



September 14, 2015

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Mr. Brian Golden, Director  
Boston Redevelopment Authority  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

Attn: Mr. Chris Tracy

Subject: Lewis Wharf

Dear Mr. Golden:

On behalf of JW Capital Partners LLC, we are pleased to submit this Project Notification Form (PNF) for the Lewis Wharf project (the Project). The Project site is located on Atlantic Avenue in the North End neighborhood, on the Boston waterfront.

The Proposed Project includes the construction of a new park and hotel on filled and flowed tidelands. The park will replace an existing surface parking lot while an underground garage will provide parking. In addition, the Project will provide 1,800 linear feet of new harborwalk, an expanded marina and new space for the sailing center

Notice of submission of the PNF will be published on September 15, 2015 in the *Boston Herald*.

We are looking forward to engaging in a public review process during the comment period for this PNF and receiving comments from the public, the BRA and other City agencies.

Sincerely,

EPSILON ASSOCIATES, INC.

A handwritten signature in blue ink that reads "A Magee for".

Andrew Magee  
Principal

# THE LEWIS WHARF PROJECT

## Atlantic Avenue, Boston, Massachusetts



Submitted to:  
**Boston Redevelopment Authority**

Submitted by:  
**JW Capital Partners, LLC**

Prepared by:  
**Epsilon Associates, Inc.**

September 15, 2015

# Project Notification Form

Submitted Pursuant to Article 80 of the Boston Zoning Code

## THE LEWIS WHARF PROJECT

### ATLANTIC AVENUE, BOSTON, MA

*Submitted to:*

**BOSTON REDEVELOPMENT AUTHORITY**  
One City Hall Square  
Boston, MA 02201

*Submitted by:*

**JW CAPITAL PARTNERS, LLC**  
ONE LEWIS WHARF  
Boston, MA 02110

*Prepared by:*

**EPSILON ASSOCIATES, INC.**  
3 Clock Tower Place  
Suite 250  
Maynard, MA 01754

*In Association with:*

**Albert, Righter & Tittmann Architects, Inc.**  
**Dain, Torpy, Le Ray, Wiest, & Garner P.C.**  
**Copley Wolff Design Group**  
**Howard Stein Hudson**  
**Nitsch Engineering**  
**Haley and Aldrich, Inc.**  
**Cosentini Associates**  
**McNamara/Salvia Inc.**  
**Solomon McCown & Company**

**September 15, 2015**

## Table of Contents

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## TABLE OF CONTENTS

---

<b>1.0</b>	<b>GENERAL INFORMATION</b>	<b>1-1</b>
1.1	Introduction	1-1
1.2	Project Identification and Team	1-1
1.3	Project Summary	1-4
1.3.1	Project Site	1-4
1.3.2	Proposed Development	1-7
1.3.3	Previously Proposed and Approved Project	1-7
1.4	Public Benefits	1-12
1.4.1	Improved Open Space, Pedestrian Realm, and Street Environment	1-12
1.4.2	Smart Growth/Transit-Oriented Development	1-12
1.4.3	Linkage	1-13
1.4.4	Sustainable Design/Green Building	1-13
1.4.5	Increased Employment	1-13
1.4.6	New Property Tax and Hotel Tax Revenue	1-13
1.5	Consistency with Zoning	1-14
1.5.1	Large Project Review	1-14
1.5.2	Zoning District	1-14
1.5.3	Principal Uses	1-14
1.5.4	Parking and Loading	1-14
1.5.5	Building Dimensions	1-14
1.5.6	Other Requirements	1-15
1.6	Legal Information	1-15
1.6.1	Legal Judgments Adverse to the Proposed Project	1-15
1.6.2	History of Tax Arrears on Property	1-15
1.6.3	Evidence of Site Control/Nature of Public Easements	1-15
1.7	Anticipated Permits and Approvals	1-15
<b>2.0</b>	<b>PROJECT DESCRIPTION</b>	<b>2-1</b>
2.1	Existing Site	2-1
2.2	Detailed Project Description	2-1
2.3	Consistency with Harborpark Plan	2-5
2.4	Consistency with North End Historic Pier Network Plan	2-6
2.5	Description of Alternatives Considered	2-7
2.6	Schedule	2-8
2.7	Community Outreach and Public Participation	2-8
<b>3.0</b>	<b>ASSESSMENT OF BRA DEVELOPMENT REVIEW COMPONENTS</b>	<b>3-1</b>
3.1	Transportation	3-1
3.1.1	Site Access	3-1
3.1.2	Parking	3-2
3.1.3	Public Transportation	3-3

## TABLE OF CONTENTS (CONTINUED)

---

3.1.4	Bicycle Accommodations	3-9
3.1.5	Transportation Impact Overview	3-11
3.1.6	Transportation Demand Management	3-19
3.1.7	Transportation Access Plan Agreement	3-21
3.1.8	Construction Management Plan	3-21
3.1.9	Public Improvement Commission	3-21
3.2	Environmental Protection	3-22
3.2.1	Wind	3-22
3.2.2	Shadow	3-22
3.2.3	Daylight	3-22
3.2.4	Solar Glare	3-22
3.2.5	Air Quality	3-22
3.2.6	Stormwater/Water Quality	3-22
3.2.7	Flood Hazard Zones/Wetlands	3-23
3.2.8	Geotechnical/Groundwater	3-23
3.2.9	Solid and Hazardous Wastes	3-25
3.2.10	Noise	3-26
3.2.11	Construction Impacts	3-26
3.2.12	Rodent Control	3-28
3.2.13	Wildlife Habitat	3-28
3.2.14	Sustainable Design	3-28
3.2.15	Climate Change Adaptation	3-28
3.3	Urban Design	3-30
3.3.1	Public Open Space	3-30
3.3.2	Building Design	3-31
3.4	Historic and Archaeological Resources	3-33
3.4.1	Historic Resources within the Project Site	3-33
3.4.2	Historic Resources in the Vicinity of the Project Site	3-33
3.4.3	Impacts to Historic Resources	3-33
3.4.4	Archaeological Resources	3-36
3.5	Infrastructure Systems	3-36
3.5.1	Wastewater	3-36
3.5.2	Water System	3-38
3.5.3	Storm Drainage System	3-39
3.5.4	Electrical Service	3-40
3.5.5	Telecommunications Systems	3-40
3.5.6	Gas Systems	3-40
3.5.7	Utility Protection during Construction	3-40
3.6	Tidelands	3-40
3.6.1	Chapter 91 and the Boston “Harborpark” Municipal Harbor Plan	3-41
3.6.2	Summary of Chapter 91 Licensing Compliance	3-43

## TABLE OF CONTENTS (CONTINUED)

---

<b>4.0</b>	<b>COORDINATION WITH OTHER GOVERNMENTAL AGENCIES</b>	<b>4-1</b>
4.1	Architectural Access Board Requirements	4-1
4.2	Massachusetts Environmental Policy Act (MEPA)	4-1
4.3	Massachusetts Historical Commission State Register Review	4-1
4.4	Boston Landmarks Commission Article 80 Review	4-1
4.5	Other Permits and Approvals	4-1
<b>5.0</b>	<b>PROJECT CERTIFICATION</b>	<b>5-1</b>

## List of Appendices

---

Appendix A	Existing Conditions Survey
Appendix B	Trip Generation Worksheets
Appendix C	LEED Project Checklist and Credits Outline
Appendix D	Climate Change Preparedness and Resiliency Checklist for New Construction
Appendix E	Accessibility Checklist

## List of Figures

---

Figure 1-1	Project Location – Vertical Aerial Photograph	1-5
Figure 1-2	Project Site – Oblique Aerial Photograph	1-6
Figure 1-3	Aerial Perspective from Atlantic Avenue	1-8
Figure 1-4	Aerial Perspective from Boston Harbor	1-9
Figure 1-5	Building Elevations	1-10
Figure 1-6	Illustrated Aerial Photograph of the North End Waterfront	1-11
Figure 2-1	Lewis Wharf Project Site Plan	2-3
Figure 2-2	Lewis Wharf Landscape Plan	2-4
Figure 2-3	Gunwyn Properties Plan Overlay	2-10
Figure 3-1	Existing On-Street Parking	3-4
Figure 3-2	Existing Off-Street Parking	3-5
Figure 3-3	Car Sharing Locations	3-6
Figure 3-4	Existing Public Transportation	3-7
Figure 3-5	Hubway Bicycle Sharing Locations	3-10
Figure 3-6	Vehicle Trip Distribution: Entering	3-17
Figure 3-7	Vehicle Trip Distribution: Exiting	3-18
Figure 3-8	Proposed Study Area Intersections	3-20
Figure 3-9	Historic Resources	3-35

## List of Tables

---

Table 1.7-1	Anticipated Permits and Approvals	1-16
Table 2.2-1	Lewis Wharf Project Program	2-5
Table 2.5-1	Lewis Wharf Project and Gunwyn Properties Project Comparison	2-8
Table 3.1-1	Existing and Proposed Project Land Uses	3-1
Table 3.1-2	Future Parking Allocation	3-2
Table 3.1-3	Off-Street Parking	3-8
Table 3.1-4	Public Transportation	3-9
Table 3.1-5	Existing Site Vehicle Trip Generation	3-11
Table 3.1-6	Travel Mode Shares and Vehicle Occupancy Rates	3-14
Table 3.1-7	Site Generated Vehicle Trips by Time Period and Daily ADT	3-15
Table 3.1-8	Site Generated Transit Trips by Time Period	3-15
Table 3.1-9	Site Generated Walk/Bicycle Trips by Time Period	3-16
Table 3.1-10	Project Vehicle Trip Distribution	3-16
Table 3.4-1	Historic Resources within and in the Vicinity of the Project Site	3-34
Table 3.5-1	Projected Sanitary Sewer Flows	3-37

## 1.0 General Information

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## 1.0 GENERAL INFORMATION

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### 1.1 Introduction

JW Capital Partners, LLC (the Proponent), proposes the rehabilitation and redevelopment of Lewis Wharf located on Atlantic Avenue in the North End neighborhood of Boston. The Project will create multiple new, interrelated, signature amenities for the Boston waterfront: a five-story, approximately 277-room landmark hotel, 125,082 square feet (2.87-acres) of public open space, including a 54,480 square-foot (1.25 acre) waterfront park extending from the street to the water on both sides of the Granite Building, 1,800 linear feet of new Harborwalk, and an expanded marina with enhanced public visibility on this currently derelict pier and surface parking lot. The Project will replace the approximately 223-space surface parking lot on the north side of the site with a three-level, 379-space below-grade parking garage, thereby freeing up the surface for the development of the public waterfront park. The Project will, in addition, generate substantial economic benefits, including new tax revenue, construction and permanent jobs, and linkage payments. Most importantly, it will bring this key but underutilized parcel into harmony with the vibrant public harbor-front community that has developed along the Boston waterfront to the south and north of this parcel.

The Lewis Wharf Project is similar to, but smaller than, the six-story, 335-room hotel formerly proposed and approved for the site by Gunwyn Properties. That project anticipated two six-story buildings on each of the two finger piers extending from the base of the Lewis Wharf, with a second-story enclosed walkway connecting the two buildings. In comparison, the Lewis Wharf project has a smaller footprint and the connecting structure is only one story in height.

This Project Notification Form (PNF) is being submitted to the Boston Redevelopment Authority (BRA) to initiate review of the Project under Article 80B, Large Project Review, of the Boston Zoning Code. An Environmental Notification Form (ENF) is simultaneously being submitted to the Massachusetts Executive Office of Energy and Environmental Affairs (EEA) and to the Massachusetts Historical Commission (MHC) to initiate review of the Project under the Massachusetts Environmental Policy Act (MEPA) and Chapter 254 of the Acts of 1988.

### 1.2 Project Identification and Team

The Proponent has enlisted a team of professional planners, engineers, attorneys, architects, and consultants to assist with the development of the proposed Project. The Project Team is listed below.



Project Name:	The Lewis Wharf Project
Location:	Lewis Wharf, Atlantic Avenue at Commercial Street in the North End neighborhood of Boston
Proponent:	JW Capital Partners, LLC One Lewis Wharf Boston, MA 02110 (857) 265-2700 William D. Adams
Property Owner	Lewis Wharf Limited Partnership 12 Marshall Street Boston, MA 02108
Building Architect:	Albert, Righter & Tittmann Architects, Inc. 262 Washington Street Boston, Massachusetts 02108 (617) 451-5740 John B. Tittmann J.B. Clancy, AIA
Landscape Architect:	Copley Wolff Design Group 160 Boylston Street Boston, MA 02116 (617) 654-9000 John Copley
Legal Counsel:	Dain, Torpy, Le Ray, Wiest, & Garner, P.C. 745 Atlantic Avenue, 5 <sup>th</sup> Floor Boston, MA 02111 (617) 542-4800 Donald W. Wiest
Permitting Consultant:	Epsilon Associates, Inc. 3 Clock Tower Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Andrew D. Magee

Transportation Consultant:	Howard Stein Hudson 11 Beacon Street, Suite 1010 Boston, MA 02108 (617) 482-7080 Elizabeth Peart
Civil Engineer:	Nitsch Engineering 2 Center Plaza, Suite 430 Boston, MA 02108 (617) 338-0063 John Schmid, PE
MEP Engineer	Cosentini Associates 101 Federal Street, Suite 600 Boston, MA 02110 (617) 748-7800 Bob Leber
Structural Engineer:	McNamara/Salvia Inc. 160 Federal Street, 5 <sup>th</sup> Floor Boston, MA 02110 (617) 737-0040 Adam McCarthy
Geotechnical Engineer:	Haley and Aldrich, Inc. 465 Medford Street, Suite 2200 Boston, MA 02129 (617) 886-7400 Mark Haley
Public Relations:	Solomon McCown & Company 177 Milk Street, Suite 610 Boston, MA 02109 617-695-9555 Helene Solomon

## 1.3 Project Summary

As introduced above, the long-awaited and much-needed rehabilitation and redevelopment of the Lewis Wharf piers and pavement areas will finally be realized with the Lewis Wharf Project. In addition to creating an extensive complex of pedestrian-friendly waterfront open space, the Project will result in the completion of a key Harborwalk connection between the North End and Downtown waterfront, while invigorating the area with a new hotel, restaurants, and an expanded Boston Sailing Center and marina operation. The context and components of the Project are described in the follow sections.

### 1.3.1 *Project Site*

The Project site is located on Atlantic Avenue at Commercial Street in the North End neighborhood of Boston, between Sargents Wharf to the north and Commercial Wharf to the south. The approximately 9.03-acre, irregularly-shaped site includes a combination of filled lands, open waters, pile supported piers and wharfs, and pile fields marking the location of former sections of piers and wharves. The landward, filled portion of the site is approximately 2.43 acres in area, and is essentially divided in two by the Lewis Wharf Condominiums (the “Granite Building”), a six-story rehabilitated former pier building currently occupied by retail and office tenants on the garden through second floors, with private residences above. The location of the site is shown on Figure 1-1, *Project Location – Vertical Aerial Photograph*, while the key features of the site, including the existing piles fields, can be seen in Figure 1-2, *Project Site – Oblique Aerial Photograph*. A survey of the existing conditions of the site, including the limits of the existing wharves, pile fields, and marina, is presented in Appendix A, *Existing Conditions Survey*.

At the present time, the waterfront portion of the site includes two pile fields (former finger piers) that extend into the harbor from the base of the filled portion of Lewis Wharf. The southern and northern edges of the wharf are occupied by single rows of boat floats and slips, while the Boston Sailing Center occupies a Louisiana riverboat moored in the waters between the two pile fields, as well as moorings east of the pile fields (see Figure 1-2 and Appendix A). The northern portion of the landward side of the site, including the entire waterfront edge of the filled portion of the pier, is occupied by an approximately 223-space surface parking lot, while the portion of the site lying south of the Granite Building includes a service drive, a pedestrian walkway, green space, and a pool and pool deck that are utilized by the tenants of the Granite Building, and also made available to the public by membership. The pool and pool deck are also pile-supported structures. A short section of public Harborwalk is located along the water’s edge in this southern section, but passes though the parking lot on the remainder of the site.





Lewis Wharf Project Boston, Massachusetts





Lewis Wharf Project Boston, Massachusetts



### **1.3.2**      *Proposed Development*

JW Capital Partners, LLC, proposes the rehabilitation and development of Lewis Wharf to include a landmark new hotel; 2.87-acres of public open space, including a 1.25-acre waterfront park extending from Atlantic Avenue to the water's edge; a completely site-circumferential public Harborwalk; a new and expanded Boston Sailing Center, including a Sailing Center visitor and information building on Atlantic Avenue; and an expanded public marina. The Project will eliminate the existing surface automobile parking lot, thereby clearing the way for a public green space and waterfront park extending from Atlantic Avenue, across the site, to the new Harborwalk segment connecting the existing Harborwalk sections north and south of the site.

Figure 1-3, *Aerial Perspective from Atlantic Avenue*, and Figure 1-4, *Aerial Perspective from Boston Harbor*, present views of the proposed Lewis Wharf Project from the west and east, while Figure 1-5, *Building Elevations*, shows cross- and longitudinal sections of the hotel buildings. As shown, the Project hotel building will be comprised of a two-building complex occupying the existing pile fields that has been designed to reflect the historic wharf buildings that formerly occupied these finger piers, in part, as recently as the 1990s. In doing so, the Project will also mirror the format utilized in the modern redevelopment of the many of the piers in the North End, including Battery Wharf, Lincoln Wharf, Union Wharf, the Pilot House, and Commercial Wharf. This relationship is demonstrated in Figure 1-6, *Lewis Wharf Illustrated - Aerial Photograph of the North End Waterfront*, in which the proposed Lewis Wharf Hotel building structures have been superimposed on a recent aerial photograph of the North End waterfront. The hotel buildings will be 55 feet in height, thereby complying with both the Boston Zoning Code and the City of Boston Municipal Harbor Plan (the "Harborpark Plan").

Descriptions and plans for the Project program are presented in Section 2.0, *Project Description*.

### **1.3.3**      *Previously Proposed and Approved Project*

At approximately 187,000 gross square feet (gsf), with 277 hotel rooms and a 379-space below grade parking garage, the Lewis Wharf Project is similar to, but considerably reduced in scale, from the Gunwyn project that was previously approved for this site.

