DESIGN FIGURES AND SUSTAINABLE CHECKLISTS**

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- Figure 2-1. Mixed-Use Garage: Grade Level Floor Plan**
- Figure 2-2. Mixed-Use Garage: Second Level Floor Plan**
- Figure 2-3. Mixed-Use Garage: Third Level Floor Plan**
- Figure 2-4. Mixed-Use Garage: Roof Level Floor Plan**
- Figure 2-5. Mixed-Use Garage: Perspective Sketch Option 1**
- Figure 2-6. Mixed-Use Garage: Perspective Sketch Option 2**
- Figure 2-7. Boston Sword & Tuna: Perspective Towards Main Entrance**
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- Figure 2-10. Boston Sword & Tuna: North Elevation (Harbor View) and West Elevation**
- Figure 2-11. Boston Sword & Tuna: South Elevation and East Elevation**
- Figure 2-12. LEED v4 for BD+C Checklist for Sub-Parcels 6A & 6B**
- Figure 2-13. Parksmart Scorecard for Sub-Parcel 6C - Mixed-Use Garage**











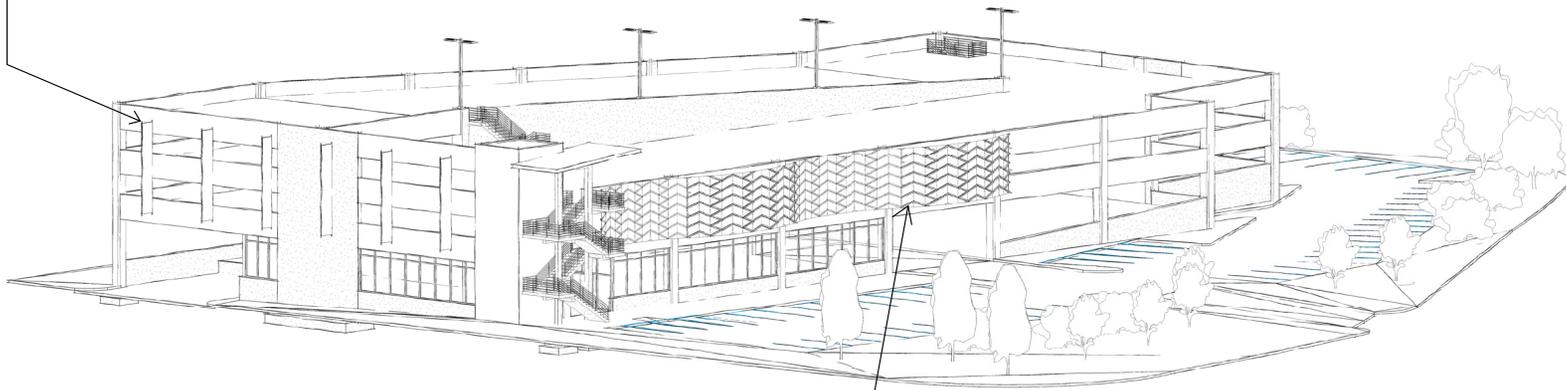


Figure 2-6. Mixed-Use Garage: Perspective Sketch Option 2

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TABLE		
NO.	DESCRIPTION	DATE
1	Perspective Sketch Option 2	