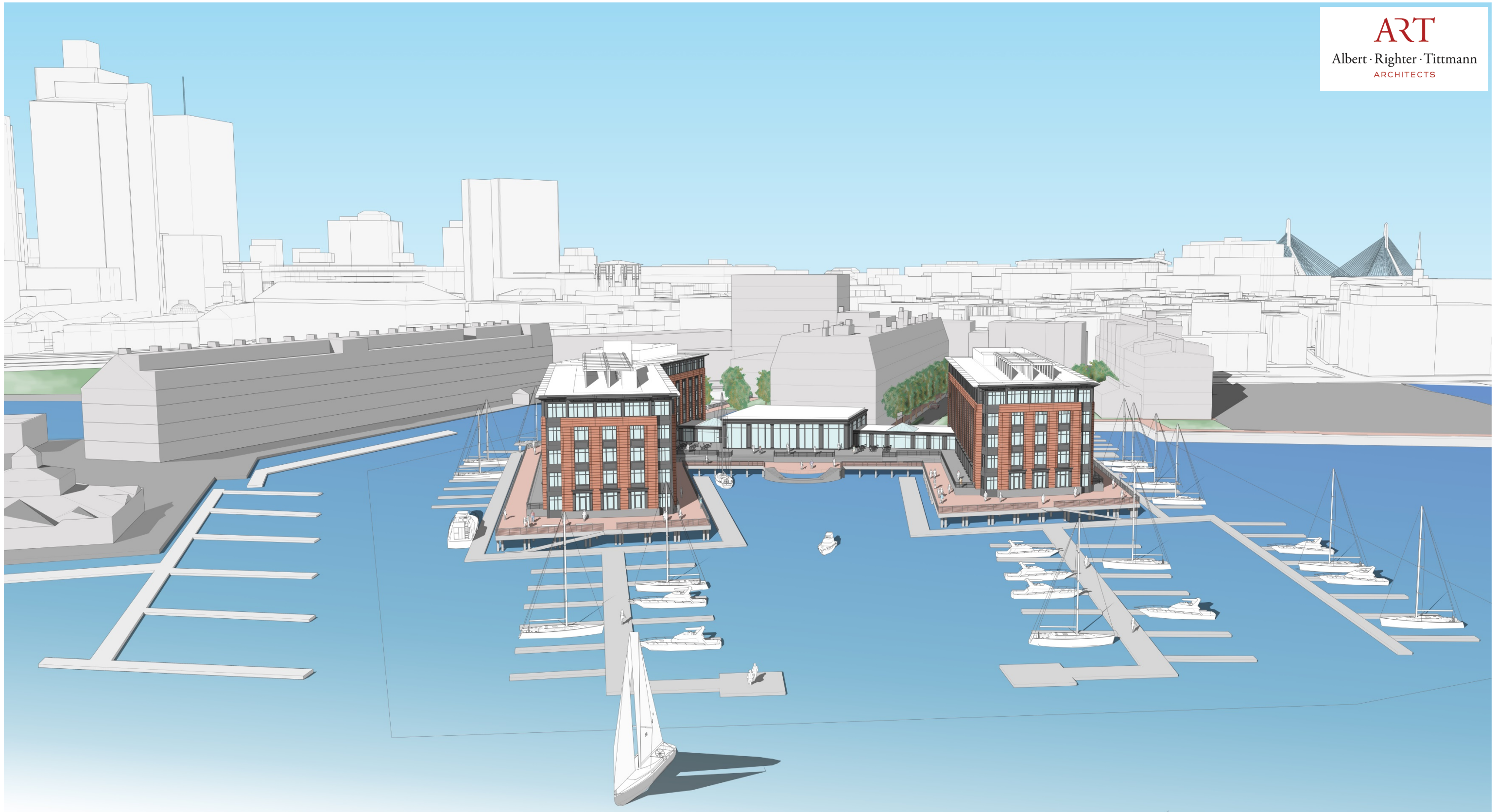
In the early 1990s, Gunwyn Properties proposed an approximately 235,000 gsf, 335-room hotel project at Lewis Wharf, including a 570-space, below-grade parking garage. Like the Proponent's current proposal, the hotel component of the Gunwyn proposal included a two-building complex occupying both of the finger piers extending out from the base of Lewis Wharf. On July 2, 1990, the BRA issued a Preliminary Adequacy Determination with respect to the Draft Project Impact Report for the project, and on December 14, 1990 the Massachusetts Executive Office of Environmental Affairs (now Energy and Environmental





Lewis Wharf Project Boston, Massachusetts





Lewis Wharf Project Boston, Massachusetts



Lewis Wharf Project Boston, Massachusetts







Affairs) issued a Certificate of Adequacy per the Massachusetts Environmental Policy Act (MEPA) on the Final Environmental Impact Report (FEIR) for the Project (EOEA File Number 7755). On June 12, 1991, the Massachusetts Department of Environmental Protection Waterways Regulation Program issued a Chapter 91 Written Determination for the Chapter 91 licensing of the project, and on June 20, 1990, the Massachusetts Historical Commission (MHC) determined that the project would have no adverse effect on historic resources. Ultimately, despite these many approvals, the Gunwyn project was not constructed due to market conditions.

## 1.4 Public Benefits

The Lewis Wharf Project has been designed to be consistent with the City of Boston Zoning Code, the Boston Harborpark Plan, and the Public Waterfront Protection Act (Chapter 91). The Project will generate extensive and broad-ranging public benefits for the surrounding neighborhoods and the City of Boston as a whole, both during construction and on an ongoing basis upon its completion.

### 1.4.1 *Improved Open Space, Pedestrian Realm, and Street Environment*

The current site presents a surface parking lot along Atlantic Avenue that extends to, and occupies much of, the waterfront. This large, paved area greatly inhibits any connection to the waterfront. Similarly, the Harborwalk along the site's waterfront consists of painted lines across pavement, much of it squeezed between the water's edge and the bumpers of parked cars. The Project will eliminate both of these undesirable conditions by replacing the parking lot with a 1.25-acre waterfront park extending from the street to the water's edge on both sides of the intervening Granite Building. The waterfront park will include both pathways and signage directing pedestrians on the sidewalks of Atlantic Avenue to a new Harborwalk running along the waterfront perimeter of the entire site. Multiple pedestrian pathways will invite pedestrians, guests, and tenants and workers in the existing nearby buildings to enter the park for a leisurely stroll, to sit and relax by the water's edge, to pass around the Granite Building, or to follow the Harborwalk out and around the rehabilitated pile-field to waterfront plazas at the end of the piers, affording extensive vistas out into the Harbor. The new park and Harborwalk will provide enhanced lighting and seating and will be fully accessible 24-hours per day, seven days per week.

### 1.4.2 *Smart Growth/Transit-Oriented Development*

The Project is consistent with smart-growth and transit-oriented development principles. The Project is proposed for a well-developed, mixed-use area that includes a lively array of commercial, retail, and residential development. The addition of hotel and appurtenant restaurant uses, as well as the creation of the waterfront park, will support a more vibrant 24-hour area for people to live, work, and play.

The Project site is located approximately one quarter-mile, or a five-minute walk, from the MBTA Aquarium Station on the Blue Line, and is located directly on MBTA bus route #04, a primary route with bus stops one block south and north of the site. Bus routes #92, #93, and #111 operate within a half-mile of the site, primarily along the Congress Street and Washington Street corridors, with stops near Haymarket Station, and connections to the Orange Line and Green Line are available at Haymarket Station, about a half-mile walk from the site.

On the water side, the site is immediately proximate to an established water taxi stop at Long Wharf. In addition, the Project anticipates adding a water taxi stop to the Lewis Wharf site.

Finally, the capacity of the existing surface parking lot will be preserved, but will be relocated below grade so as to allow for the creation of the public park and an expanded pedestrian passageway from Atlantic Avenue to the waterfront and Harborwalk.

#### ***1.4.3 Linkage***

Pursuant to Boston Zoning Code Section 80B-7.2(a), development impact project (“DIP”) exaction payments are required for those projects that require zoning relief, propose to include one or more of the subject commercial uses occupying an aggregate gross floor area of more than one hundred thousand (100,000) square feet, and propose a new structure comprising a total gross floor area of more than one 100,000 square feet. The Project will make housing and jobs linkage contributions as required by the Code. The Proponent estimates that these linkage payments will total \$890,890.

#### ***1.4.4 Sustainable Design/Green Building***

The Proponent is committed to building a LEED-certifiable project, incorporating a number of sustainable design features designed to preserve and protect the local environment.

#### ***1.4.5 Increased Employment***

The Project will create approximately 300 construction jobs as well as approximately 150 permanent jobs.

#### ***1.4.6 New Property Tax and Hotel Tax Revenue***

The Project, upon stabilization, will generate approximately \$2,000,000 in annual property taxes on its hotel and restaurant spaces, approximately \$1,900,000 in hotel occupancy tax revenues, and approximately \$90,000 in meals tax revenues. Additionally, the Project will generate an approximate \$850,000 in annual Convention Center tax.

Annually for the Commonwealth, the Project will generate approximately \$1,785,000 in hotel occupancy tax revenues and approximately \$750,000 in state meals tax revenues.



## 1.5 Consistency with Zoning

The Lewis Wharf Project has been designed so as to be fully compliant with the City of Boston Zoning Code.

### 1.5.1 *Large Project Review*

The Project involves new construction in excess of 10,000 square feet of gross floor area. Due to its location in the Harborpark district, the Project is therefore subject to Large Project Review under Section 80B-2.3(a) of the Boston Zoning Code (the “Code”). It is expected that a Project Impact Report (PIR) will be prepared following review of this PNF. Under the Mayoral Executive Order regarding mitigation for development projects, an Impact Advisory Group will be appointed to advise the BRA on mitigation measures for the Project. The Project will also be subject to Boston Civic Design Commission (BCDC) review, the green building requirements of Article 37 of the Code, and Development Impact Project Exactions under Section 80B-7 of the Code.

### 1.5.2 *Zoning District*

The Project site is located within the North End Waterfront Subdistrict of the Harborpark District, Article 42A of the Code; the Restricted Parking Overlay District, governed by Section 3-1A(c) of the Code; and the Groundwater Conservation Overlay District, governed by Article 32 of the Code. The Project has been designed to comply with the Code’s dimensional requirements and its principal hotel use is allowed at this site.

### 1.5.3 *Principal Uses*

The Project’s proposed parks, esplanades, boardwalks (Harborwalk), hotel, likely hotel accessory uses such as dining rooms, conference centers, fitness centers, lounges, restaurant(s) and retail uses are allowed as-of-right in the North End Waterfront Subdistrict. Garage parking in support of the hotel and its functions is an allowed accessory use in this subdistrict. Additional Project parking will serve to replace currently existing parking at the site.

### 1.5.4 *Parking and Loading*

Within the Restricted Parking Overlay District, parking accessory to hotel use is allowed as-of-right. Conformity of proposed parking to Boston Transportation Department guidelines is addressed in Section 3.1, *Transportation*, of this PNF.

### 1.5.5 *Building Dimensions*

The North End Waterfront Subdistrict establishes a number of dimensional requirements, all of which will be met by the Project. Key among these are a maximum FAR of 2.0, a building height limit of 55 feet, open space of greater than 50 percent, and waterfront yards of 35 feet at the ends of piers, and 12 feet at the sides. As designed, the Project will comply with each of these dimensional requirements.

#### **1.5.6**      *Other Requirements*

The Project will require a conditional use permit for work in the Groundwater Conservation Overlay District.

### **1.6**      **Legal Information**

#### **1.6.1**      *Legal Judgments Adverse to the Proposed Project*

The Proponent is not aware of any legal judgments in effect or legal actions pending with respect to the Project.

#### **1.6.2**      *History of Tax Arrears on Property*

There are no tax arrears on the Project site.

#### **1.6.3**      *Evidence of Site Control/Nature of Public Easements*

The Proponent, JW Capital Partners, LLC, through its agreement with Landowner Lewis Wharf Limited Partnership, has site control of the property.

### **1.7**      **Anticipated Permits and Approvals**

Table 1.7-1 presents a preliminary list of federal, state, and local permits and approvals that may be required for the Project, based on currently available information. It is possible that only some of these permits or actions and/or additional permits or actions will be required.

**Table 1.7-1 Anticipated Permits and Approvals**

Agency Name	Permit / Approval
<b>FEDERAL</b>	
Environmental Protection Agency	Coverage under NPDES Construction General Permit
Federal Aviation Administration	Determination of No Hazard to Air Navigation
<b>STATE</b>	
Department of Environmental Protection	Chapter 91 License; Sewer Connection Permit or Self-Certification (as required); Fossil Fuel Utilization permit (as required); Notice of Demolition/Construction
Massachusetts Water Resources Authority	Temporary Construction Dewatering Permit
Massachusetts Office of Coastal Zone Management	Consistency Review
Massachusetts Historical Commission	State Register Review
<b>LOCAL</b>	
Boston Redevelopment Authority	Article 80B Large Project Review: Certification of Compliance; Cooperation Agreement
Office of Jobs and Community Service	Memorandum of Understanding; First Source Agreement
Boston Employment Commission	Boston Residents Construction Employment Plan
Boston Civic Design Commission	Design Review
Boston Conservation Commission	Order of Conditions
Boston Water and Sewer Commission	Site Plan Review; Water and Sewer Connection Permits; Cross Connection Backflow Prevention Approval (as required); Temporary Construction Dewatering Permit
Public Improvement Commission	Specific Repair Plan (as required); Permit/Agreement for Temporary Earth Retention Systems, Tie-Back Systems and Temporary Support of Subsurface Construction (as required); Permit for sign, awning, hood, canopy or marquee, etc. (as required); Street Layout (as required)
Boston Transportation Department	Construction Management Plan; Transportation Access Plan Agreement
Boston Public Works Department	Curb Cut Permit(s); Street Opening Permit (as required); Street/Sidewalk Occupancy Permit (as required)
Boston Air Pollution Control Commission	Parking Freeze Permit/Exemption
Public Safety Commission Committee on Licenses	Permit to Erect and Maintain Garage; Flammable Storage License
Boston Inspectional Services Department	Demolition Permits; Building Permits; Certificate of Occupancy

## 2.0 Project Description

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## 2.0 PROJECT DESCRIPTION

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### 2.1 Existing Site

The Project site is located on Atlantic Avenue at Commercial Street in the North End neighborhood of Boston, between Sargents Wharf to the north and Commercial Wharf to the south. The approximately 9.03-acre, irregularly-shaped site includes a combination of filled land, open water, pile supported piers and wharfs, and pile fields marking the location of former sections of piers and wharves.

The landward, filled portion of the site is approximately 2.43 acres in area, and is essentially divided in two by the Lewis Wharf Condominiums (the “Granite Building”), a six-story rehabilitated former pier building currently occupied by retail and office tenants on the ground floor, and private residences above. The existing pile-supported wharves and pile fields encompass approximately 1.60 acres of additional area. The site includes approximately 5.00 acres of open watersheet, located to either side of the wharf, or continuing seaward from the ends of the existing pile fields. The location of the site is shown on Figure 1-1, while the approximate boundaries and key features of the site are shown on Figure 1-2. The existing pile fields can be seen in Figure 1-2 and are outlined in the Existing Conditions Survey of the site (see Appendix A).

At the present time, the waterfront portion of the site includes two pile fields (former finger piers) that extend into the harbor from the base of the filled portion of Lewis Wharf (see Figure 1-2 and Appendix A). The southern and northern edges of the wharf are occupied by single rows of boat floats with a total of 53 boat slips, while 31 moorings are located offshore of the floats. The Boston Sailing Center occupies a Louisiana riverboat moored between the two finger pier pile fields.

The northern portion of the landward side of the site, including the entire waterfront edge of the filled portion of the pier, is occupied by an approximately 223-space surface automobile parking lot. The exceptions include a vegetated strip along Atlantic Avenue, and an approximately 0.25-acre park-like area located halfway between the street and the water. Meanwhile, the portion of the site lying south of the Granite Building includes a service drive, a pedestrian walkway, a 0.60-acre green space, and a pool and pool deck utilized by the tenants of the Granite Building, but also available to the public on a limited basis. A short section of public Harborwalk is located along the water’s edge in this southern section, but then passes through the parking lot on the remainder of the site.

### 2.2 Detailed Project Description

The Lewis Wharf Project entails the rehabilitation and development of Lewis Wharf to include a landmark hotel, 2.87-acres of public open space, including a waterfront park extending from Atlantic Avenue to the water’s edge, a complete site-circumferential public Harborwalk, a new and expanded Boston Sailing Center, and an expanded public marina.

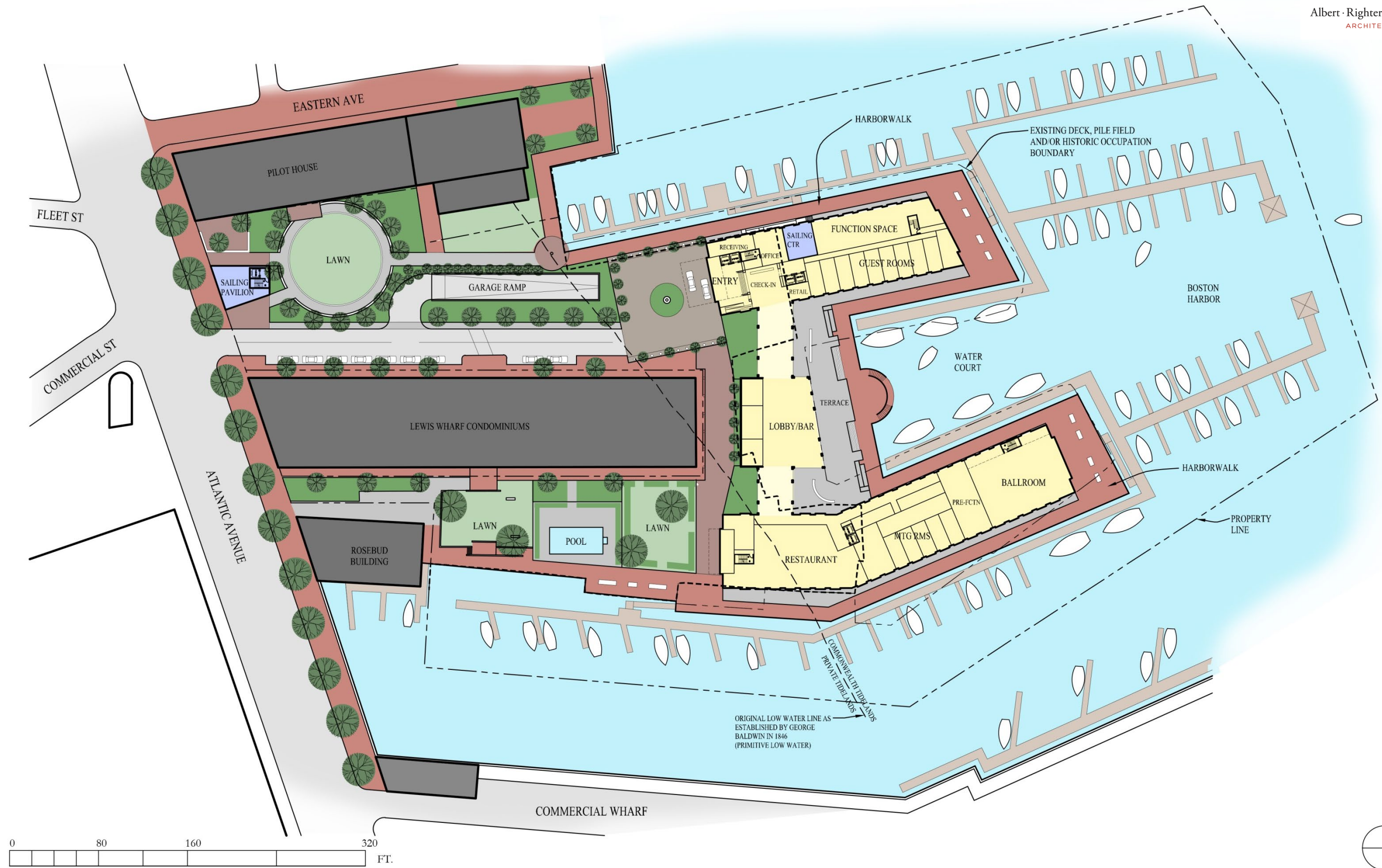
The Project will eliminate the existing surface parking lot that occupies much of the site, thereby clearing the way for a public green space and waterfront park extending from Atlantic Avenue to a new Harborwalk that links the existing Harborwalk sections north and south of the site.

As shown in the Figure 1-3 and Figure 1-4 aerial perspective views of the proposed Lewis Wharf Project, the Project hotel will be comprised of a two building complex occupying the existing pile fields. The height of the hotel buildings will be limited to 55 feet, thereby complying with both City of Boston Zoning Code and the City of Boston Municipal Harbor Plan (the “Harborpark Plan”). These building heights and layouts will reflect the historic wharf buildings that once occupied these finger piers and, in doing so, will also mirror the format utilized in the modern redevelopment of many of the piers in the North End, including Battery Wharf, Lincoln Wharf, Union Wharf, the Pilot House, and Commercial Wharf. This relationship is demonstrated in Figure 1-6, in which the proposed Lewis Wharf Hotel building structures have been superimposed on a recent aerial photograph of the North End waterfront.

Hotel use is defined by the Chapter 91 regulations as a Facility of Public Accommodation. In addition to the hotel, the Project includes other publically available uses. These include one or more a restaurants, lounge/bar, ballroom, function rooms, and meeting rooms, and an expanded public marina. The ground floor layout of these amenities as currently envisioned is shown in Figure 2-1, *Lewis Wharf Project Site Plan*. Of particular note are the restaurant and ballroom on the south finger pier, the atrium lobby and bar facing the “Water Court” public terrace and Harborwalk located between the two piers, and the function space and Boston Sailing Center space on the north finger pier. Also shown on Figure 2-1 is the expanded, 130-slip marina, and the Boston Sailing Center building on Atlantic Avenue. This approximately 3,100 gross-square-foot building will provide operation and retail space to the Boston Sailing Center while also creating a direct water-based activity link between the street edge and the water’s edge.

The Project will include a number of highly significant improvements to the overall character and public accessibility of the open spaces and waterfront of the wharf. Figure 2-2, *Lewis Wharf Landscape Plan*, illustrates both the extent and variety of public open space proposed for the site. As noted, the current surface parking lot will be converted into a public park extending from the Atlantic Avenue seaward to the water’s edge, while the dilapidated wharf and pile fields will be occupied by a low-rise hotel and ringed by a 1,800-foot-long section of the public Harborwalk and interspersed with waterfront esplanade areas for public seating and harbor viewing. These waterfront spaces include 35-foot wide esplanade-like areas at the ends of the finger piers, and a terrace and esplanade area in the Water Court located between the piers. The site will be extremely









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porous to pedestrians with multiple pathways between the street and the water, lateral access by way of the Harborwalk or more directly between the Granite Building and the Hotel, or from the parks to the Water Court by way of public access through the Hotel connector building. These new public open spaces will benefit the existing neighborhood residents and the local commercial users, as well as the Project guests. The wharf area will be activated by a 130-slip public marina, and an expanded Boston Sailing Center.

The Project program as presented above is outlined in Table 2.2-1.

**Table 2.2-1 Lewis Wharf Project Program**

Project Element	Approximate Dimension
Hotel	277 rooms / 187,000 sf
Restaurant	5,000 sf
Ballroom	7,000 sf
Meeting Rooms	4,000 sf
Function Rooms	3,000 sf
Lounge/Bar	3,800 sf
Boston Sailing Center Building	3,122 sf (additional 725 sf within Hotel)
Parking	379 spaces below grade
Marina	130 slips (77 new)
Harborwalk	1,800 lf
Public Open Space (pedestrian)	104,774 sf (2.40 acres)
Public Open Space (internal driveways)	20,308 sf (0.47 acres)

sf – square feet; lf – linear feet

## 2.3 Consistency with Harborpark Plan

In October of 1990, the City of Boston submitted a proposed Municipal Harbor Plan (the “Harborpark Plan”) to the Secretary of the Executive Office of Environmental Affairs (now Office of Energy and Environmental Affairs). In May of 1991, the Secretary responded with a geographically limited and conditional approval of the Harborpark Plan that encompassed the North End and the Lewis Wharf environs. That approval included specific provisions relating to Chapter 91 provisions for open space, facilities of public accommodation, setbacks, height, and facilities of private tenancy over water.

The Lewis Wharf Project has been designed to fully comply with the Harborpark Plan, Chapter 91, and the City of Boston Zoning Code. More specifically, the Project will significantly exceed all guidelines for open space and public open space, will be composed entirely of water-dependent components or facilities of public accommodation, will exceed the setback requirements and provide superior public open space, will comply with all height limitations, and includes no facilities of private tenancy over the water or elsewhere on the Project site.

## 2.4 Consistency with North End Historic Pier Network Plan

In 1991 the Secretary of the Executive Office of Environmental Affairs (now Energy and Executive Affairs) issued a decision approving the City of Boston “Harborpark Plan,” with certain conditions. These conditions included the development of a network of “special public destination facilities” (SPDFs) along or near the waterfronts of the Navy Yard, the Gateway, and the North End. In January of 1999 the City submitted to the Secretary a proposed “North End Historic Pier Network Plan” which outlined a program for the North End waterfront and identifying by specific location certain expectations regarding public amenities and access.

As it is now, at the time of the issuance of the North End Historic Pier Network Plan, Lewis Wharf had few public amenities, obstructed and discontinuous pedestrian access to the water, and finger piers in disrepair and unsafe for use. Nonetheless, the Network Plan rightly envisioned and set the tone for a greatly improved condition at Lewis Wharf. In identifying future development requirements the Network Plan called for the following:

*“Lewis Wharf also has a small landscaped Waterfront Yard on the southern side of the wharf. Future development of the wharf will be required to integrate a harbor Viewing Room, a Waterfront Yard and a Historic Pier Program into the project, and to construct Harborwalk along the perimeter of the site.”*

As described herein, the Lewis Wharf Project adopts and greatly expands upon the vision created by the Network Plan. The Project offers not one, but several Viewing Rooms as such rooms are defined in the Network Plan. These include the atrium Lobby overlooking the Water Court, the Sailing Center room in the north building, and the Sailing Center Pavilion on Atlantic Avenue. Each of these public spaces will include a range of amenities that support the public’s use of the waterfront yards and historic piers.

As noted in the Network Plan, Lewis Wharf currently has a small “Waterfront Yard” on the south side of the wharf. As discussed herein and shown graphically in Figure 2-2, the public pedestrian open spaces, including Waterfront Yard areas, of Lewis Wharf will be expanded well beyond the limits envisioned in the Network Plan and will encompass over two and one-half acres of the site. The existing parking lot on the north side of the wharf will be replaced by a waterfront park that extends to Atlantic Avenue, creating a direct link between the street and the water’s edge that is comprised entirely of a public park land.

In conformance with the Network Plan, the Harborwalk, which currently crosses parking lots and is partially diverted from the water’s edge, will be expanded and improved to include 1,800 linear feet of Harborwalk designed and constructed in compliance with Chapter 91 and City standards. The new Harborwalk will link the waterfront parks on the north and south sides of the wharf to public esplanades located at the waterside ends of the two finger piers and at the base of the Water Court located between the finger piers, all of which will include amenities such as public benches, plantings, telescopes, information

kiosks and directional signage. As anticipated by the Network Plan, the interior spaces such as the atrium lobby and the Sailing Center Pavilion will include *“more elaborate interpretive exhibits or programs that expand upon the history of a particular pier or wharf,”* in this case Lewis Wharf. The past waterfront structures and uses of the wharf and the finger piers will be illustrated in old photographs, maps, and similar display articles.

Ultimately, the Network Plan is *“about links – links to attractions, links to transportation, links to services, even links to other networks.”* The public Waterfront Yards and parks, the extensive pedestrian network to and along the water’s edge, and the interior facilities of interest and respite, will make the Lewis Wharf Project both a destination and a component of the Network Plan, and will meet and vastly exceed the vision promoted therein.

## 2.5 Description of Alternatives Considered

Early in the planning and design process the Proponent explored the potential for a residential and/or a combined residential/hotel use on the site, in building configurations not dissimilar to those now proposed for the hotel. However, residential use of the finger piers is precluded under Chapter 91, which prohibits facilities of private tenancy over flowed tidelands or on the ground floor within 100 feet of a project shoreline [310 CMR 9.51(3)(b)]. Exception to this prohibition would require the adoption of a Municipal Harbor Plan (MHP) allowing such use over flowed tidelands in exchange for substitute provisions of equal or greater value to the public. The MHP would need to be proposed by the City of Boston, meet the approval of MassDEP and the Massachusetts Office of Coastal Zone Management (MCZM), and ultimately be approved of by the Secretary of Energy and Environmental Affairs after review by the public. While such approval is not precluded, any such proposal would be years in the process, with uncertain outcome. Hence, the Proponent has abandoned plans for residential uses at the site.

A number of preliminary design schemes were developed in response to the proposed landmark Hotel program, site constraints, view corridors, and existing street character. Early project designs encompassed a variety of massing options, which included more landward development and a larger atrium connection between the two finger pier wings of the hotel. Each of these alternatives was designed to insure compliance with existing zoning, the City of Boston Harborpark Plan, and Chapter 91, the Waterfront Protection Act.

Particular attention has been paid during the design process to the project previously proposed and approved for Lewis Wharf. As summarized in Section 1.3.3, *Previously Proposed and Approved Project*, in the early 1990s the Gunwyn Properties proposed a 335-room hotel project at Lewis Wharf which, like the Project proposed herein, included a two-building complex occupying both of the finger piers extending out from the base of Lewis Wharf. That project also included the Pilot House site, and the construction of the Pilot House extension. Subsequently, only the Pilot House extension was built. A comparison

of the applicable building elements of the two projects is presented in Table 2.5-1, and shown graphically in Figure 2-3, *Gunwyn Properties Plan Overlay*. As is apparent in Table 2.5-1 and Figure 2-3, the proposed Lewis Wharf Project hotel building program is considerably smaller than the earlier Gunwyn Properties project, while the public access and waterfront-related benefits have been expanded.

**Table 2.5-1 Lewis Wharf Project and Gunwyn Properties Project Comparison**

Project Element	Proposed Lewis Wharf Project	Previous Gunwyn Project
Hotel Building	186,944 square feet	234,825 square feet
Hotel Building Height	55 feet	55 feet
Hotel Building Footprint	45,333 square feet	52,300 square feet
Hotel Rooms	277 rooms	335 rooms
Garage Spaces	379 spaces	570 spaces
Marina	130 slips	94 slips/moorings
Boston Sailing Center within Hotel Building	725 square feet	560 square feet
Boston Sailing Center Pavilion on Atlantic Avenue	3,122 square feet	0 square feet

## 2.6 Schedule

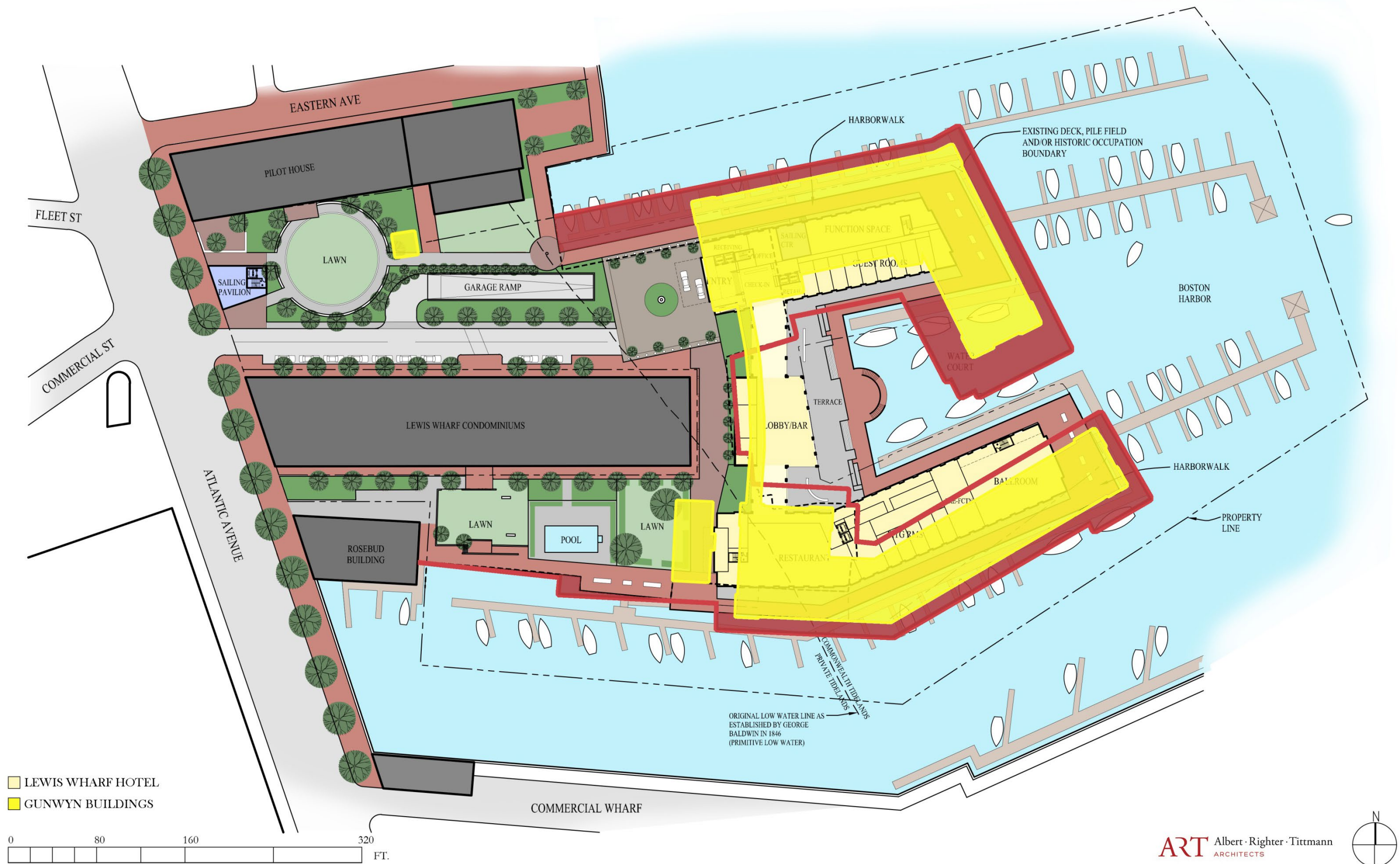
Construction of the Project is estimated to last approximately 36 months, with initial site work expected to begin in the second quarter of 2017, and completion in the second quarter of 2020.

## 2.7 Community Outreach and Public Participation

The Proponent is committed to an open and inclusive public process. As the Article 80 process progresses, in addition to regularly meeting with and working with members of the Project's Impact Advisory Group, the Proponent will continue to seek input from community representatives and organizations, neighbors, and other stakeholders, as well as public and elected officials.



The Proponent has met with or will meet with a number of City of Boston agencies and departments, including the Boston Civic Design Commission, the Boston Redevelopment Authority, the Boston Transportation Department, the Mayor's Office of Neighborhood Services, and the Office of Jobs and Community Services.



### 3.0 Assessment of BRA Development Review Components

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## 3.0 ASSESSMENT OF BRA DEVELOPMENT REVIEW COMPONENTS

Article 80 of the Boston Zoning Code provides that the BRA may require in its Scoping Determination that the applicant conduct studies to evaluate whether any impact to the environment could reasonably be attributed to a proposed project. The development review components include transportation, environmental protection, urban design, historic resources, and infrastructure systems. The areas that the Proponent anticipates may be required to be studied are addressed below.

### 3.1 Transportation

This section presents a summary of the Project's transportation elements including site access, parking, public transportation, bicycle facilities, trip generation, service and loading and building servicing, and Transportation Demand Management (TDM) measures. Further analysis of the transportation aspects of the Project will be included in the PIR, which will be developed in cooperation with the BRA, the Boston Transportation Department (BTD), and the community.

Table 3.1-1 presents the dimensions of the Project used for the transportation studies.

**Table 3.1-1 Existing and Proposed Project Land Uses**

Land Use	Size	
	Existing	Proposed Project
Hotel	-	277 rooms
Restaurant	-	5,000 sf
Lounge/Bar	-	3,800 sf
Boston Sailing Center	31 slips/ 31 moorings	75 slips
Marina	22 slips	55 slips
Parking	223 spaces - <i>surface lot</i>	379 spaces - <i>underground garage</i>

sf – square feet

#### 3.1.1 Site Access

Currently, vehicles enter and exit Lewis Wharf via a single driveway on Atlantic Avenue, located south of the Atlantic Avenue/Commercial Street intersection. Drivers must stop their vehicles at the access gate and either receive a ticket at the manned parking booth or use their passcard to open the security gate.

Aside from the parking spaces dispersed throughout the site, the Boston Sailing Center and Marina are the only active uses on the Project site. Visitors can access the Sailing Center via the Harborwalk, a public walkway along Boston's waterfront, or via the sidewalk along the Lewis Wharf driveway from Atlantic Avenue.

With the proposed Project, the curb-cut for the existing driveway on Atlantic Avenue will be maintained at the same location and the associated driveway will continue to serve as the sole vehicle entry point to Lewis Wharf. The driveway will provide access to the new underground garage, the main entrance to the hotel, and Project building services and loading. A preliminary site plan is presented in Figure 2-1 of the prior section of this PNF.

### 3.1.2 *Parking*

#### *On-Site Parking*

The existing site has 163 marked parking spaces, but the operator is licensed to park up to 223 vehicles, which is achieved through double-stacking of vehicles and the use of valets to park and retrieve vehicles. The lot serves both the general public and passholders.

With the Project, the surface lot will be replaced with a 379-space underground garage, which will continue to serve nearby residents, other local monthly passholders, and the public, and will support the Project's hotel weekday and weekend parking demand. In addition to maintaining the existing 223 spaces at the site, the Project will add approximately 156 new parking spaces serving the hotel component.

The Proponent's goal is to minimize any need for off-site parking in the area. Therefore, the Project will provide 156 spaces for hotel guest use. The anticipated parking space allocation for hotel guests and others is presented in Table 3.1-2.

**Table 3.1-2 Future Parking Allocation**

User	Allocated Spaces
Hotel Guests	156
Transient Users (Public, Hotel Events, Marina)	158
<u>Monthly Passes</u>	<u>65</u>
<b>Total Parking Spaces</b>	<b>379</b>

#### *On-Street Parking*

On-street parking along Atlantic Avenue and Commercial Street near the Project site is generally restricted to residential parking, metered parking, and bus stops for MBTA and tour buses. Figure 3-1, *Existing On-Street Parking*, presents an inventory of existing curb use and parking restrictions within a three-minute walk, or about an eighth of a mile, of the Project site.

### *Off-Street Parking*

Within a quarter mile, or about a five-minute walk of the site, there are 13 parking lots and six parking garages providing 2,584 public spaces and 1,252 private spaces. These facilities are listed in Table 3.1-3 and mapped in Figure 3-2, *Existing Off-Street Parking*.

### *Existing Car Sharing Locations*

Car-sharing services provide easy access to vehicular transportation for urban residents and employees who do not own a car. Two companies, Zipcar and Enterprise, provide car-sharing services in the Boston area offering short-term rental service for members. Vehicles are rented on an hourly basis and all vehicle costs (gas, maintenance, insurance, and parking) are included in the rental fee. Vehicles are checked out for a specific time period and returned to their designated location.

The nearby Zipcar and Enterprise car share services provide an important transportation option by reducing the need to rent or own a vehicle. Figure 3-3, *Car Sharing Locations*, shows the nearby six Zipcar and three Enterprise car sharing locations, which together offer a total of 41 vehicles.

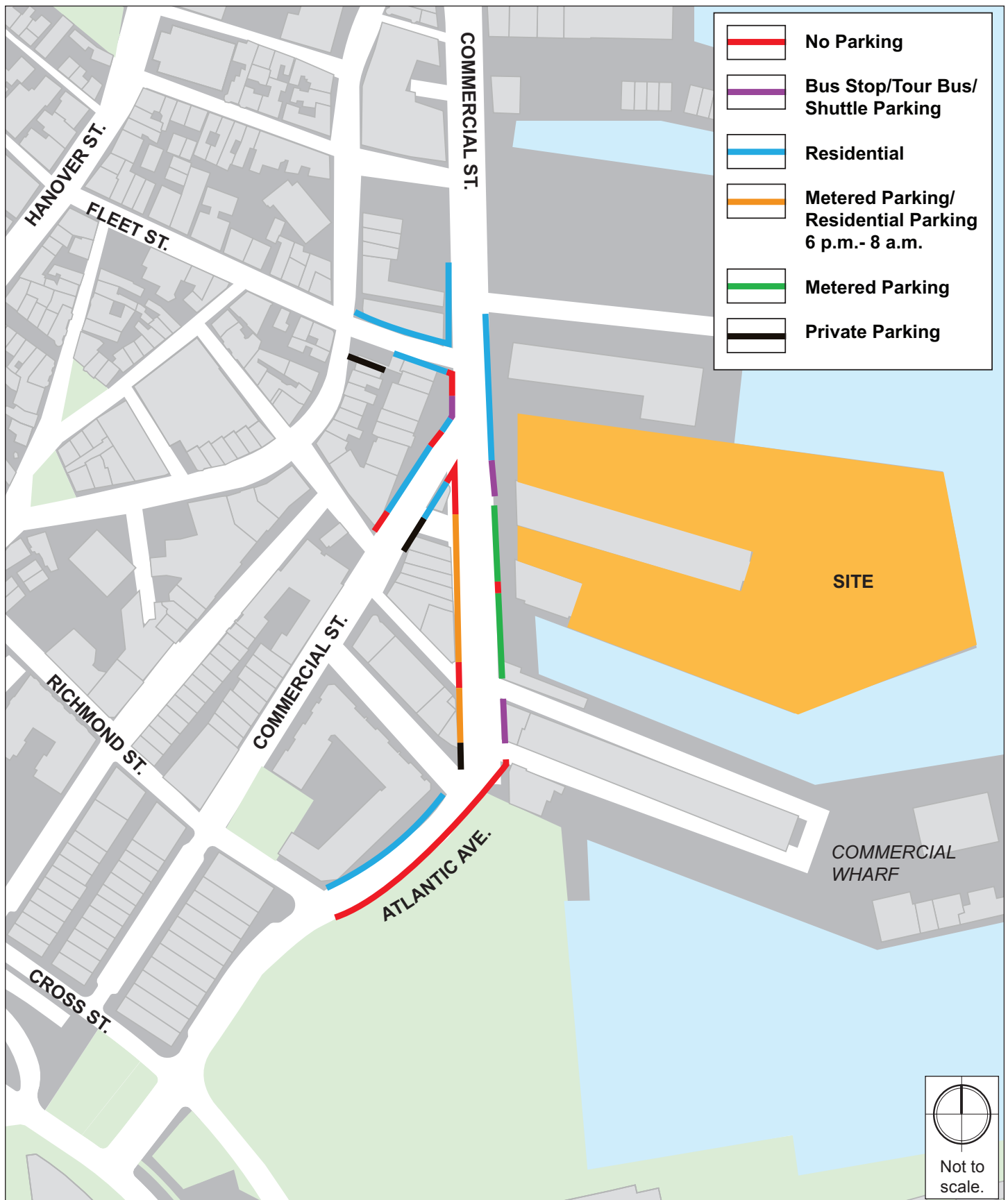
#### *3.1.3 Public Transportation*

The Project site is located approximately one quarter-mile, or a five-minute walk, from the MBTA Aquarium Station on the Blue Line. Connections to the Orange Line and Green Line are available at Haymarket Station, approximately a half-mile walk from the site.