DRAWING NO:  
**SK-002**

SCALE:  
DATE: 2-1-2018  
PROJECT NO: 160-1100-0003  
DES: JFW/AL CS/CRD  
W/JV W/P



**Figure 2-7. Boston Sword & Tuna: Perspective Towards Main Entrance**

1. Surface mounted lighting

2. Kynar finished metal cornice

3. Insulated metal panels

4. Glass and aluminum curtainwall

5. Metal accent panels

6. Suspended overhangs



Facade detail from Boston Sword

Figure 2-8. Façade Detail from Boston Sword & Tuna

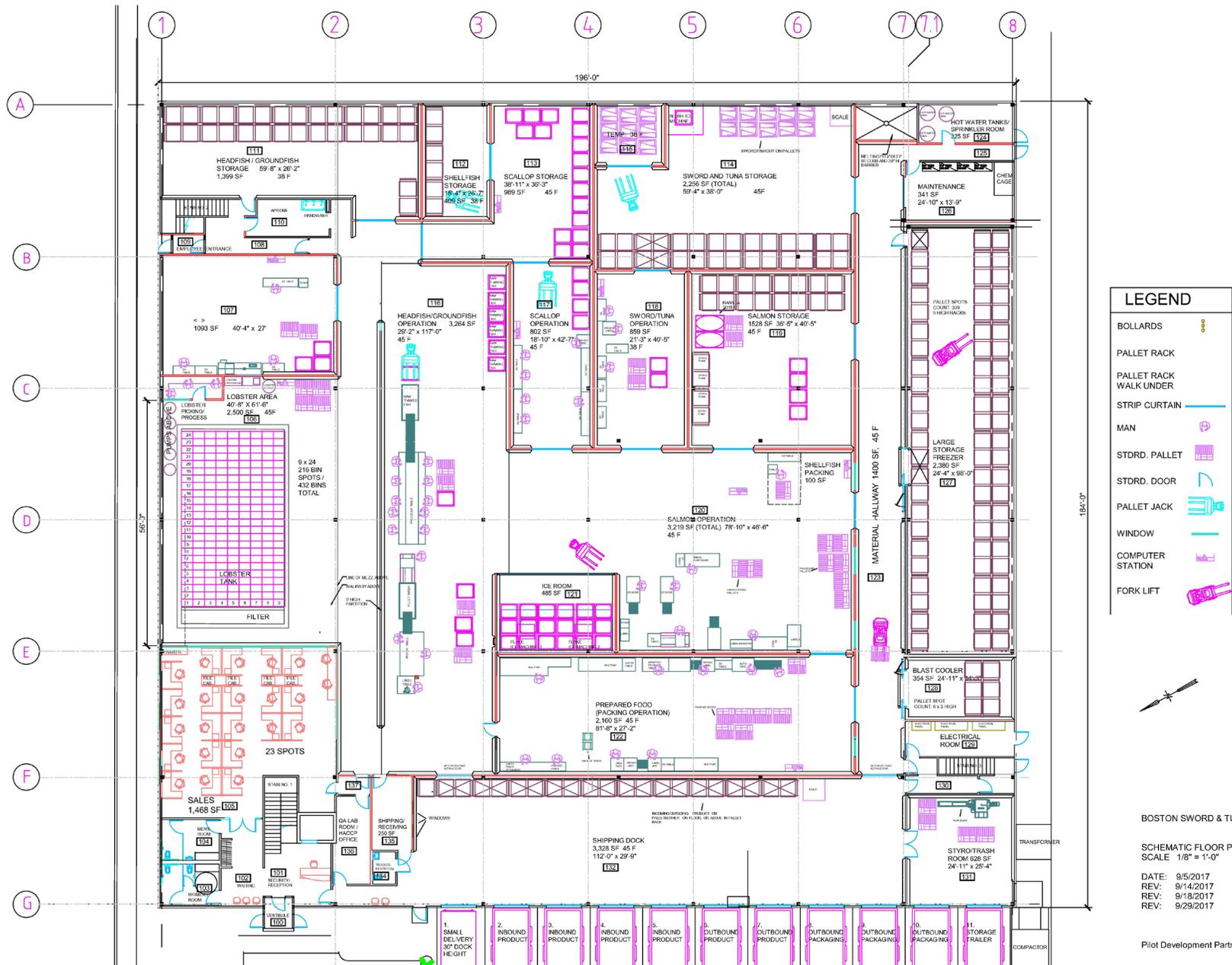


Figure 2-9. Boston Sword & Tuna. Schematic Floor Plan

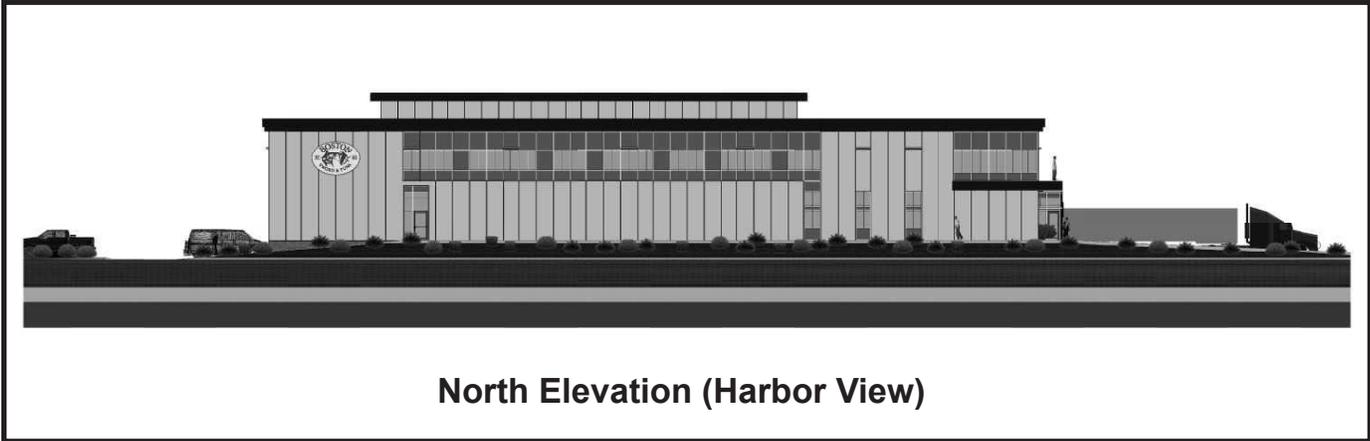


Figure 2-10. Boston Sword & Tuna: North Elevation (Harbor View) and West Elevation



Figure 2-11. Boston Sword & Tuna: South Elevation and East Elevation



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

**Figure 2-12**

Project Name: Parcel 6A & 6B  
Date: 6-Feb-18

Y ? N

1			Credit	Integrative Process	1
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12	1	3	Location and Transportation		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
		2	Credit	High Priority Site	2
5			Credit	Surrounding Density and Diverse Uses	5
5			Credit	Access to Quality Transit	5
1			Credit	Bicycle Facilities	1
		1	Credit	Reduced Parking Footprint	1
	1		Credit	Green Vehicles	1

3	0	7	Sustainable Sites		10
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
		2	Credit	Site Development - Protect or Restore Habitat	2
		1	Credit	Open Space	1
		3	Credit	Rainwater Management	3
1		1	Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1

9	0	2	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
2			Credit	Outdoor Water Use Reduction	2
6			Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