MBTA bus route #4 (North Station – Tide Street) operates along Atlantic Avenue/Commercial Street and directly serves the Project site with stops near the intersection of Commercial Street and Fleet Street. Routes #92, #93, and #111 operate within a half-mile of the site, primarily along the Congress Street and Washington Street corridors, with stops near Haymarket Station.

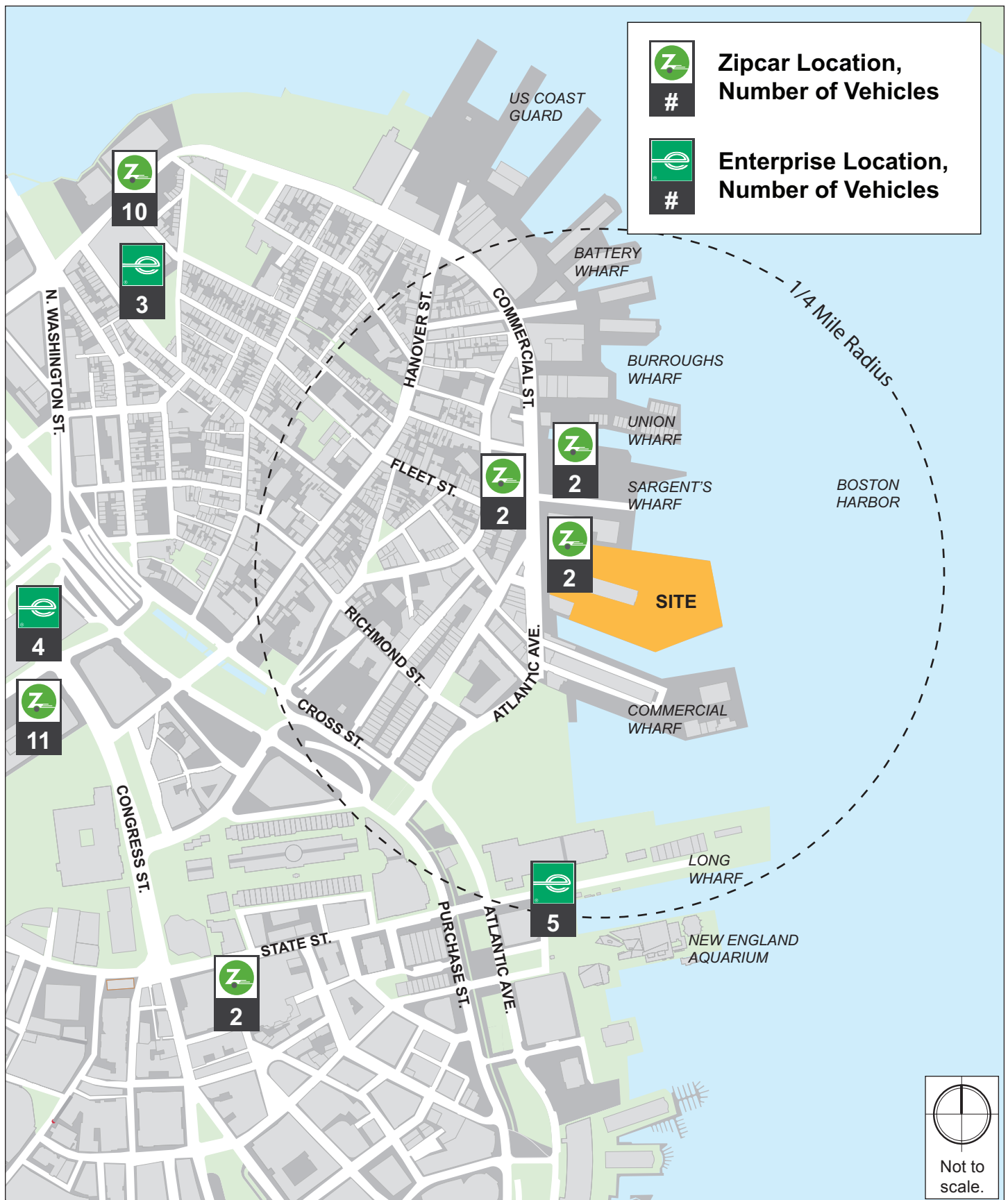
The local MBTA public transportation services are listed in Table 3.1-4 and mapped in Figure 3-4, *Existing Public Transportation*.







Lewis Wharf Project Boston, Massachusetts



**Lewis Wharf Project Boston, Massachusetts**





**Lewis Wharf Project Boston, Massachusetts**

**Table 3.1-3 Off-Street Parking**

Map #	Facility	Capacity (spaces)	
		Public	Private
Lots			
1	Lewis Wharf (Project site)	160	65
2	Sargent’s Wharf	230	0
3	Commercial Wharf	0	100
4	120 Fulton Street Parking	13	0
5	Fulton Street Lot	110	0
6	North End Community Nursing HM	0	19
7	Richmond Street Lot	0	12
8	133-147 North Street	15	0
9	Union Wharf	0	44
10	Burroughs Wharf	0	97
11	North Bennet Street Lot	30	0
12	Chart House Lot	0	50
13	280 Commercial Street	74	0
Lot Subtotal		632	387
Garages			
A	Long Wharf Hotel	0	190
B	Harbor/Aquarium Garage	1175	300
C	Marketplace Center Garage	120	0
D	Fulton Court Condo Trust	0	59
E	Clinton Street Garage	597	0
F	Battery Wharf Garage	60	316
Garage Subtotal		1,952	865
Total		2,584	1,252
		3,836	

**Table 3.1-4 Public Transportation**

Transit Service	Description	Peak hour Headway (minutes)*
<i><b>Rapid Transit Routes</b></i>		
Blue Line	Bowdoin–Wonderland	5
Orange Line	Forest Hills–Oak Grove	4-5
Green Line	B Branch: Boston College – Lechmere C Branch: Cleveland Circle - Lechmere D Branch: Riverside - Lechmere E Branch: Heath Street – Lechmere	6-7
<i><b>Local Bus Routes</b></i>		
Route 4	North Station–Tide Street	15-20
Route 92	Sullivan Station–Franklin and Arch Streets	15
Route 93	Sullivan Station–Franklin and Arch Streets	7–8
Route 111	Woodlawn or Broadway and Park Avenue–Haymarket Station via Tobin Bridge	7-10

\* Headway is the time between trains.

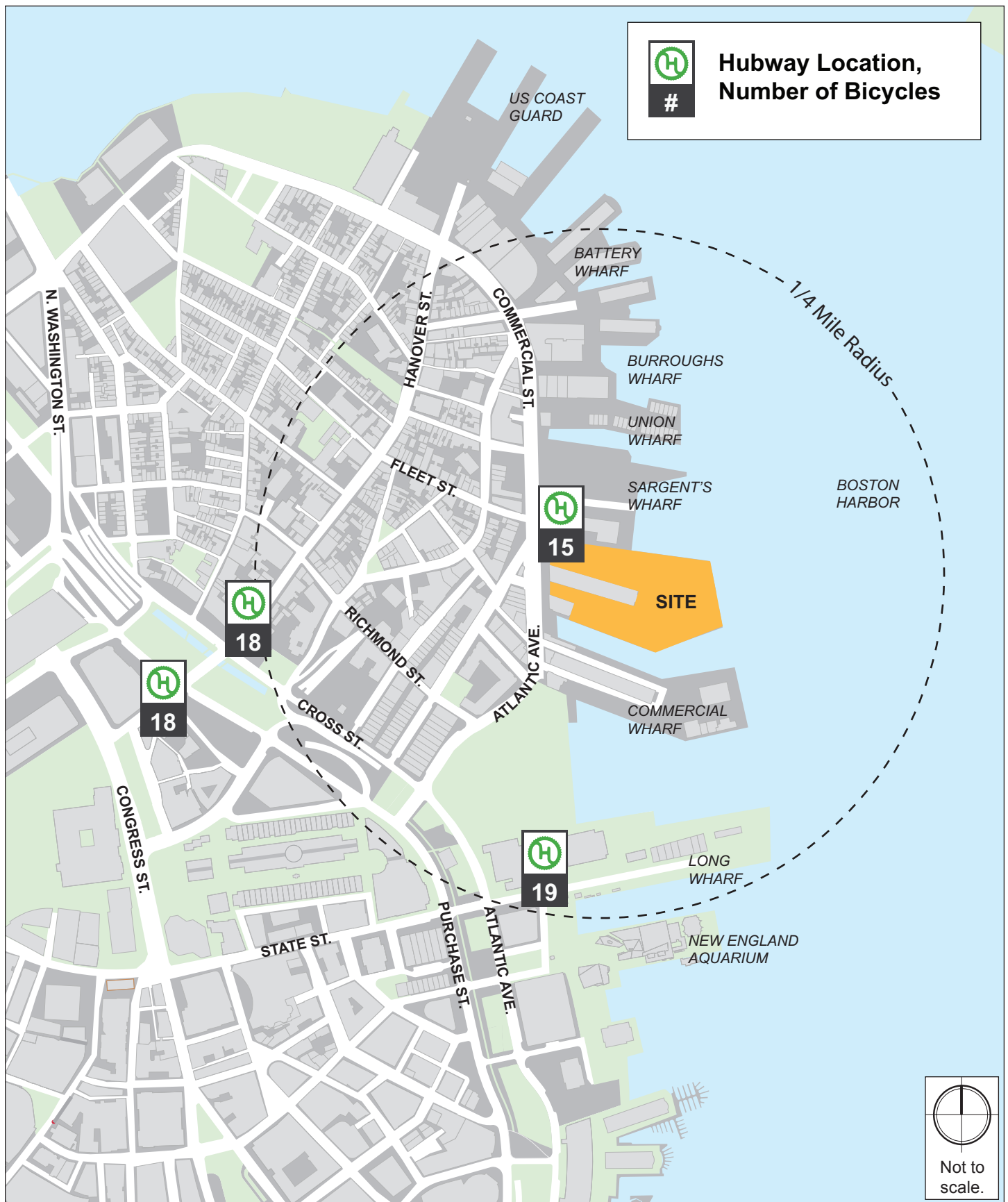
### **3.1.4 Bicycle Accommodations**

Bicycle lanes exist along the Atlantic Avenue - Commercial Street corridor in the vicinity of the site, connecting the shared-use path at Langone Park to the north and the Rose Kennedy Greenway to the south.

Hubway, launched in July 2011, is a bicycle sharing system with more than 140 stations and 1,300 bicycles available throughout Boston, Brookline, Cambridge, and Somerville. Hubway stations are installed in April and removed in November of each year. As shown in Figure 3-5, *Hubway Bicycle Sharing Locations*, four Hubway stations are located within one quarter-mile of the Project site, offering a total of 70 bicycles.

Subject to necessary approvals, public bicycle racks will be provided on the sidewalks near each public building entrance for use by visitors. Bicycle racks, signs, and parking areas will conform to BTB standards and be sited in safe, secure locations.





Lewis Wharf Project Boston, Massachusetts

### 3.1.5 *Transportation Impact Overview*

#### *Existing Trip Generation*

The existing site contains the Boston Sailing Center and a surface parking lot. The Boston Sailing Center, a sailing school/sailing club, operates from early May through October, is open daily, and has 31 slips and 31 moorings. The parking lot, which has capacity for 223 vehicles, serves both the public and monthly pass holders. Sixty-five monthly passes are currently held by local residents and businesses.

The vehicle trips generated by the existing site have been determined from peak period traffic counts that were conducted on October 29, 2013 at the Atlantic Avenue/Commercial Street/Lewis Wharf (site driveway) intersection. The observed peak hour vehicle trip generation is summarized in Table 3.1-5 along with an estimate for daily conditions.

**Table 3.1-5 Existing Site Vehicle Trip Generation**

Direction	Daily <sup>1)</sup>	a.m. peak hour <sup>2)</sup>	p.m. peak hour <sup>2)</sup>
In	317	24	16
<u>Out</u>	<u>317</u>	<u>11</u>	<u>41</u>
Total	634	35	57

1) Daily traffic volumes estimated based the observed p.m. peak hour total volume and a standard K-factor of 0.09. K-factor is the proportion of daily traffic occurring during the peak hour.

2) Based on count data

While all the vehicles entering and exiting the existing Lewis Wharf driveway are parking in the on-site lot, the persons in those vehicles can be the general public, nearby residents and employees with monthly passes, or visitors to Boston Sailing Center. The parking activity also generates pedestrian trips as drivers/passengers walk to and from their destinations. For the Project PIR, further analysis will be conducted to assign the parking trips to these various categories.

#### *Project Trip Generation and Travel Mode Share*

Trip generation is a complex, multi-step process that produces an estimate of vehicle, transit, and walk/bicycle trips associated with a proposed development or land use change. Following standard industry practice, and as required by the BTM, trip generation in this study is derived from the Institute of Transportation Engineers (ITE) Trip Generation (9th edition, 2012). The ITE rates produce vehicle trip estimates, which are converted to person trips based on average vehicle occupancy (AVO). Using appropriate travel mode share information for this specific Project study area, the total person trips are then allocated to vehicle, transit, and walk/bicycle trips.

Trip generation estimates are based on fitted curve equations and average trip rates for the following ITE land use codes (LUC) associated with the planned Project:

Land Use Code 310 – Hotel. This land use code is defined as a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention centers, limited recreational facilities (e.g., pool, fitness room), and/or other retail services or shops. Calculation of the number of trips uses ITE average rate per room.

The hotel land use code described above includes meeting and banquet facilities. The Lewis Wharf hotel will have a 7,000 square-foot ballroom to accommodate functions. Large events, such as weddings, with up to 300 attendees are anticipated to occur primarily on weekends and some weeknights. Most travel activity associated with these large events will not overlap with the a.m. peak hour or p.m. peak hour of traffic operations in the area. Smaller events, such as corporate or business meetings, will likely occur during a weekday and may include breakfast meetings, luncheon meetings, and possibly all-day seminars. These smaller events may overlap with the a.m. peak hour or p.m. peak hour of traffic operations. Even though the trip generation rates for Land Use Code 310 include meeting and banquet activity, additional trips have been added to the a.m. peak and p.m. peak hour to specifically account for these smaller events.

Land Use Code 831 - Quality Restaurant. This land use consists of eating establishments of high quality, with average turnover rates of at least one hour or longer. Generally, quality restaurants do not serve breakfast, some do not serve lunch, and all serve dinner. Calculation of the number of trips uses ITE's average rate per 1,000 square feet of gross floor area.

Land Use Code 925 – Drinking Place (Lounge/Bar). This land use code refers to a bar, where alcohol and food is served and sold. This land use may have some sort of entertainment such as televisions, live music, pool tables, or video games. Calculation of the number of trips uses ITE's average rate per 1,000 square feet of gross floor area. This land use code only contains p.m. peak hour trip generation information. To estimate a daily average rate per 1,000 square feet, the average rate proportions available in the quality restaurant land use from daily average rate to p.m. peak average rate were applied to the p.m. peak hour average rate. It is assumed that this land use will not generate any trips during the a.m. peak hour.

Land Use Code 420—Marina. This land use code refers to public or private docks and berths (slips) for boats. This land use may include limited retail and/or restaurant space for marina patrons. Calculation of the number of trips uses the ITE average rate per berth.

In addition to new marina slips, the Boston Sailing Center will be retained on the Project site and is expected to generate the same level of trip activity as under existing conditions.



The BTD publishes vehicle, transit, and travel mode shares specific to each area of Boston. The Project site is located within BTD Area 1. As is standard practice, these specific neighborhood mode shares are used to estimate the number of new vehicle trips, transit trips, and walk/bicycle trips generated by the Project. Table 3.1-6 shows the mode shares adopted for the Project uses and appropriate AVO rates, as adopted from the 2009 National Household Travel Survey (NHTS) for social trips.

Based on the Project program, trip generation rates, and travel mode share assumptions described above, the resulting vehicle, transit and walk/bicycle trips have been estimated. The existing vehicle trips are calculated from turning movement counts at the site driveway. Existing pedestrian trips are related to on-site parking activity and account for drivers/passengers walking to and from their destinations. The estimate of these pedestrian trips is based on the assumption that each vehicle carries, on average, 1.67 passengers (based on NHTS data) and that all pedestrians walk to destinations off-site. Because the existing land uses on the site generate an insignificant number transit trips, the existing transit activity is assumed to be zero.

The new parking garage, in addition to serving new Project uses, will provide spaces for the current parking activity on the site. Therefore, in the future, the total trips generated by the site will include both existing trips and new Project trips. The resulting vehicle, transit, and walk/bicycle trips are shown in Table 3.1-7, Table 3.1-8, and Table 3.1-9, respectively.

Trip generation worksheets showing trips by land use and travel mode are included in Appendix B.

### *Project Trip Distribution*

The vehicular trip distribution is based on BTD guidelines, using origin-destination characteristics for Area 1, the BTD-designated zone that encompasses the Project site. The vehicle trip distribution shown in Table 3.1-10 indicates that the majority of traffic will use the regional highway system to access the site. Figure 3-6, *Vehicle Trip Distribution: Entering*, and Figure 3-7, *Vehicle Trip Distribution: Exiting*, present the expected local vehicle trip distribution to and from the site.

### *Service and Loading*

All service and loading activity will occur underground on the first level of the parking garage. Delivery vehicles will access the site via the Atlantic Avenue driveway and proceed to the underground loading area as shown in Figure 2-1.

**Table 3.1-6 Travel Mode Shares and Vehicle Occupancy Rates**

Land Use/ Direction		Vehicle	Transit	Walk/Bicycle	Average Vehicle Occupancy (AVO)
<b>Daily</b>					
Hotel	In	31%	15%	54%	2.20
	Out	31%	15%	54%	2.20
Restaurant	In	31%	15%	54%	2.20
	Out	31%	15%	54%	2.20
Lounge/Bar	In	31%	15%	54%	1.80
	Out	31%	15%	54%	1.80
Marina	In	31%	15%	54%	2.20
	Out	31%	15%	54%	2.20
<b>a.m. Peak Hour</b>					
Hotel	In	26%	16%	58%	2.20
	Out	27%	13%	60%	2.20
Restaurant	In	26%	16%	58%	2.20
	Out	27%	13%	60%	2.20
Lounge/Bar	In	26%	16%	58%	1.80
	Out	27%	13%	60%	1.80
Marina	In	26%	16%	58%	2.20
	Out	27%	13%	60%	2.20
<b>p.m. Peak Hour</b>					
Hotel	In	27%	13%	60%	2.20
	Out	26%	16%	58%	2.20
Restaurant	In	27%	13%	60%	2.20
	Out	26%	16%	58%	2.20
Lounge/Bar	In	27%	13%	60%	1.80
	Out	26%	16%	58%	1.80
Marina	In	27%	13%	60%	2.20
	Out	26%	16%	58%	2.20

Source: Boston Transportation Department, 2009 National Household Travel Survey

**Table 3.1-7 Site Generated Vehicle Trips by Time Period and Daily ADT**

Time Period	Direction	Existing (retained)	New Project	Total
Daily	In	317	521	838
	<u>Out</u>	<u>317</u>	<u>521</u>	<u>838</u>
	Total	634	1,042	1,676
a.m. Peak Hour	In	24	38	62
	<u>Out</u>	<u>11</u>	<u>18</u>	<u>29</u>
	Total	35	56	91
p.m. Peak Hour	In	16	35	51
	<u>Out</u>	<u>41</u>	<u>41</u>	<u>82</u>
	Total	57	76	133

**Table 3.1-8 Site Generated Transit Trips by Time Period**

Time Period	Direction	Existing (retained)	New Project	Total
Daily	In	0	504	504
	<u>Out</u>	<u>0</u>	<u>504</u>	<u>504</u>
	Total	0	1,008	1,008
a.m. Peak Hour	In	0	34	34
	<u>Out</u>	<u>0</u>	<u>18</u>	<u>18</u>
	Total	0	52	52
p.m. Peak Hour	In	0	36	36
	<u>Out</u>	<u>0</u>	<u>38</u>	<u>38</u>
	Total	0	74	74

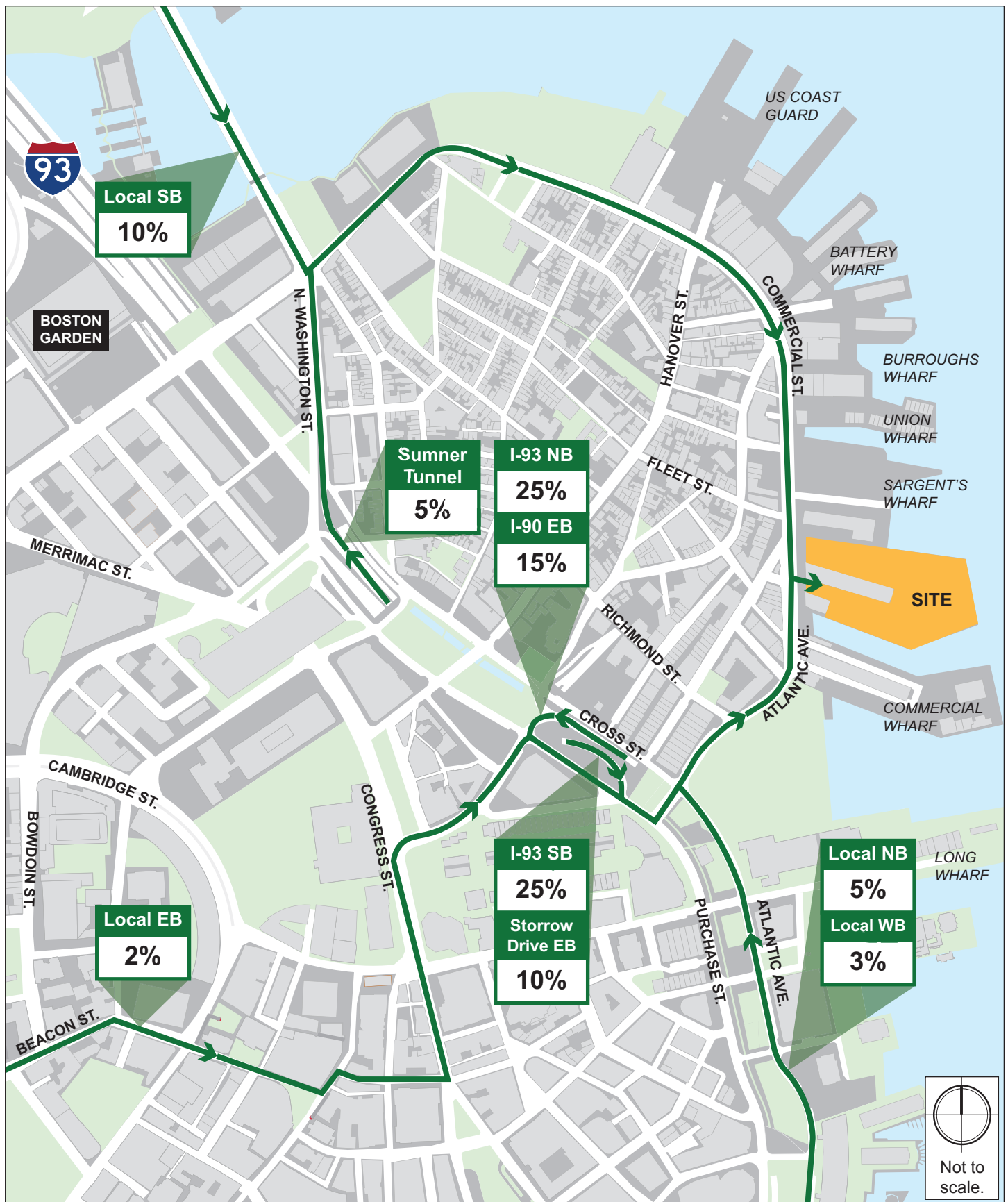


**Table 3.1-9 Site Generated Walk/Bicycle Trips by Time Period**

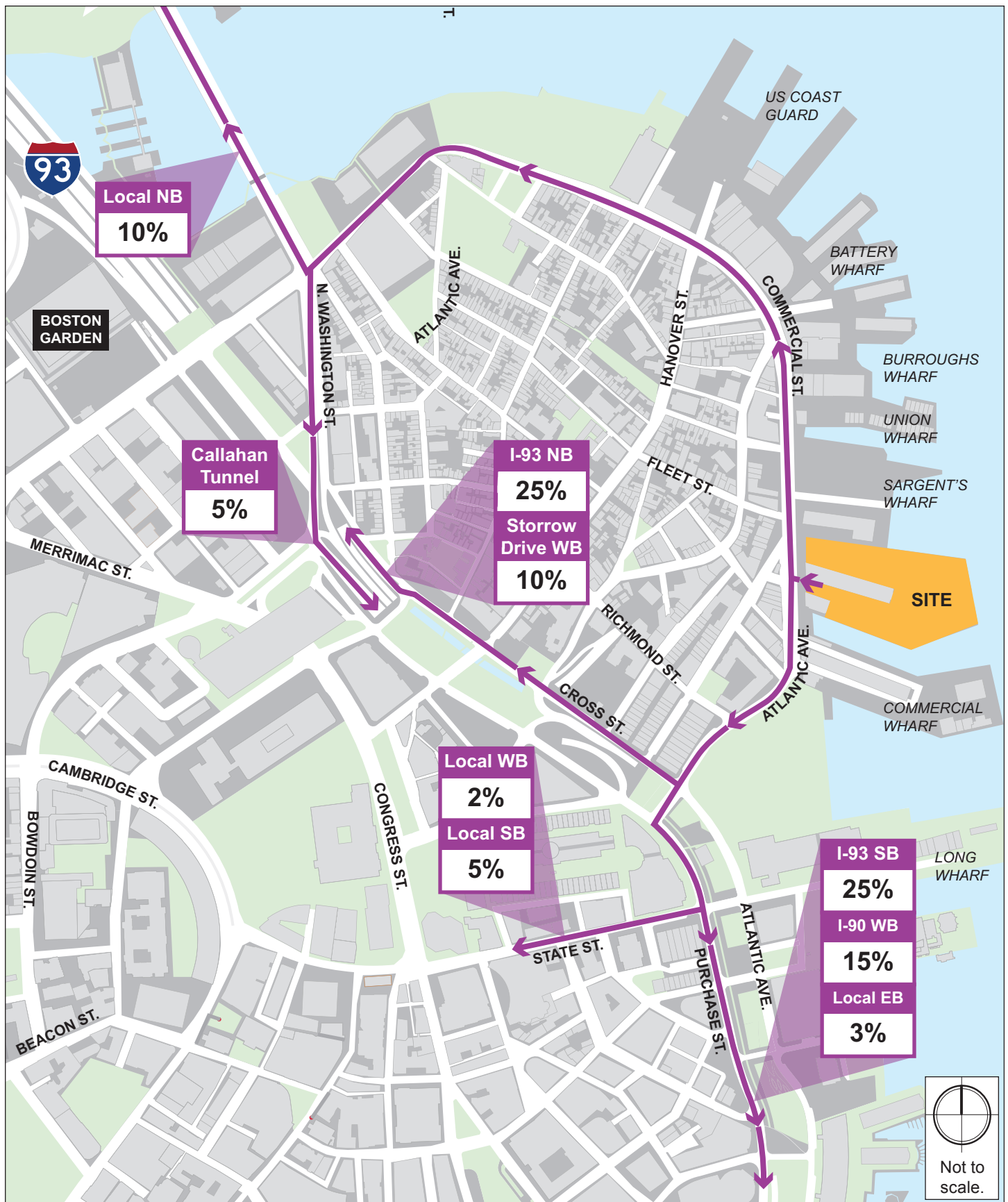
Time Period	Direction	Existing (retained)	New Project	Total
Daily	In	530	1,786	2,316
	<u>Out</u>	<u>530</u>	<u>1,786</u>	<u>2,316</u>
	Total	1,060	3,572	4,632
a.m. Peak Hour	In	40	116	156
	<u>Out</u>	<u>18</u>	<u>80</u>	<u>98</u>
	Total	58	196	254
p.m. Peak Hour	In	27	165	192
	<u>Out</u>	<u>68</u>	<u>132</u>	<u>200</u>
	Total	95	297	392

**Table 3.1-10 Project Vehicle Trip Distribution**

Travel Route	Percentage
<i>Regional Traffic</i>	
To/from I-93 North	25%
To/from I-93 South	25%
To/from west via I-90 to I-93	15%
To/from west via Storrow Drive	10%
To/from East via Route 1A (Sumner/Callahan Tunnels)	5%
<b>Subtotal of Regional Trips</b>	<b>80%</b>
<i>Local Traffic</i>	
To/from Cambridge/Charlestown/Everett and points north	10%
To/from Downtown and points south	5%
To/from South Boston	3%
To/from Back Bay and points west	2%
<b>Subtotal of Local Trips</b>	<b>20%</b>



**Lewis Wharf Project Boston, Massachusetts**



**Lewis Wharf Project Boston, Massachusetts**



### *Proposed Traffic Impact Study Area*

Detailed analysis of intersection operations and development of appropriate mitigation measures will be addressed by the Proponent in the PIR. Any impacts that require mitigation will be carefully coordinated with BTM, as well as with local neighbors.

For the evaluation of existing and future traffic conditions, the study team proposes to study the following intersections:

- ◆ Atlantic Avenue /Richmond Street;
- ◆ Commercial Street /Fleet Street;
- ◆ Commercial Street/Hanover Street; and
- ◆ Atlantic Avenue/Commercial Street/Lewis Wharf (site driveway).

These locations are mapped in Figure 3-8, *Proposed Study Area Intersections*. Traffic counts will be collected at the above listed study area intersections during the weekday morning (7:00 – 9:00 a.m.) and evening (4:00 – 6:00 p.m.) peak periods.

Howard Stein Hudson, the Project transportation consultant, will coordinate with BRA and BTM to review this study area, build year, growth rate, and any area development projects.

#### *3.1.6 Transportation Demand Management*

The Proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project related traffic impacts. The TDM program supports the City's efforts to reduce dependency on the automobile by encouraging travelers to use alternatives to driving alone, especially during peak time periods.

The Proponent is prepared to take advantage of good transit access in marketing the site to the future hotel operator by working with them to implement the following demand management measures to encourage the use of public transportation, ridesharing, bicycling, and walking.

The TDM program may include transit pass subsidies for employees, secure bicycle parking areas, and distribution of transit maps and schedules to guests and employees. TDM measures may include the following:

- ◆ Orientation Packets: The Proponent will provide orientation packets to guests and employees containing information on the available transportation choices, including transit routes and schedules.



**Lewis Wharf Project Boston, Massachusetts**

- ◆ Shared Car Service: The Proponent will work with a car-sharing service provider to determine the appropriateness of parking spaces for car-share programs within the parking garage.
- ◆ Electric Vehicle Charging: The Proponent will include the infrastructure necessary to allow for electric vehicle charging stations in the parking garage.
- ◆ Bicycle Accommodation: The Proponent will provide bicycle storage in secure, sheltered areas for visitors. Secure bicycle storage will also be made available to employees to encourage bicycling as an alternative mode of transportation. Subject to necessary approvals, public use bicycle racks for visitors will be placed near building entrances. For building employees who bike to work, shower facilities will be available on site.
- ◆ Hotel Guests: The hotel operator will be encouraged to supply hotel guests with loaner umbrellas and WalkBoston's walking map of downtown Boston.
- ◆ Transportation Coordinator: A transportation coordinator will be designated to manage loading and service activities and provide alternative transportation materials to residents and building tenants.

### *3.1.7 Transportation Access Plan Agreement*

A Transportation Access Plan Agreement (TAPA) will be entered into between the Proponent and BTM. The TAPA will codify the specific measures and agreements between the Proponent and the City of Boston concerning traffic mitigation.

### *3.1.8 Construction Management Plan*

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

### *3.1.9 Public Improvement Commission*

Certain streetscape improvements surrounding the site on Atlantic Avenue may require Public Improvement Commission (PIC) review and approval. As standard practice, the Proponent will work with the City in continuing to develop and obtain approval of these improvements.



## 3.2 Environmental Protection

### 3.2.1 *Wind*

The Project buildings will have a height of approximately 55 feet. The position of the buildings on the finger piers of Lewis Wharf are not anticipated to result in significantly altered wind conditions in the immediate area of the buildings, or on the surrounding waters. If deemed necessary, a qualitative wind assessment of the Project buildings will be conducted for inclusion in the PIR.

### 3.2.2 *Shadow*

The limited height, and the position and east/west orientation of the buildings on the finger piers of Lewis Wharf, will generally limit shadow impacts to the public pedestrian areas on the north sides of the two buildings. If deemed necessary a shadow study of the Project hotel buildings will be conducted for inclusion in the PIR.

### 3.2.3 *Daylight*

The purpose of a daylight analysis is to estimate the extent to which a proposed project affects the amount of daylight reaching public streets in the immediate vicinity of a project site. The proposed buildings are located at considerable distance from area streets and will not affect daylight on any public streets.

### 3.2.4 *Solar Glare*

It is not anticipated that the Project design will include the use of reflective glass or other reflective materials on the building facades that would result in adverse impacts from reflected solar glare as a result of the Project.

### 3.2.5 *Air Quality*

Potential long-term air quality impacts will be limited to emissions from Project-related mechanical equipment and pollutant emissions from vehicular traffic generated by the development of the Project. If changes in traffic operations are substantial, the potential air quality impacts will be modeled for both existing and future conditions in the PIR to demonstrate conformance with the National Ambient Air Quality Standards (NAAQS).

Construction period air quality impacts and mitigation are discussed below in Section 3.2.11, *Construction Impacts*.

### 3.2.6 *Stormwater/Water Quality*

The proposed Project will not result in substantial changes in stormwater drainage patterns, but should result in improvements to stormwater quality. The filled portions of the Project site are fully developed and consist primarily of impervious paved areas associated with the

existing surface parking lot. The conversion of much of this area to a waterfront park should result in improvements to stormwater quality, reduction in stormwater runoff rates, and increase in groundwater recharge. The Project stormwater collection and treatment system will be designed in full compliance with the Massachusetts Stormwater Management Policy. A description of all site stormwater controls will be included in the PIR.

### *3.2.7 Flood Hazard Zones/Wetlands*

The Preliminary Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the Project site indicates that the site lies within the 100-year flood zone, and within an area of moderate wave action (Community Panel Number 25025C 0081 J, Preliminary November 15, 2013). The flood elevation is given as 14 feet (North American Vertical Datum – NAVD 1988) in the flowed portions of the site, and 13 feet in the landward, filled portions of the site. These values convert to 20.46 and 19.46 Boston City Base (BCB), respectively. Project buildings will be built with a base elevation above the 100-year flood elevation. The base grade of the waterfront park will not be significantly elevated, but will be graded so as to limit wave run-up. The garage entrance will be protected so as to preclude flooding.

The site is located adjacent to, and in part, over, flowed portions of the harbor. Wetland resources as defined by the Massachusetts Wetlands Protection Act include Coastal Bank, Land Subject to Tidal Action, Land Under the Ocean, Anadromous/Catadromous Fish Run, and Land Subject to Coastal Storm Flowage. In that Project activities will take place in each of these areas; an Order of Conditions will be required from the Boston Conservation Commission. The Project will prepare and submit to the Boston Conservation Commission a Notice of Intent describing all wetland-related activities, and demonstrating that the resource areas, and more specifically, the interests of each resource area, are fully protected.

The Project does not anticipate new fill, but will require the removal of existing piles and the installation of new piles within the flowed portions of the existing pile fields. As such, the Project will also be reviewed by the Army Corps of Engineers under Section 404 of the Clean Water Act and under Section 10 of the Rivers and Harbors Act.

The extent of all floodplains and wetland resources on or proximate to the Project site will be detailed in the PIR. This will include a discussion of the values of each of the resource areas, the potential impacts of the Project on each of the resource areas, and the measures to be adopted to prevent impact to the resource areas.

### *3.2.8 Geotechnical/Groundwater*

The Project site is an irregularly-shaped parcel occupied by a combination of filled tidelands, pile-supported wharves, pile fields, and open waters. The landward portion of the site is currently free of any structures, and is occupied by a surface parking lot on the

north side of the Granite Building, and a service drive and pedestrian accessway on the south side of Building. The site is essentially level, with existing grades generally varying no more than a foot on either side of 16 feet BCB. The bathymetry in the flowed portions of the site range from approximately -4 feet BCB (-3 feet mean low water-mlw) to -20 feet or more BCB (-19 feet mlw).

### *Subsurface Conditions*

The log of a boring advanced near the center of the filled portions of the site indicates approximately 10 feet of fill materials, underlain by 15 feet of sandy organic silt which, in turn, is underlain by approximately 30 to 35 feet of marine clay. Logs of two boring conducted near the center of the southern finger pier (now pile field) suggest that the marine clay is underlain by an additional 20 feet of medium sand, coarse gravel, cobbles and boulders, likely a glacial till.<sup>1</sup> The underlying bedrock is mapped by the US Geological Survey as the Cambridge Argillite, a shale- to slate-like rock of sedimentary origin.<sup>2</sup>

Groundwater in the landward portions of the site can be anticipated to be at depth approximating the mean tide level and, in some areas of the site, may be tidally influenced. Groundwater flow directions and discharge can be anticipated to be directly toward and into the Harbor. The Boston Groundwater Trust maintains and monitors a groundwater monitoring well directly opposite the site on Commercial Street. Groundwater levels in this well generally fluctuate between 3.3 and 5.8 feet BCB, which would suggest depths to groundwater beneath the site of 10 to 13 feet. In support of this assumption, groundwater in the above-referenced site boring was encountered at approximately 11 feet from grade.

### *Foundation Construction Methodology*

The proposed hotel structures will be located over existing wharf and pile field areas and, hence, will be pile supported. The subsurface garage will be located entirely within the confines of the filled portion of the site and will require both columns and foundations to be supported within the natural soils on footing foundations, or piles driven to the glacial till or the underlying bedrock. Currently, the exterior foundation wall would consist of a concrete diaphragm wall (slurry wall) to provide both temporary and permanent soil retention and groundwater control.

The details of the pile supports and foundation system for the garage have not been established at this time. Excavation associated with the construction of the subsurface foundation walls will likely require the installation of temporary supports to preclude impacts to the adjacent street, nearby buildings, and the seawalls of the site. No excavation will be required for the construction of the hotel structures.

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<sup>1</sup> Boston Society of Civil Engineers, 1969, *Journal of the Boston Society of Civil Engineers*, Volume 56, Number 3-4, July – October 1969.

<sup>2</sup> US Geological Survey, 1983, *Bedrock Map of Massachusetts*, E-an Zen, Editor.



The Project site is located within the City of Boston Groundwater Conservation Overlay District and will be designed and constructed so as to comply with requirements of Article 32 of the City of Boston Zoning Code. Given their location over flowed waters, the construction of the hotel buildings will have no impact on local groundwater conditions. The excavation and construction of the subsurface garage has the potential to impact local groundwater flow patterns but, as its location is at the water's edge, it will have no impact on local groundwater elevations. Some local dewatering may be required during construction, primarily for removal of surface water runoff collected during precipitation events. To the degree possible, the Project will attempt to recharge/infiltrate that water into the ground immediately outside the excavation footprint.

### *3.2.9 Solid and Hazardous Wastes*

The Project will handle all waste streams in compliance with local, state and federal regulations. Particular emphasis will be placed on reducing and minimizing waste streams from any and all sources.

#### *Existing Hazardous Waste Conditions*

Based on soil and groundwater testing conducted in the past, low levels of contaminants are expected in the near surface fill soils due to past site usage. Additional sampling and testing of soil and groundwater will be conducted to provide data for the contractor to gain acceptance of materials excavated for disposition at licensed facilities. Handling and management of contaminated materials identified in the environment will be conducted in accordance with Massachusetts Contingency Plan (MCP) regulations.

#### *Operational Solid and Hazardous Wastes*

The built Project will generate solid waste typical of other hotels. Solid waste generated by the Project will be on the order of approximately 176 tons per year. This value is based on a generation rate of 0.4 tons per year (two pounds per day) per room for the hotel, and a generation rate of 5.5 tons per 1,000 square feet per year for the commercial and restaurant space. Other than typical wastes generated by hotel and restaurant use (e.g., paint, detergents, etc.), no hazardous wastes are anticipated to be generated by the Project.