9	5	19	Energy and Atmosphere		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
6			Credit	Enhanced Commissioning	6
	2	16	Credit	Optimize Energy Performance	18
		1	Credit	Advanced Energy Metering	1
1	1		Credit	Demand Response	2
	1	2	Credit	Renewable Energy Production	3
	1		Credit	Enhanced Refrigerant Management	1
2			Credit	Green Power and Carbon Offsets	2

2	0	11	Materials and Resources		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		5	Credit	Building Life-Cycle Impact Reduction	5
		2	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
		2	Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
		2	Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

3	5	8	Indoor Environmental Quality		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1	1		Credit	Enhanced Indoor Air Quality Strategies	2
	1	2	Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
1	1		Credit	Indoor Air Quality Assessment	2
	1		Credit	Thermal Comfort	1
	1	1	Credit	Interior Lighting	2
		3	Credit	Daylight	3
		1	Credit	Quality Views	1
		1	Credit	Acoustic Performance	1

6	0	0	Innovation		6
5			Credit	Innovation - Green Housekeeping, Education, IPM, Walkable Site, Water Rec	5
1			Credit	LEED Accredited Professional	1

1	1	2	Regional Priority		4
1			Credit	Regional Priority: Building Indoor Water Use Reduction	1
		1	Credit	Regional Priority: High Priority Site	1
		1	Credit	Regional Priority: Optimize Energy	1
	1		Credit	Regional Priority: Renewable	1

<b>46</b>	<b>12</b>	<b>52</b>	<b>TOTALS</b>		<b>Possible Points: 110</b>
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Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110