The Project is committed to the development and application of a waste diversion program that will focus on diverting as many materials from landfills as possible. Single stream recycling will be in place throughout the hotel, and attractive, in-room recycling bins will be provided in each guest room and all public areas of the building. In addition, kitchen, food preparation, and employee cafeteria areas will have composting stations to remove food waste away from the general waste stream so it can be directed to composting operations or similar facilities. Waste from oil used in cooking will be picked up and refined for reuse as fuel.

In addition to waste stream recycling, the Project will include programs for the re-use of site materials. Used bedding will be offered to local shelters as appropriate, and renovation materials will be assessed for recycling or resale. Similarly, attention will be given to the purchase of materials by the hotel so as to reduce the amount of material consumed by the hotel operations.

### *3.2.10 Noise*

During operation, neither the Project's mechanical equipment nor traffic noise associated with the Project are expected to result in a perceptible change in noise levels. These impacts, and the Project's compliance with the City of Boston Noise Ordinance, will be studied in the PIR.

Construction period noise impacts and mitigation are discussed in the following section.

### *3.2.11 Construction Impacts*

The proximity of City streets and abutting residential and commercial properties to the site will require careful scheduling of material removal and delivery. Planning with the City and neighborhood will be essential to the successful development of the Project.

As discussed above, a CMP will be submitted to the BTD for review and approval prior to issuance of a building permit. The CMP will define truck routes which will help in minimizing the impact of trucks on local streets. A police detail will be provided to maintain access to adjacent properties and to direct pedestrian and vehicle flow, if required.

Construction methodologies that ensure public safety and protect nearby businesses will be employed. Techniques such as barricades, walkways, painted lines, and signage will be used as necessary. Construction management and scheduling — including plans for construction worker commuting and parking, routing plans and scheduling for trucking and deliveries, protection of existing utilities, maintenance of fire access, and control of noise and dust — will minimize impacts on the surrounding environment.

Throughout Project construction, a secure perimeter will be maintained to protect the public from construction activities.

### *Construction Air Quality*

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

- ◆ Use of wetting agents on area of exposed soil on a scheduled basis;
- ◆ Use of covered trucks;
- ◆ Minimization or elimination of spoils storage on the construction site;
- ◆ Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized; and
- ◆ Periodic street and sidewalk cleaning to minimize dust accumulations.

### *Construction Noise*

The Proponent is committed to mitigating noise impacts from the construction of the Project. Periodic increased community sound levels, however, are an inherent consequence of construction activities. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities, including:

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

### *Construction Waste Management*

The Proponent will reuse or recycle demolition and construction materials to the greatest extent feasible. Construction procedures will allow for the segregation, reuse, and recycling of materials. Materials that cannot be reused or recycled will be transported in covered trucks by a contract hauler to a licensed facility.

#### *3.2.12 Rodent Control*

A rodent extermination certificate will be filed with the building permit application to the City. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for the proposed Project, in compliance with City of Boston requirements. Rodent extermination prior to work commencement will consist of treatment of areas throughout the site.

#### *3.2.13 Wildlife Habitat*

The landward portion of the site is currently developed and is located within a fully developed urban area of the City. The Massachusetts Natural Heritage Atlas (13<sup>th</sup> Edition, Effective October 1, 2008) does not identify any Priority Habitats of Rare Species, Estimated Habitats of Rare Wildlife, or confirmed vernal pools on or proximate to the site.

#### *3.2.14 Sustainable Design*

The Lewis Wharf Project Team is committed to the advancement of sustainable and environmentally conscious design and construction, and the Project is being designed to meet LEED Certifiable as defined in Article 37 of the Boston Zoning Code. Under LEED, the Project is defined as "Hospitality." LEED defines Hospitality Certified as a project that obtains 40-49 points.

The preliminary LEED credits are outlined in Appendix C, *LEED Project Checklist and Credits Outline*, including pre-requisite credits under the various categories as outlined in the LEED checklists. A copy of the checklist is also provided in Appendix C. The Project anticipates that some points will be derived from measures outlined in Appendix A to Article 37, "Boston Green Building Credits." The Project as currently envisioned would obtain 45 LEED points, with an additional 13 points as possible. Meanwhile, photographs and documentation will be collected as the Project progresses to ensure that all of the LEED requirements are met.

#### *3.2.15 Climate Change Adaptation*

The Lewis Wharf design team has adopted and is examining a range of strategies to address rising sea levels, potential storm surges and climate change within the building design and overall site design. The objectives of this effort are to minimize flood damage risk to the extent feasible within the existing physical boundary constraints of the site, to provide



design features that will support the rapid re-occupation of the building following a storm, and to provide for basic needs such as safety, drinking water, and habitable temperature for building occupants. Designing for the rapid re-occupation of the building has been characterized by others to be “designing for resilience.”

Although the Project is in the earliest of design phases, a number of specific strategies to meet the above goals have already been adopted. These are identified below. In addition, the Proponent has prepared and attached as Appendix D a copy of the BRA “Climate Change Preparedness and Resiliency Checklist for New Construction.” In that the Project is in preliminary design, the questionnaire responses are also preliminary and may be updated as the Project design progresses.

### *Ground Floor Uses and Finish Floor Elevations*

The first floor elevation of the hotel is set at 20.5 feet Boston City Base (BCB). The first floor elevation has been set at 20.5 feet BCB to exceed the current FEMA guidelines of 18.46 feet BCB and to stay in context with the surrounding grade and buildings. The first floor elevation also meets the proposed (“preliminary”) FEMA guideline of 20.46 feet BCB.

To negotiate the change in grade between the street and ground floor, a public lobby with stairs and ramps will be provided.

### *Site Design*

Paving and landscaping will be designed for short-term flooding. Sidewalks will be sloped toward tree pits, planted areas, and expanses of lawn to capture stormwater during short rainstorms and mediate localized flooding. Seaside, native, and adapted plant material that is salt tolerant and able to withstand occasional flooding will be used throughout the site. The size of the tree pits and structural soil below the sidewalk will be sized as large as possible to absorb rainwater, as well as to ensure robust, healthy tree growth. Large swaths of vegetated space will help to mediate the urban heat island effect, while also contributing to habitat development for local flora and fauna.

### *Flood Flow Control at Garage Entrance*

The crest elevation at the garage entrance will be at 17.0 feet BCB. Surrounding the ramp will be a 42-inch high wall. A flood gate will be provided at the garage entrance to prevent water from entering the garage.

### *Critical Equipment Connected to Emergency Generator*

The storm conditions associated with a severe tidal surge are likely to result in failure of the power grid serving this portion of Boston. The building will be equipped with an emergency generator for circuits that serve equipment critical for a rapid recovery from a storm event. The generator along with other critical MEP equipment will be located on the roof. No critical systems will be below the second floor.

## **3.3 Urban Design**

The proposed Lewis Wharf Project contains a five-story, 187,000 square-foot, 277 room hotel; a 379 car underground parking garage; a new public park with sailing pavilion; a new harborwalk; and a new marina. This new development will forge a link between the City of Boston North End neighborhood and the Harbor, and will complete an integral, and essentially missing, section of the Harborwalk and greatly improve and enhance the Harborwalk along the North End waterfront.

The key urban design objectives of the Project are as follows:

- ◆ *Create New Public Spaces:* Promote public access and use of the waterfront through linked spaces.
- ◆ *Reinforce Historic Context:* Continue the historic pattern of wharf structures along the North End waterfront.
- ◆ *Connect the Waterfront to the City:* Forge a link between the North End neighborhood and the Boston Harbor.
- ◆ *Promote Year-Round Use of the Site:* Keep the site active all year round with a vibrant hotel program.

### **3.3.1 Public Open Space**

The Lewis Wharf Project will activate an underutilized section of the Boston waterfront through a series of linked public spaces. These spaces are designed to enhance the experience of the waterfront and create a safe, pedestrian friendly environment for both hotel patrons and city dwellers. The new public spaces include:

- ◆ **Harborwalk:** A continuous 1,800 linear foot Harborwalk will wrap the entire edge of the piers and connect to the currently unresolved North End portion of the Harborwalk, thus providing continuous access to and along the waterfront.
- ◆ **End of Piers:** The ends of both piers will have ample esplanade-like space to sit, walk and look out into the Harbor.

- ◆ Water Court: The new wharf buildings bracket the northern and southern boundaries of the site, forming a protected water court. Boats and water taxis can dock in the protected area between the two piers. Terraced seating areas and curved steps provide access to the water court as well as additional seating opportunities.
- ◆ Terrace: A large-east facing terrace creates a space for people to gather at the water court. Outdoor café areas create a waterfront social space that serves both the immediate community as well as the surrounding neighborhood.
- ◆ Northern Park: The Lewis Wharf development includes a new public park that connects the city and harbor and features a pavilion for the sailing center along Atlantic Avenue. The pavilion space provides outdoor dining areas that abut a circular lawn embellished with seasonal planting and shade trees. The pathway in the park creates a direct connection between Atlantic Avenue and the Boston Harbor. The park contains a plaza along Atlantic Avenue which also connects with existing ground floor retail in the Pilot House. The rhythm of street trees along Atlantic Avenue is carried through to the interior spaces, creating an environment that appeals to the pedestrian scale.

### *3.3.2 Building Design*

The design of the Lewis Wharf Hotel represents a fresh take on an historic building type: the urban wharf building. The Project continues the historic pattern of wharf buildings on the Boston Harbor, with the two new wharf buildings built over the existing historic pile fields. These pile fields, which once housed large warehouses will now be occupied by the hotel and an extensive perimeter containing the Harborwalk and expanded public open space. The two hotel structures will be stitched together with a transparent connector building.

#### *Massing and Orientation*

The massing of the Lewis Wharf Hotel echoes historical wharf structures on the Boston Harbor. These structures are finger-like piers that extend out from the edge of the City and into the water. The Lewis Wharf Hotel development features two five-story buildings in scale with existing nearby wharf buildings in height and length. The two buildings are joined laterally by a one-story transparent connector. The long axis of both Wharf buildings runs east-west. The west end anchors the buildings in the city while the east end projects into the water. The massing of the buildings on the two finger piers allows for the creation of a sheltered public water court and terrace between the two piers.

### *Building Heights*

The two wharf buildings are designed to meet the current Boston Zoning height limit of 55 feet. The 55-foot height is in context with the historic wharf buildings on Boston Harbor, and lower than recent developments. The connector building is 20 feet high and steps down to 16 feet as it meets the north and south buildings.

### *Materials*

The materials of the proposed hotel will be a combination of granite, terracotta, aluminum curtain wall, aluminum storefront windows and metal accents. These materials are arranged in a series of rhythmic bays continuing the wharf typology and reflecting the hotel program inside.

The facade materials gradually lighten as the building rises. A granite base anchors the buildings on the site and references the existing granite building. Terracotta and aluminum curtain wall cover the lower four stories of the façade of the north and south buildings. The terracotta is stacked to form individual piers marking the demising walls of the hotel rooms. The windows for each room span between each pier. Below each window is a metal spandrel panel linking the windows as one unit. The top story is made of aluminum and glass ribbon windows. The entire building is capped with a metal cornice.

The ground floor of the north and south buildings is articulated with a series of porticos made out of aluminum and glass. These architectural features are designed to provide pedestrian-scaled elements along the public way at the ground level.

The entrance to the hotel is marked with a two-story portico that can be seen from Atlantic Avenue. The portico is made of glass and aluminum and has a canopy to protect arriving hotel guests. The restaurant on the south side is marked with a one-story portico that can also be seen from Atlantic Avenue.

The connector between the north and south buildings is made of aluminum curtain wall with a metal cornice. The connector will be transparent, providing a visual connection through the hotel to the water. The connector materials are consistent with those used on the main buildings, and help tie the structures together into one unified whole.

### *Roof*

The mechanical equipment on the roof will be screened with a metal louvered screen. The screen will be tall enough to hide the equipment from distant views. The south and north buildings will have a roof deck providing a space for hotel guests and the public to gather and enjoy views of the Boston Harbor.



## 3.4 Historic and Archaeological Resources

This section identifies historic resources within and in the vicinity of the Project site. A review of the State and National Registers of Historic Places and the survey files of the Massachusetts Historical Commission (MHC) and Boston Landmarks Commission (BLC), as well as a field review of the areas in the vicinity of the Project, were undertaken to identify historic resources.

### 3.4.1 *Historic Resources within the Project Site*

The Project site consists of two parcels addressed as 45 and 54 Lewis Wharf within the Boston's North End neighborhood and includes filled land, open water, and piled supported areas. Presently, the Project site is used for surface parking and includes sections of derelict pier.

The Project is located within the Old Waterfront District and is immediately adjacent to the Lewis Wharf Building (the "Granite Building") (MHC# 5370), both of which are included in the Inventory of Historic and Archaeological Assets of the Commonwealth. The district was identified as part of the CA/THT survey in 1984.

### 3.4.2 *Historic Resources in the Vicinity of the Project Site*

The Project site is located in the vicinity of several historic resources listed on the State and National Registers and included in the Inventory. Table 3.4-1 and Figure 3-9, *Historic Resources*, identify historic resources within one-quarter mile of the Project site.

### 3.4.3 *Impacts to Historic Resources*

#### *Urban Design*

The surrounding area largely consists of multi-story masonry buildings three to nine stories in height with rectangular footprints and massing and a variety of construction dates from the mid-nineteenth-century through the 1990s. The adjacent 1836 Granite Building is a six-story granite building with a tall Mansard roof. The building at 38 Atlantic Avenue immediately to the south of the Project site is a circa 1982 three-story brick and wooden-sided building with a flat roof. The building at 20 Eastern Avenue immediately to the north of the Project site is a circa 1970 six-story brick and metal clad building with a gable roof. Other nearby buildings have a range of construction dates and are largely of masonry construction with cast stone features, metal cladding, and large multi-light windows. Buildings in the area largely are commercial and residential with ground floor retail spaces and offices or residences at the upper stories.

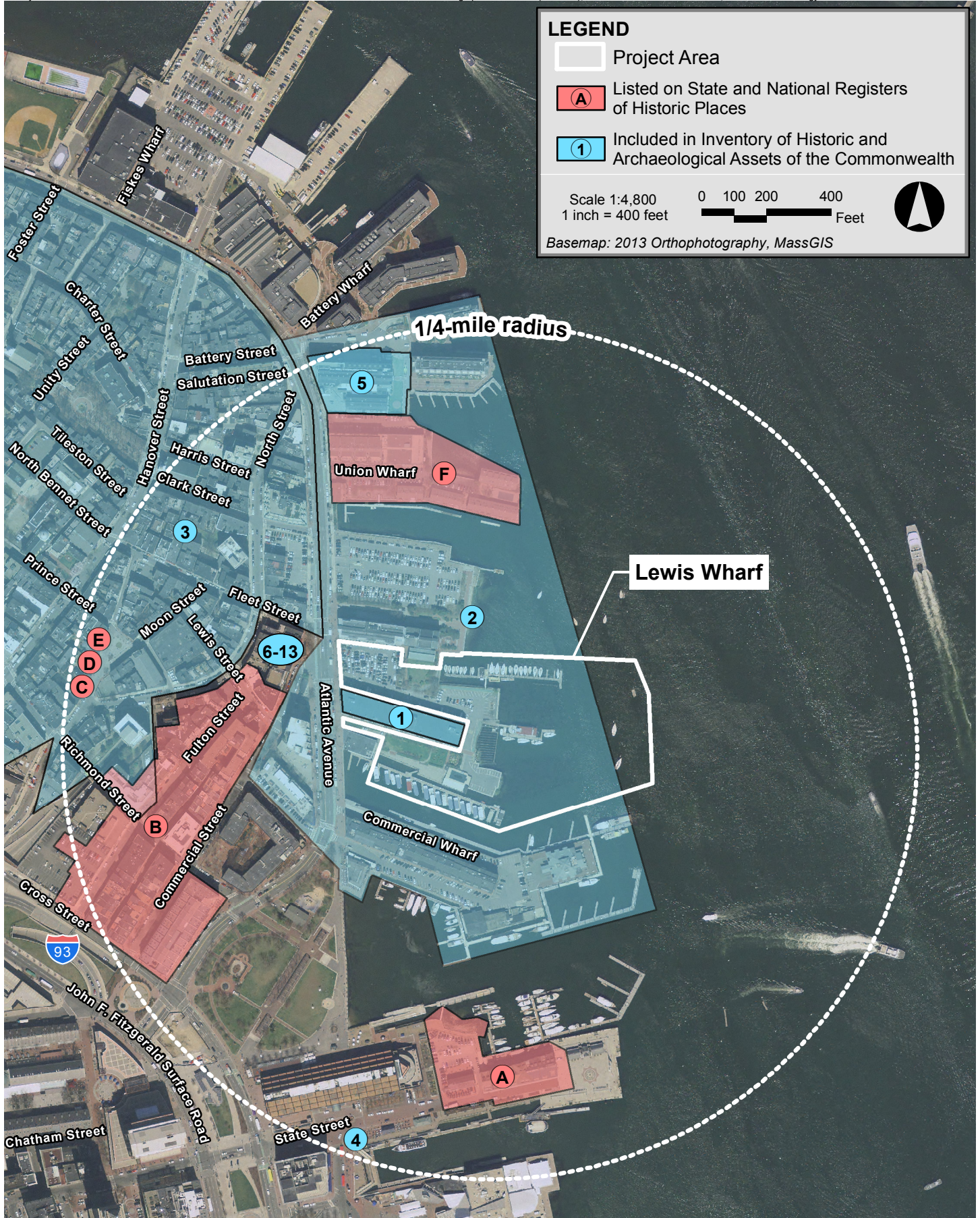
The proposed building massing of rectangular sections responds to rectilinear forms of nearby buildings seen in the area. The location of the proposed building, sited away from the historic Lewis Wharf Building, and its proposed five-story height are deferential and

sympathetic to the adjacent historic building, maintaining a sense of depth between the two buildings and unobstructed views. The proposed garden and parking areas allow for viewsheds of the historic Lewis Wharf Building to remain unaffected, while the east elevation (waterside) view is only partially obstructed due to the proposed building's five-story height. The massing and scale of the proposed building have been designed to be in character with the surrounding area and streetscape.

**Table 3.4-1 Historic Resources within and in the Vicinity of the Project Site**

Map No.	Name	Address
<i>State and National Registers of Historic Places</i>		
A	Long Wharf and Custom House Block	58-70 Long Wharf
B	Fulton-Commercial Streets District	North End, Fulton, Commercial, Mercantile, Lewis, and Richmond Streets
C	Moses Pierce – Nathaniel Hichborn House	29 North Square
D	Paul Revere House	19 North Square
E	Mariners' House	11 North Square
F	Union Wharf	343 Commercial Street
<i>Inventory of Historic and Archaeological Resources</i>		
1	Lewis Wharf Building (Granite Building)	28-32 Atlantic Avenue
2	Old Waterfront District	Roughly bound by Battery Wharf, Commercial Street, Atlantic Avenue and Commercial Wharf
3	North End Area	Roughly the waterfront to North Washington to Central Artery to Clinton Street to Atlantic Avenue
4	East Boston Tunnel MBTA Station	171-199 State Street
5	Lincoln Wharf Elevated Railroad Power Station	357 Commercial Street
6	Lewis Wharf Company Building	220-222 Commercial Street
7	Lewis Wharf Company Building	224-226 Commercial Street
8	Lewis Wharf Company Building	228-230 Commercial Street
9	Robert Shaw Warehouse	232 Commercial Street
10	Mathew Green Store	236-238 Commercial Street
11	240-246 Commercial Street	240-246 Commercial Street
12	248 Commercial Street	248 Commercial Street
13	Amos Binney Warehouse	252-254 Commercial Street





Lewis Wharf Project Boston, Massachusetts



### *Shadow*

The limited height and the position and east/west orientation of the buildings on the finger piers of Lewis Wharf will generally limit shadow impacts to the public pedestrian areas on the north sides of the two buildings. If deemed necessary, a shadow study of the Project buildings will be conducted for inclusion in the PIR.

#### *3.4.4 Archaeological Resources*

A review of the MHC database (MACRISMAPS2.0) determined that no identified archaeological resources are located within the Project site. Due to the Project site's previous disturbance during various phases of wharf construction, no archaeological resources are anticipated to be located within the Project site.