# Parksmart Scorecard

<b>Project Name:</b>	Parking Garage at MMT Parcel 6C			
<b>Project Registration #:</b>				
<b>Add Points Attempted for Each Option in White Columns Below</b>				
Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded
<b>MANAGEMENT</b>				
A1 - Parking Pricing	Parking Pricing	6	6	
A2 - Shared Parking	Shared Parking Program	2	2	
	Oversubscription of Parking Permits	2		
	Shared Parking Analysis	6	6	
A3 - TMA/TMO	Transportation Management Association / Organization	4		
A4 - Recycling Program	Active Recycling Program	2	2	
	Percentage of Recycling: At least 25% but less than 50%	1	1	
	Percentage of Recycling: 50% or more	2		
A5 - Sustainable Purchasing Program	Organized Sustainable Purchasing Program	2		
	Purchasing of Product Groups	1		
A6 - Proactive Operational Maintenance	Proactive Operational Maintenance	6	6	
A7 - Cleaning Procedures - Occupied Spaces	Cleaning Products & Hand Cleaners	2		
A8 - Cleaning Procedures - Parking Decks	Spot Cleaning / Oil Degreasing	1	1	
	Power Washing: Water is Disposed	2	2	
	Power Washing: Water is Recycled	3		
	Sweeping: Electric or Propane	1		
	Sweeping: Power Scrubber	1		
A9 - Building Systems Commissioning	USGBC LEED 2009 or v4 Enhanced Commissioning credit	8		
	USGBC LEED 2009 Fundamental Commissioning of Building Energy Systems prerequisite or v4 Fundamental Commissioning and Verification prerequisite	6	6	
	ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1-2007	6		
	California Commissioning Guide for New or Existing Buildings	6		
	ASHRAE Level II Audit	4		
	Comparable Established Certified Commissioning Authority (CxA) Standards	4		
A10 - Construction Waste Management	85% or more recycled or reused	6		
	At least 50% but less than 85% recycled or reused	4		
	At least 20% but less than 50% recycled or reused	2	2	
A11 - Regional Materials	At least 75% sourced regionally	6	6	
	At least 50% but less than 75% sourced regionally	3		
A12 - Regional Labor	At least 60% regional	3	3	
	At least 35% but less than 60% regional	1		
	Rideshare for laborers	1		

**Figure 2-13. Parksmart Scorecard: Mixed-Use Parking Garage**

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded
A13 - Reused, Repurposed or Recycled Materials	At least 80% reused, repurposed or recycled	6		
	At least 50% but less than 80% reused, repurposed or recycled	4		
	At least 20% but less than 50% reused, repurposed or recycled	2		
A14 - Third Party Sustainability Certification	Platinum LEED 2009 or v4	12		
	Gold LEED 2009 or v4	10		
	Silver LEED 2009 or v4	8		
	Certified LEED 2009 or v4	6		
	Certified any level LEED v2.2	4		
	Four Green Globes	12		
	Three Green Globes	10		
	Two Green Globes	8		
	One Green Globes	6		
	Energy Conservation or Environmental Sustainability Program	2		
A15 - Credentialed Management	LEED Professional Credential (AP or AP with specialty)	4	4	
	Green Globes Assessor (GGA)	4		
	LEED Green Associate	3		
	Green Globes Professional (GGP)	3		
	Certified Administrator of Public Parking (CAPP)	2		
	Certified Parking Professional (CPP)	2		
	Facilities Management Administrator (FMA) or Real Property Administrator (RPA)	1		
	Certified Facility Manager (CFM)	1		
	Parksmart Advisor (formerly Green Garage Assessor)	1		
	Alternative Program	4		
A16 - Life Cycle Assessment	LCA performed and savings implemented on project totaling over \$2 million	8		
	LCA performed and savings implemented on project totaling over \$1 million	6		
	LCA performed and savings implemented on project totaling over \$500,000	4	4	
	LCA performed and savings implemented on project totaling over \$100,000	2		
(Must be at least 20) Subtotal		90	51	0

**Figure 2-13. Parksmart Scorecard: Mixed-Use Parking Garage (Continued)**

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded
<b>PROGRAMS</b>				
B1 - Placemaking	Placemaking	6	6	
B2 - Access to Mass Transit	Access to Mass Transit	4	4	
B3 - Wayfinding Systems - External	Dynamic Signage	1		
	Wayfinding System	2	2	
	Reservation System	1		
B4 - Wayfinding Systems - Internal	Parking Guidance via Single Space Detection	4		
	Parking Guidance via Electronic Level Occupancy Detection	3	3	
	Parking Guidance via Automatic Variable Signage	2		
	Parking Guidance via Manual Count and Static Signage	1		
B5 - Traffic Flow Plan	At least four traffic flow strategies	4		
	Average idle time of 5 seconds or less	4		
	At least three traffic flow strategies	3		
	At least two traffic flow strategies	2	2	
B6 - Carshare Program	Carshare Hub	5		
	Alternative Fuel Vehicles In Carshare Hub	1		
B7 - Rideshare Program	Rideshare: Reserved Spaces	4		
	Rideshare: Incentives	2		
B8 - Low-emitting and Fuel Efficient Vehicles	Preferred parking for low-emitting and fuel efficient vehicles	2		
	Discounted rates for low-emitting and fuel efficient vehicles	2	2	
B9 - Alternative Fuel Vehicles	AFV: Reserved Parking Spaces	3		
	AFV: Rate Discount	3		
B10 - Alternative Fuel Fleet Vehicles	At least 50% of fleet vehicles are powered by alternative fuels	4		
	At least 25% but less than 50% of fleet vehicles are powered by alternative fuels	2		
B11 - Bicycle Parking	Meets Tier One and Tier Two criteria	6	6	
	Meets Tier One criteria	4		
B12 - Bicycle Sharing/Rental	Contains bicycle sharing or bicycle rental hub	6		
	Promotes bicycle sharing or bicycle rental hub	4		
B13 - Marketing/Educational Program	Marketing/Educational Program	4	4	
(Must be at least 20) Subtotal		<b>64</b>	<b>29</b>	<b>0</b>

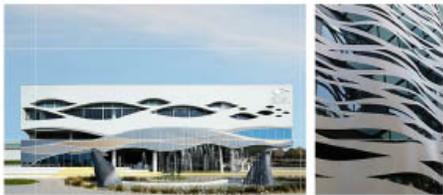
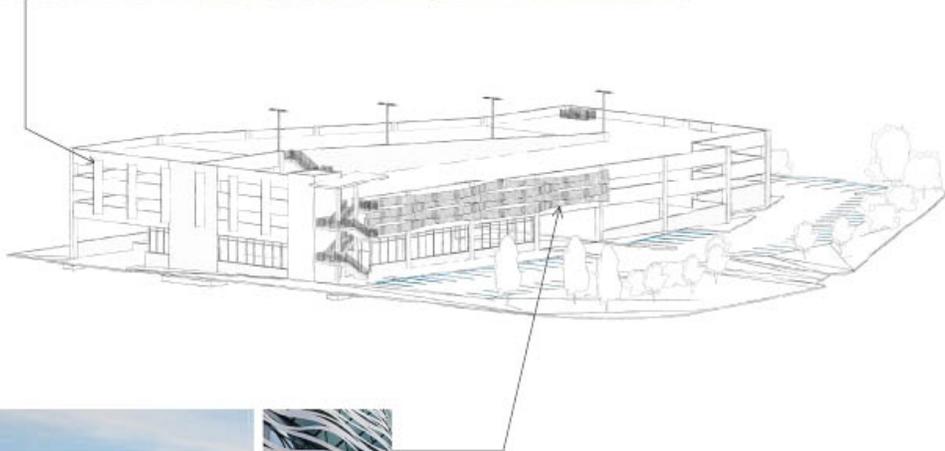
**Figure 2-13. Parksmart Scorecard: Mixed-Use Parking Garage (Continued)**