### **3.5 Infrastructure Systems**

The existing infrastructure servicing and/or adjacent to the Lewis Wharf Project site appears of adequate capacity to service the needs of the Project. The following sections describe the existing sanitary sewer, water, storm drainage, power, and communication systems surrounding the site and explain how these systems will service the development. The analysis also discusses potential Project-related impacts on the utilities and preliminarily identifies mitigation measures to address these potential impacts.

As the Project moves into the design development phase, a detailed infrastructure analysis will be performed. The Project team will coordinate with the appropriate utilities to address the capacity of the area utilities to provide services for the new hotel buildings. A Boston Water and Sewer Commission (BWSC) Site Plan and General Service Application is required for the proposed new water, sanitary sewer, and storm drain connections. A Drainage Discharge Permit Application will be submitted to the BWSC for any required construction dewatering, and the appropriate approvals from the Massachusetts Department of Environmental Protection (MassDEP), US Army Corps of Engineers, and the US Environmental Protection Agency (EPA) will also be sought.

#### *3.5.1 Wastewater*

The sanitary sewer system in the vicinity of the Project site is owned, operated, and maintained by BWSC, and includes an existing 15-inch diameter sanitary sewer main located in Atlantic Avenue. There is also an existing 12-inch diameter private sanitary sewer service in Lewis Wharf that flows westerly from a manhole near the Boston Sailing Center to the 15-inch main in Atlantic Avenue. Wastewater in the 15-inch BWSC combined sewer main in Atlantic Avenue flows to other BWSC sanitary sewer and combined sewer mains, and ultimately flows to the MWRA Deer Island Waste Water Treatment Plant for treatment and disposal.



The Project will generate an estimated 47,060 gallons per day (gpd) based on design sewer flows provided in 310 CMR 15.00, *The State Environmental Code, Title 5: Standard Requirements for the Siting, Construction, Inspection, Upgrade, and Expansion of On-site Sewage Treatment and Disposal Systems and for the Transport and Disposal of Septage*. These flows are summarized in Table 3.5-1.

It is anticipated that sanitary services for the Project will tie into the 15-inch BWSC sanitary sewer main in Atlantic Avenue. All existing building services will be cut and capped at the main if the lines are not reused.

The flow full capacity of the 15-inch BWSC sewer main in Atlantic Avenue is 4.76 cfs (3.08-MGD). The projected maximum daily sewer flow for the Project is 0.07 cfs (0.047 MGD), which is about 2.9% and 1.4%, respectively, of the capacity of the Lewis Wharf and Atlantic Avenue sanitary sewer lines.

**Table 3.5-1 Projected Sanitary Sewer Flows**

Use	Quantity	Unit Flow Rate	Estimated Maximum Daily Flow (gpd)
Hotel	277 rooms	110 gpd/room	30,470 gpd
Ballroom	7,000 sf / 333 seats	15 gpd/seat	4,995 gpd
Restaurant	5,000 sf / 167 seats	35 gpd/seat	5,845 gpd
Outdoor Café	46 Seats	35 gpd/seat	1,610 gpd
Lobby/Bar	3,800 sf / 127 seats	20 gpd/seat	2,540 gpd
Meeting Rooms	4,000 sf	75 gpd/1,000 sf	300 gpd
Marina	130 slips	10 gpd/slip	1,300 gpd
<b>Total</b>			<b>47,060 gpd</b>

Assumptions: 1 seat per 30 square feet; Ballroom sewer flows calculated based on Function Hall use; Marina calculated by minimum allowable gpd system design.

The BWSC requires projects that discharge over 15,000 gpd of estimated sewer flows to contribute to the Inflow and Infiltration mitigation program. The contribution is based on the quantity of sewer flows calculated for the final building program. The Proponent must submit an Inflow and Infiltration commitment letter prior to final project approval by BWSC.

The Project is not expected to generate industrial wastes.

To help conserve water and reduce the amount of wastewater generated by the Project, and to meet LEED-certifiable requirements, the Proponent will make use of water conservation devices such as low-flow toilets, waterless urinals, and flow-restricting faucets.

### **3.5.2**      *Water System*

The water distribution system in Atlantic Avenue is owned and maintained by the BWSC. There are five water systems within the City which provide service to portions of the City based on ground surface elevation. The five systems are referenced as the southern low (commonly known as low service), the southern high (commonly known as high service), the southern extra high, the northern low, and the northern high. The water main in Atlantic Avenue is a 16-inch diameter pipe associated with the southern low system.

According to BWSC records and a 2014 “Existing Conditions Plan” prepared by Feldman Land Surveyors, there is an existing 8-inch diameter water private service line in Lewis Wharf (see Appendix A). Meanwhile, there are two fire hydrants located in the vicinity of the Project site. It appears that these hydrants will provide sufficient coverage for the Project. The Proponent will confirm this with BWSC and the Boston Fire Department (BFD) during the detailed design phase of the Project.

The maximum daily water demand is estimated to be 51,766 gpd based on the sewage flow estimate and an added 10 percent factor for system losses including the average requirements for the Project’s cooling system. New domestic and fire protection water service connections required for the Project will meet the applicable City and State codes and standards, including cross-connection and backflow prevention. Compliance with the standards for the domestic water system service connection will be reviewed as part of BWSC Site Plan Review Process. This review will include sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and siamese connections that conform to the BWSC and BFD requirements.

Separate services will be provided for domestic use and fire protection. A domestic water line and two fire protection lines will serve the development and are expected to tie into the private 8-inch water service. BWSC may require looping the existing private water service by constructing a second connection to the 16-inch BWSC water main. Water meters will be of a type approved by BWSC and tied into the BWSC’s Automatic Meter Reading system.

BWSC record flow test data containing actual flow and pressure for hydrants within the vicinity of the Site will be requested by the Proponent, as the design progresses. Recent hydrant flow data was not available for hydrants near the Project site.

Irrigation is currently not proposed for the Project. If it is added to the Project, the Proponent will provide BWSC an estimate of the water usage.

The Proponent will use low-flow plumbing fixtures in compliance with LEED requirements, including low-flow water closets and showers. Lavatories are expected to have aerated faucets to reduce water usage.

### *3.5.3 Storm Drainage System*

There are two storm drain system in the vicinity of the Project site. Specifically, there is an 18-inch diameter storm drain main in Atlantic Avenue that is owned and maintained by BWSC and a private 18-inch diameter drain line in Lewis Wharf that discharges directly to Boston Harbor. The 18-inch drain main in Atlantic Avenue connects to an 84-inch drain main in the public park on Atlantic Avenue, south of Commercial Wharf, which ultimately discharges to Boston Harbor.

Runoff from the Project site is currently collected and conveyed to both the private and BWSC drainage systems. There are no known stormwater management systems that attenuate peak flows, provide water quality treatment, or recharge runoff into the underlying soils. Several catch basins collect runoff from paved parking and pedestrian areas of the site and discharge it directly to the Boston Harbor with little or no treatment.

The proposed stormwater management system will be designed to improve existing conditions in accordance with BWSC design standards and the BWSC "Requirements for Site Plans," and in accordance with the Massachusetts Stormwater Management Policy. At a minimum the system will be designed to remove 80% of total suspended solids (TSS), provide groundwater recharge (if applicable), and discharge to the Boston Harbor to lighten the burden on the BWSC owned drainage system.

A stormwater management system site plan will be submitted for BWSC approval and a General Service Application will be completed prior to any off-site drain work. Any storm drain connections terminated as a result of construction will be cut and capped at the storm drain in the street in accordance with BWSC standards. Review of the stormwater drainage system for compliance with the Massachusetts Stormwater Management Policy will also occur during the Conservation Commission review of the Project under the Massachusetts Wetlands Protection Act.

It is anticipated that the rooftop runoff from the new hotel buildings will be collected and directed to Boston Harbor.

Erosion and sediment controls will be used during construction to protect adjacent properties and the municipal storm drain system. An operation and maintenance plan will be developed to support the long-term functionality of the proposed stormwater management system.

Finally, the Project lies within the Groundwater Conservation Overlay District (GCOD), established pursuant to Article 32 of the Zoning Code. The Proponent will coordinate with the BWSC and the City to determine those measures necessary to comply with the requirements of Article 32.

#### **3.5.4      *Electrical Service***

Eversource owns the electrical system in the vicinity of the Project site. It is anticipated that adequate service is available in the existing electrical systems in the surrounding streets to serve the Project. The Proponent will work with Eversource to confirm adequate system capacity as the design is finalized. Meanwhile, the Proponent is investigating energy conservation measures.

#### **3.5.5      *Telecommunications Systems***

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

#### **3.5.6      *Gas Systems***

The Proponent will work with National Grid or Eversource to confirm adequate system capacity as design is finalized.

#### **3.5.7      *Utility Protection during Construction***

The Project Contractor will notify utility companies and engage “Dig Safe” prior to any excavations. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The Construction Contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The Construction Contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. In the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the Construction Contractor will be required to coordinate the shutdown with the utility owners and Project abutters to minimize impacts and inconveniences. The necessary permits will be obtained before the commencement of work.

The Proponent will continue to work and coordinate with the BWSC and the utility companies to ensure safe and coordinated utility operations in connection with the Project.

### **3.6      *Tidelands***

The Lewis Wharf Project calls for the construction of a 277-room hotel on the site of the former warehouse buildings at Lewis Wharf in the North End neighborhood of Boston. The Project will include a number of highly significant improvements to the overall character and public accessibility of the open spaces and waterfront of the wharf. The current surface parking lot will be converted into a public park extending from the Atlantic Avenue seaward to the water’s edge, while the dilapidated wharf and pile fields will be occupied by



a low-rise hotel and ringed with by a 1,800-foot-long section of the public Harborwalk and interspersed with waterfront esplanade areas for public seating and harbor viewing. The wharf area will be activated by a public marina, including an expansion of the Boston Sailing Center. Finally, Facilities of Public Accommodation, landscaping and public amenities will be incorporated throughout the public open spaces and the building interiors. Overall, the Project is designed to be compliant with Chapter 91 and the City of Boston Harborpark Plan.

### **3.6.1 Chapter 91 and the Boston “Harborpark” Municipal Harbor Plan**

The Lewis Wharf site includes both filled and flowed tidelands; activities within the site are therefore subject to the Waterfront Protection Act, or Chapter 91, and its accompanying regulations at 310 CMR 9.00. In addition, the wharf lays within the geographic boundary of the October 1990 *City of Boston Harborpark Plan, Municipal Harbor Plan*, as approved by the Executive Office of Environmental Affairs (now Executive Office of Energy and Environmental Affairs) in May of 1991.

The history of Lewis Wharf dates to the early 1700’s and possibly further, and includes many episodes of pier and wharf construction and reconstruction. These activities were authorized through a number of Acts of the Legislature and, subsequent to 1866, the issuance of a number of waterways licenses issued under Chapter 91. In 1991, MassDEP issued a Written Determination for a project similar to, but larger than, the Project proposed herein, and summarized the Chapter 91 jurisdiction as follows:

*“The Department’s historical plans, legal case history and Chapter 91 Waterways licensing records show that the site consists entirely of previously authorized filled and flowed Commonwealth and filled private tidelands.”*

Subsequent to the above Written Determination, the Massachusetts Office of Coastal Zone Management (MCZM) has issued a series of maps indicating the historic shoreline of much of the Massachusetts shoreline. A review of these “presumptive line maps” for the Lewis Wharf area confirms that the site is located entirely within filled or flowed tidelands. In addition, both the above Written Determination and the presumptive line maps indicate that the site includes filled lands and flowed waters located both landward and seaward of the historic low water mark. As discussed below, the regulated status of these waters is differentiated by the relative location of the historic low water mark and so deemed either “Commonwealth Tidelands” or “Private Tidelands.”

#### **Private/Commonwealth Tidelands**

The Chapter 91 regulations differentiate “Private” tidelands held by private parties subject to certain public access easements from “Commonwealth” tidelands held in trust for the benefit of the public. The regulations generally utilize the historic mean low water mark to

distinguish between the two, with Private tidelands being those lands lying landward of the historic low water mark and Commonwealth tidelands being those lands lying seaward of the historic mean low water mark.

As noted above, research conducted in relation to both the above Written Determination and the identification of the presumptive lines for the area suggests that the historic low water mark passed through the currently filled tidelands of the site. The location of the low water mark as identified in the Written Determination and subsequently mapped by MCZM is shown on Figure 2-1. As discussed below, there are certain differences in the regulatory standards for review of activities proposed in Commonwealth versus Private Tidelands, and the Project has been designed so as to comply with these varying standards.

### **Harbor Lines**

Chapter 91 regulations preclude the filling or other occupation of waters beyond certain lines established by the legislature as “Harbor Lines.” The site survey reflects that a “State Harbor Line and US Pier and Bulkhead Line” marks the eastern boundary and the Lewis Wharf property line. No work is proposed beyond the Harbor Line as part of this Project.

### **Designated Port Areas**

Designated Port Areas (DPA) are those areas so designated by MCZM for the preservation of water-dependent uses. Lewis Wharf is not located within, or proximate to, any DPA.

### **Water Dependency**

The proposed Project includes a significant number of water-dependent components, including the creation of a large area of public waterfront open space, a considerable extension of the Harborwalk with waterfront esplanades at the ends of each of the wharf’s finger piers, additional marina slips, and an expanded Boston Sailing Center. However, the hotel component of the Project is not deemed water-dependent and, as such, and per the Chapter 91 regulations, the Project and its various components will be reviewed under Chapter 91 as a nonwater-dependent project. Specifically, in addition to those standards required of all waterfront projects, the Project will be subject to the Chapter 91 standards for the conservation of the capacity to provide for water-dependent uses as defined in the Chapter 91 regulations at 310 CMR 9.51 and the standards for the utilization of the shoreline for water-dependent purposes at 310 CMR 9.52.

### **Water-Dependent Use Zone**

The Chapter 91 regulations at 310 CMR 9.51 stipulate that nonwater-dependent use projects *on any tidelands shall not unreasonably diminish the capacity of such lands to accommodate water-dependent uses*. Toward this end, the regulations provide for the recognition of a water-dependent use zone within which new or expanded nonwater-

dependent buildings are not allowed. This zone is defined as extending for the lesser of 100 feet or 25 percent of the weighted average distance from the project shoreline to the landward edge of the project site.

In its 1990 MHP the City of Boston requested that the City's zoning setbacks be substituted for the Chapter 91 water-dependent use zone standards. However, this substitution was not approved and the Secretary re-affirmed the Chapter 91 regulatory methods for calculating setbacks ["Requirement 5 (Setback for Nonwater-Dependent Buildings)"]. However, the Secretary did establish two forms of relief related to setback. Specifically, under sections "(a)" and "(c)" of Requirement 5 the Secretary allowed that (in part):

*(a) the baseline for purposes of measuring setbacks shall be the seaward edges of any new pile supported structures added beyond the project shoreline, provided that such addition is subject to numerical limitation under the applicable zoning article and meets the criterion of 310 CMR 9.32(1)(a)3..."*

*(c) a reconfiguration of setback distances along the ends and sides of a pier or wharf may occur only if such reconfiguration will promote public use or other water-dependent activity in a clearly superior manner, and if no reduction will occur in the amount of total setback area required on such structure in accordance with the percentage rules set forth in 310 CMR 9.51(3)(b).*

The reference in Requirement 5(a) to §9.32(1)(a)3 is essentially an affirmation of the requirement that any reconfigured portions of the pier that extend outside of the existing edge of the pile field not include nonwater-dependent structures (although §9.32(1)(a)3 is more specifically directed at pedestrian use). Meanwhile, Section 5(c) allows for the water-dependent use zone to be altered, provided that doing so (1) preserves pedestrian access, (2) meets zoning code, and (3) offers open space elsewhere on site that is otherwise buildable and that equals (or exceeds) the total area of the water-dependent use zone occupied by project buildings. As discussed below, the Project has been designed so as to fully comply with these conditions.

### **3.6.2      *Summary of Chapter 91 Licensing Compliance***

The following subsections review the proposed Project in light of the applicable Chapter 91 regulatory standards. The Project has been designed so as to comply with the Chapter 91 regulations and the City of Boston Harborpark Plan. The calculations and numeric dimensions presented herein will be refined as the Project progresses and expanded upon in the PIR review process.

### **§9.32 Categorical Restrictions on Fill and Structures**

§9.32 of the Chapter 91 waterways regulations identify certain uses as categorically not allowed on tidelands of the Commonwealth. None of the proposed site uses or improvements is categorically restricted in previously filled or flowed tidelands.

### **§9.33 Environmental Protection Standards**

§9.33 states that all projects must comply with the applicable environmental regulatory programs of the Commonwealth. Regulatory programs specifically applicable to this Project, and the status of the Project with respect to those programs, are summarized below.

*The Massachusetts Environmental Policy Act (MEPA).* The Project is initiating review under MEPA with the filing of an Environmental Notification Form (ENF). It is anticipated that MEPA review will include the completion of an Environmental Impact Report (EIR).

*The Massachusetts Wetlands Protection Act.* A Notice of Intent will be filed with the City of Boston Conservation Commission for work within the buffer zone of a Coastal Bank (the site seawall), as well as work on the Coastal Bank, and within the resource areas Land Subject to Tidal Action, Land Under the Ocean, Anadromous/Catadromous Fish Run, and Land Subject to Coastal Storm Flowage.

*Massachusetts Historical Commission Act.* The Project is subject to review by the Massachusetts Historical Commission (MHC). MHC review will be initiated with the filing of the ENF for the Project.

*Coastal Zone Management Consistency Review.* The Project's compliance with the Coastal Zone Management Act is reviewed at §9.54, below. A final Coastal Zone Management Consistency Statement will be included with the Project's Chapter 91 license application.

### **§9.34 Conformance with Municipal Zoning and Harbor Plans**

The Project is subject to large project review by the BRA under Article 80 of the Boston Zoning Code. Article 80 review of the Project is being initiated with the filing of this PNF. The Project has been designed so as to comply with both use and design requirements of the Boston Zoning Code.

The Project is also subject to the City of Boston "Harborpark Plan" Municipal Harbor Plan and is similarly being designed so as to comply with the requirements of that Plan.



### **§9.35 Standards to Preserve Water-Related Public Rights**

The Waterways regulations at §9.35 are designed to preserve the public's right to navigation, free passage over and through the water and access to Town Landings.

The Lewis Wharf Project will be located within the confines of the existing pile field, as reconfigured in compliance with the Boston Harborpark Plan decision and the Chapter 91 regulations at §9.51(3)(b). As such, the Project will not interfere with navigation, or the free passage over and through the water. Similarly, there are no landings on or near the Project site. However, in that the Project will maintain and expand the existing marina and includes an expansion of the Boston Sailing Center, navigational opportunities should be enhanced as a result of the Project. In addition, the Project will significantly expand the public's ability to pass over the flowed tidelands beneath the pier and the filled tidelands of the Project site through a combination of the extension of the City of Boston Harborwalk along the project shoreline, and the introduction of a significant area of new public open space connecting the streetscape to the water's edge. Currently, much of this land is a surface parking lot, with the Harborwalk confined to the perimeter of the parking spaces. Under the Project, approximately 2.95 acres (73 percent) of the 4.03 acres of the Project site exclusive of open water will be converted to fully accessible public open space.

As described above, the Project includes a seaward component in the form of the existing marina and the expansion of the Boston Sailing Center. The marina is open to the public, as slips not occupied by the Boston Sailing Center will be available for lease.

The management of the public open spaces associated with the Project will be the responsibility of JW Capital Partners, LLC, and a management plan will be developed by JW Capital Partners, LLC that addresses the regulatory standards presented in §9.35.

### **§9.36 Standards to Protect Water-Dependent Uses**

The regulations at §9.36 are designed to protect any water-dependent uses occurring at or proximate to the site. This includes water-dependent uses within the five years prior to the filing of the license application.

Portions of the Project site are available to the pedestrian public. Similarly, the marina includes public slips available for temporary and longer-term occupation, while the Boston Sailing Center operates from a Louisiana riverboat moored on the northwest side of the wharf, and utilizes a number of the marina slips. Meanwhile, the pile fields and portions of the existing wharf are currently inaccessible. Much of the landside portion of the site is designated as public parking, which is accessible to the public, but not pedestrian-friendly.

The Project will result in a number of significant improvements to the water-dependent aspects of the property, including the considerable expansion of public open space for passive recreational use. Specifically, and as noted above, the current surface parking lot

will be converted into a public park extending from the Atlantic Avenue seaward to the water's edge, while the dilapidated wharf and pile fields will be occupied by a low-rise hotel and ringed with by an 1,800-foot-long section of the public Harborwalk and interspersed with waterfront esplanade areas for public seating and harbor viewing. The public marina will be preserved and expanded, as will the Boston Sailing Center.