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded
<b>TECHNOLOGY AND STRUCTURE DESIGN</b>				
C1 - Idle Reduction Payment Systems	Idle Reduction Payment Systems	4	4	
C2 - Fire Suppression Systems	Halon Free Fire Suppression Systems	2		
C3 - No/Low VOC Coatings, Paints, Sealants	No/Low VOC Coatings, Paints, Sealants	2		
C4 - Tire Inflation Stations	Tire Inflation Stations	2		
C5 - EV Charging Stations	Two or more DC Fast Chargers	5		
	One DC Fast Charger	4		
	Two or more AC Level II EV Chargers, equaling at least 1% of all parking spaces	5	5	
	Two or more AC Level II EV Chargers, equaling at least 0.5% but less than 1% of all parking spaces	4		
	At least one AC Level II EV Charger, equaling less than 0.5% of all parking spaces	2		
	Level I equipped spaces equaling at least 0.5% of all parking spaces	1		
	No additional payment is required to charge vehicles	1		
C6 - HVAC Systems - Occupied Spaces	Energy Efficient System	2	2	
	CO Sensors	1	1	
	Programmable Thermostats	2	2	
	Environmentally Safer Coolants	1		
C7 - Ventilation Systems - Parking Decks	Demand Controlled Ventilation	3		
	Variable Air Flow System	2		
	Schedule or Occupancy Controls	1		
	Calibration and Maintenance	1		
	Design for Natural Ventilation	6	6	
C8 - Lighting Controls	At least 75% of lighting fixtures controlled by occupancy sensors	6		
	At least 50% of lighting fixtures controlled by occupancy sensors	4		
	At least 50% of lighting fixtures controlled by advanced programmable system	3		
	At least 50% of lighting fixtures controlled by simple timer	2		
	At least 25% of lighting fixtures on lighting controls	1		
	At least 60% of (exterior) lighting fixtures controlled by photocells or occupancy sensors	2	2	
	At least 60% of (exterior) lighting fixtures controlled by programmable timer	1		
C9 - Energy Efficient Lighting System	Lighting Power Density (LPD)	7	5	
	Average Rated Lamp Life	1		

**Figure 2-13. Parksmart Scorecard: Mixed-Use Parking Garage (Continued)**

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded
C10 - Stormwater Management	Implement an Erosion and Sedimentation Control Plan	2	2	
	Meet or exceed Municipal and Local Watershed Water Quality Control Targets	2	2	
	Retain minimum of 50% of total average rainfall	2		
C11 - Rainwater Harvesting	Rainwater Harvesting	4		
C12 - Greywater Reuse	Greywater Reuse	2		
C13 - Indoor Water Efficiency	Efficient Fixtures	2	2	
C14 - Water Efficient Landscaping	Water Efficient Landscaping	2	2	
C15 - Roofing Systems	Green Roof	6		
	Blue Roof	4		
	Carport or Canopy	3		
	High SRI Roofing	2		
	Solar Panels	2		
C16 - Renewable Energy Generation	At least 75% of energy is on-site renewable energy	12		
	At least 50% and less than 75% of energy is on-site renewable energy	10		
	At least 25% and less than 50% of energy is on-site renewable energy	8		
	At least 5% and less than 25% of energy is on-site renewable energy	6		
	At least 75% of energy is offset by RECs	4		
	At least 50% and less than 75% of energy is offset by RECs	3		
	At least 25% and less than 50% of energy is offset by RECs	2		
	At least 5% and less than 25% of energy is offset by RECs	1		
C17 - Design for Durability	Design for Durability	6	6	
C18 - Energy Resiliency - Storage	Grid Interactive Energy Storage	2		
	Grid and On-site Renewable Interactive Energy Storage	4		
(Must be at least 20) Subtotal		88	41	0
<b>INNOVATION</b>				
D1 - Innovative Approach	Innovative Approach	6	6	
<b>TOTALS</b>				
Management Subtotal		90	51	0
Programs Subtotal		64	29	0
Technology and Structure Design Subtotal		88	41	0
Innovation		6	6	0
<b>Total</b>		<b>248</b>	<b>127</b>	<b>0</b>

Figure 2-13. Parksmart Scorecard: Mixed-Use Parking Garage (Continued)



## MMT- Parcel 6, South Boston, MA

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