### **§9.37 Engineering Construction Standards**

All Project structures will be designed and constructed in a manner that is structurally sound and will be certified by a Registered Professional Engineer. The Preliminary Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the Project site indicates that the site lies within the 100-year flood zone, and within an area of moderate wave action (Community Panel Number 25025C 0081 J, Preliminary November 15, 2013). The flood elevation is given as 14 feet (North American Vertical Datum – NAVD 1988) in the flowed portions of the site, and 13 feet in the landward, filled portions of the site. These values convert to 20.46 and 19.46 Boston City Base (BCB), respectively. Project buildings will be built with a base elevation above the 100-year flood elevation. The base grade of the waterfront park will not be significantly elevated, but will be graded so as to limit wave run-up. The garage entrance will be protected so as to preclude flooding.

No new seawalls are proposed as part of this Project, but some repair of the existing seawalls may be required. Similarly, the existing pile field, which formerly supported warehouse and warehouse offices, will be reconstructed in place to support the hotel structures.

### **§9.51 Conservation of Capacity for Water-Dependent Use**

§9.51 of the Chapter 91 regulations states that nonwater-dependent use projects that include fill or structures on any tidelands (filled or flowed) shall not unreasonably diminish the capacity of the tidelands to accommodate future water-dependent uses. In order to meet this standard, §9.51 establishes specific minimum conditions for all developments.

The Lewis Wharf Project will result in the extension of the City of Boston Harborwalk along the seaward edge of the site, and the creation of nearly two and one-half acres of public open space, including public accessways from Atlantic Avenue to the water's edge on a site that is currently dominated by surface parking. The Project will also introduce a number of facilities of public accommodation to a site that currently has none. These areas available for use by the public include the hotel, multi-purpose conference and meeting space, lobby space with restrooms, restaurants, and a pavilion along Atlantic Avenue for use by the Boston Sailing Center. The Project is being designed to comply with Chapter 91 and Boston Harborpark Plan standards. These standards include the following:

**Facilities of Private Tenancy.** There will be no facilities of private tenancy on the ground floor of any site building. The principal uses are public open space and the marinas, all of which are deemed water-dependent uses, and hotel, a use specifically identified in the regulations as a Facility of Public Accommodation (§9.02). In addition to the hotel, the ground floor is envisioned as including multipurpose conference and meeting space available for use by the public, a public lobby space with public restrooms, a restaurant(s), and the space dedicated to the Boston Sailing Center.

**Setback.** The water-dependent use zone on Lewis Wharf is of variable width, reflecting the irregular shape of the wharf and its two finger piers represented by the existing pile fields. The Project has been designed so as to preserve a water-dependent use zone that meets and exceeds the requirements of the Harborpark Plan Decision and the Chapter 91 regulations. More specifically, the water-dependent use zone will be established such that it exceeds the area requirements of the regulations, and creates new public open space in excess of that required by the regulations. Concurrently, no new buildings or parking facilities will be located within the water-dependent use zone.

**Open Space.** Currently the site is occupied by a large, public surface parking lot, and limited peripheral open spaces. The Harborwalk skirts the perimeter of the parking lot, and the pile fields and portions of the wharf are inaccessible. The Project will result in a significant improvement of this essentially non-available space into an extensive system of public open space, Harborwalk and pedestrian accessways linking the street to the water's edge.

The Chapter 91 regulations at §9.51 require that *"at least one square foot of the project site at ground level, exclusive of areas lying seaward of a project shoreline, shall be reserved as open space for every square foot of tideland area within the combined footprint of buildings containing nonwater-dependent use on the project site."*

The Project site is approximately 4.03 acres in area (not including the open waters). The proposed building footprint, including any overhangs, the garage ramp, and the Sailing Center pavilion, will occupy approximately 1.16 acres. The remaining 2.87 acres will generally consist of public open space. As such, the Project will meet and exceed the Chapter 91 requirements for site open space. In addition, with the exception of approximately 0.47 acres of internal driveways and limited areas for building support, much of the exterior portion of the site will be fully accessible as public pedestrian open space. As such, the Project meets and considerably exceeds the Chapter 91 requirements for site open space as required under §9.51.

**Height.** The Lewis Wharf Project buildings will not exceed 55 feet in height from grade. In maintaining this elevation, the Project building will comply with both Chapter 91 and the City of Boston Zoning Code for building heights.

## **§9.52 Utilization of Shoreline for Water-Dependent Purposes**

§9.52 of the Chapter 91 regulations requires that any nonwater-dependent activity or use project shall devote a reasonable amount of space to water-dependent uses and public access. Such uses are defined to include waterfront boardwalks and esplanades for public recreation. Projects that include a water-dependent use zone are also required to provide appropriate public walkway access for the entire length of the water-dependent use zone. The width of said walkways must be 10 feet wherever feasible, and should connect to other public walkways.

The Lewis Wharf Project will include public waterfront access along the entire length of the site (the Harborwalk) and an extensive area of public open space that expands the Harborwalk into an “esplanade” and creates a public park with publicly accessible links between Atlantic Avenue and the North End neighborhood and businesses landward of the site to the water’s edge. Virtually all of the open space between Atlantic Avenue and the Harborwalk will be open to and readily accessible by the public.

As noted above, the Harborwalk will follow the perimeter of the entire site, for a total on-site length of 1,800 feet. Numerous other pedestrian walkways will allow access directly across the site parallel to the water, or between the water and the street front of Atlantic Avenue. The width of the Harborwalk will meet or exceed the City of Boston 12-foot design criteria throughout its length, and will include numerous amenities, including benches, seat walls, information display boards and informational signage. The Harborwalk and pedestrian ways will also create direct links to those water-based facilities identified below.

## **§9.53 Activation of Commonwealth Tidelands for Public Use**

§9.53 of the Chapter 91 regulations addresses the use of Commonwealth tidelands for public purposes. As noted above, the approximately eastern half of the site lies within lands and waters located beyond the historic low water mark and, as such, are deemed Commonwealth tidelands.

§9.53 requires that projects within Commonwealth tidelands “*attract and maintain substantial public activity on a year-round basis.*” In addition, for those sites including a water-dependent use zone, the project needs to include “*at least one facility*” promoting “*water-based public activity.*”

The Lewis Wharf Project includes a number of significant public benefits, including the considerable extension of the Harborwalk along the length of the entire site shoreline, the addition of a large area of public waterfront open space extending from the shoreline to Atlantic Avenue, a number of FPAs, including the hotel proper and the associated restaurants, multi-purpose conference and meeting space, public restrooms, and the overall revitalization of a shorefront parcel now used primarily for the parking of automobiles. As



required by the Chapter 91 regulations, all of these public amenities and benefits and their maintenance will be documented in a management plan to be developed as part of the Chapter 91 licensing process.

In addition to the above amenities, the Project includes multiple points of water-based activation. The Boston Sailing Center facilities will be expanded to include approximately 1,370 square feet on the ground floor of the northern hotel structure, and the total number of slips at the marina will be increased from 53 to 130.

#### **§9.54 Consistency with Coastal Zone Management Policies**

The proposed Project is located within the boundaries of the coastal zone as determined by the regulations of the Massachusetts Coastal Zone Management Program. Per the Chapter 91 regulations, nonwater-dependent use projects located in the coastal zone must be consistent with all policies of the Massachusetts Coastal Zone Management Program.

The Lewis Wharf Project complies with the applicable policies of the Massachusetts Coastal Zone Management (MCZM) Program and will be constructed and operated in a manner consistent with the MCZM Program. A summary of the applicable regulatory and non-regulatory MCZM policies and a draft review of the Project's consistency with these policies is presented below.

#### **Water Quality**

*Water Quality Policy #1 - Ensure that point-source discharges in or affecting the coastal zone are consistent with federally approved state effluent limitations and water quality standards.*

No new point source discharges are proposed with the Lewis Wharf Project. The existing stormwater management system will be upgraded so as to comply with the MassDEP Stormwater Management Policy and will satisfy regulatory requirements set forth by MassDEP under the Massachusetts Wetland Protection Act and by the USEPA under the US Clean Water Act (33 U.S.C. 1341 *et seq.*)<sup>3</sup>. Implementation of the stormwater management system, in conjunction with the implementation of BMPs and observance of the MassDEP Policy, is anticipated to result in an improvement to existing site conditions.

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<sup>3</sup> Redevelopment of previously developed sites must meet the Stormwater Management Standards to the "maximum extent practicable". If it is not practicable to meet all the Standards, new (retrofitted or expanded) stormwater management systems must be designed to improve existing conditions. (DEP Wetlands Protection Program Policy, Issued November 18, 1996).

*Water Quality Policy #2 - Ensure that nonpoint pollution controls promote the attainment of state surface water quality standards in the coastal zone.*

The nonpoint discharge associated with the Lewis Wharf Project is stormwater runoff. Currently, the Project site consists of a large area of impervious pavement. Site landscaping will result in a decrease in impervious surface area in the proposed condition as compared to existing conditions. The post development volume and rate of storm water runoff will be less than existing conditions. In addition, a Stormwater Pollution Prevention Plan ("SWPPP") will be implemented in accordance with the NPDES Stormwater Construction General Permit. These measures will ensure compliance with this Policy.

*Water Quality Policy #3 – Ensure that activities in or affecting the coastal zone, conform to applicable state and federal requirements governing subsurface waste discharges.*

This policy is not applicable. No subsurface waste discharge is proposed. The Project will be serviced by sanitary sewer with regional treatment provided by the Massachusetts Water Resource Authority.

### **Habitat**

*Habitat Policy #1 – Protect wetland areas including salt marshes, shellfish beds, dunes, beaches, barrier beaches, salt ponds, ell grass beds, and freshwater wetlands for their role as natural habitats.*

The Project will include work in or proximate to coastal bank (the seawall), land subject to tidal action, land under the ocean, fish run, and land subject to coastal storm flowage. All work in or proximate to these areas will be completed so as to preserve their function and value. The Project will be subject to review by the Boston Conservation Commission under the Massachusetts Wetlands Protection Act, and by the US Army Corps of Engineers under Section 404 of the Clean Water Act, and Section 10 of the Rivers and Harbors Act and will be designed and constructed so as to comply with the associated resource protection measures.

*Habitat Policy #2 – Restore degraded or former wetland resources in coastal areas and ensure that activities in coastal areas do no further wetland degradation but instead take advantage of opportunities to engage in wetland restoration.*

The Project will not result in a taking or other permanent damage to any coastal resources, and does not, therefore, propose any wetland restoration. However, the Project will result in the removal of several hundred creosoted wooden piles associated with the earlier pier structure. Similarly, the removal of permanent pavement associated with the existing parking lots and associated expansion of non-pavement, pervious areas will result in an improvement in the quality of stormwater flowing from the site to the adjacent waters.

## Protected Areas

*Protected Areas Policy #1 – Preserve, restore and enhance complexes of coastal resources of regional or statewide significance through the Areas of Critical Environmental Concern program.*

The Lewis Wharf Project site is not located within an Area of Critical Environmental Concern; therefore, this policy does not apply.

*Protected Areas Policy #2 – Protect state and locally designated scenic rivers and state classified scenic rivers in the coastal zone.*

The Lewis Wharf Project site is not located within any state or locally designated scenic river; therefore, this policy does not apply.

*Protected Areas Policy #3 – Ensure that proposed developments in or near designated or registered historic districts or sites respect the preservation intent of the designation and that potential adverse effects are minimized.*

The Lewis Wharf Project is being designed in consideration of local historic resources. The MEPA ENF will serve as the Massachusetts Historic Commission Project Notification Form for the Project and is being submitted to the Massachusetts Historic Commission for concurrence that the Project is unlikely to affect significant historic or archaeological resources. It is of note that by letter dated June 20, 1990, the MHC formally determined that the similar, but larger, Gunwyn Properties project would have no adverse effect on local historic resources.

## Coastal Hazards

*Coastal Hazard Policy #1 – Preserve, protect, restore, and enhance the beneficial functions of storm damage prevention and flood control provided by natural coastal landforms, such as dunes, beaches, barrier beaches, coastal banks, land subject to coastal storm flowage, salt marshes, and land under the ocean.*

There are no coastal dunes, barrier beaches or salt marshes on or adjacent to the Project site. The proposed Project completely avoids impacts to coastal bank, coastal beach, and land under the ocean and any such nearby resources and will therefore maintain their beneficial functions of storm damage prevention and flood control.

*Coastal Hazard Policy #2 – Ensure construction in water bodies and contiguous land areas will minimize interference with water circulation and sediment transport. Approve permits for flood or erosion control projects only when it has been determined that there will be no significant adverse effects on the project site or adjacent or downcoast areas.*

Work in the adjacent waters of Boston Harbor will include the removal of the wooden, crosoted piles of the two existing pile fields, and the installation of new piles associated with the rebuilt finger piers. The replacement piles will be fewer and of equal or lesser spacing than the existing piles. As such, no negative impacts to water circulation and sediment transport are anticipated.

*Coastal Hazard Policy #3 – Ensure that state and federally funded public works projects proposed for location within the coastal zone will: (1) not exacerbate existing hazards or damage natural buffers or other natural resources, (2) be reasonably safe from flood and erosion related damage, (3) not promote growth and development in hazard-prone or buffer areas, especially in velocity zones and ACECs, and (4) not be used on Coastal Barrier Resource Units for new or substantial reconstruction of structures in a manner inconsistent with the Coastal Barrier Resource/Improvements Acts.*

The proposed Project is not a state or federally funded public works project; therefore this policy does not apply.

*Coastal Hazard Policy #4 – Prioritize public funds for acquisition of hazardous coastal areas for conservation or recreation use, and relocation of structures out of coastal high hazard areas, giving due consideration to the effects of coastal hazards at the location to the use and manageability of the area.*

The proposed Project does not involve the use of public funds; therefore, this policy does not apply.

### **Port and Harbor Infrastructure**

*Ports Policy #1 – Ensure that dredging and disposal of dredged material minimize adverse effects on water quality, physical processes, marine productivity and public health.*

Dredging is not currently proposed as part of the Project. Should some dredging be required in association with the marina, it would be conducted in association and compliance with the associated permits, including a Chapter 91 license, Wetland Protection Act Order of Conditions, a Water Quality Certification and, as necessary, an Army Corps of Engineers Section 404/Section 10 permit.

*Ports Policy #2 – Obtain the widest possible public benefit from channel dredging, ensuring that designated ports and developed harbors are given highest priority in the allocation of federal and state dredging funds. Ensure that this dredging is consistent with marine environment policies.*

Any dredging conducted in association with the Project would be in relation to marina improvements, would not include channel dredging, and would not include federal or state funding.



*Ports Policy #3 – Preserve and enhance the capacity of Designated Port Areas (DPAs) to accommodate water-dependent industrial uses, and prevent the exclusion of such uses from tidelands and any other DPA lands over which a state agency exerts control by virtue of ownership, regulatory authority, or other legal jurisdiction.*

The Lewis Wharf Project site is not located within a DPA and does not involve water-dependent industrial uses; therefore, this policy does not apply.

*Ports Management Principal #1 – Encourage, through technical and financial assistance, expansion of water dependent uses in designated ports and developed harbors, re-development of urban waterfronts, and expansion of visual access.*

The Project site is currently used primarily as a surface parking lot and, as such, the Project will not displace any water-dependent uses. Both the office and marina facilities of the existing Boston Sailing Center will be enlarged and improved by the Project. Ultimately, the Project site will be developed in compliance with Chapter 91, the Boston Harborpark Plan, and the City of Boston Zoning Code.

### **Public Access**

*Public Access Management Principle #1 – Improve public access to coastal recreation facilities and alleviate auto traffic and parking problems through improvements in public transportation. Link existing coastal recreation sites to each other or to nearby coastal inland facilities via trails for bicyclists, hikers, and equestrians, and via rivers for boaters.*

The Lewis Wharf Project will include public waterfront access along the entire length of the site (the Harborwalk) and an extensive area of public open space that expands the Harborwalk into an “esplanade” and creates a public park with publicly accessible links between Atlantic Avenue and the North End neighborhood and businesses landward of the site to the water’s edge. Virtually all of the open space between Atlantic Avenue and the Harborwalk will be open to and readily accessible by the public.

The new Harborwalk at Lewis Wharf will follow the perimeter of the entire site, for a total on-site length of 1,800 feet. Numerous other pedestrian walkways will allow access directly across the site parallel to the water, or between the water and the street front of Atlantic Avenue. The width of the Harborwalk will meet or exceed the City of Boston 12-foot design criteria throughout its length, and will include numerous amenities, including benches, seat walls, information display boards and informational signage. The Harborwalk and pedestrian ways will also create direct links to the on-site water-based public facilities, including the Boston Sailing Center and the associated marina.

*Public Access Management Principle #2 - Increase capacity of existing recreation areas by facilitating multiple uses and by improving management, maintenance and public support facilities. Resolve conflicting uses whenever possible through improved management rather than through exclusion of uses.*

The Lewis Wharf Project will result in the expansion of the Boston Sailing Center and the existing marina. Management of the marina will be the responsibility of the Applicant and/or its assigns. The marina and the landward portions of the site will be essentially open to the public in their entirety and, hence, conflicts in uses associated with exclusions are not anticipated.

*Public Access Management Principle #3 – Provide technical assistance to developers of private recreational facilities and sites that increase public access to the shoreline.*

The extensive park and Harborwalk system will result in a considerable increase in public access to the waterfront, while the expanded Boston Sailing Center and marina will result in a considerable increase in public access to the water.

*Public Access Management Principle #4 – Expand existing recreation facilities and acquire and develop new public areas for coastal recreational activities. Give highest priority to expansions or new acquisitions in regions of high need or limited site availability. Assure that both transportation access and the recreational facilities are compatible with social and environmental characteristics of surrounding communities.*

As per above, the extensive park and Harborwalk system, and the expanded Boston Sailing Center and marina will result in a considerable increase in public access to the waterfront and to the water. These benefits will accrue to the site occupants, the adjacent properties, and the North End neighborhood. Public access to the water and the improvements to the quality of the site from an environmental standpoint are believed to be highly compatible with social and environmental characteristics of surrounding communities.

## **Energy**

*Energy Policy #1 – For coastally dependent energy facilities, consider siting in alternative coastal locations. For non-coastally dependent energy facilities, consider siting in areas outside of the coastal zone. Weigh the environmental and safety impacts of locating proposed energy facilities at alternative sites.*

The Project is not an energy facility; therefore this policy does not apply.

*Energy Management Principle #1 – Encourage energy conservation and the use of alternative sources such as solar and wind power in order to assist in meeting the energy needs of the Commonwealth.*

The Lewis Wharf Project plans to optimize energy efficiency through an integrated approach to the building's envelope design and building systems.

As part of the schematic design phase, the building orientation, massing, and materials have been designed so as to address, as much as possible, optimal solar orientation, daylighting, and potential heat gain and loss. The building massing has been shaped to maximize daylight in the central urban court and courtyard terrace spaces for three out of four seasons. These measures will reduce the energy load of the building and be combined with energy-efficient building systems to create a reduced energy use. The energy-efficient systems to be implemented will include Energy Star equipment and appliances within the hotel rooms, energy-efficient elevators, room occupancy sensors for lighting where applicable, and demand-controlled ventilation in the parking garage. In addition, non-HCFC air-conditioning refrigerant will be selected and tested to ensure the proper performance and minimize contributions to ozone depletion and global warming. The Project will explore the option of purchasing renewable energy certificates for a percentage of the electricity use to reduce greenhouse gas emissions produced by the building's energy consumption.

### Ocean Resources

*Ocean Resources Policy #1 – Support the development of environmentally sustainable aquaculture, both for commercial and enhancement (public shellfish stocking) purposes. Ensure that the review process regulating aquaculture facility sites (and access routes to those areas) protects ecologically significant resources (salt marshes, dunes, beaches, barrier beaches, and salt ponds) and minimizes adverse impacts upon the coastal and marine environment.*

The proposed Project does not include development of aquaculture; therefore, this policy does not apply.

*Ocean Resources Policy #2 – Extraction of marine minerals will be considered in areas of state jurisdiction, except where prohibited by the MA Ocean Sanctuaries Act, where and when the protection of fisheries, air and marine water quality, marine resources, navigation and recreation can be assured.*

The proposed Project will not involve the extraction of marine minerals; therefore, this policy does not apply.

*Ocean Resources Policy #3 – Accommodate offshore sand and gravel mining needs in areas and in ways that will not adversely affect shoreline areas due to alteration of wave direction and dynamics, marine resources and navigation. Mining of sand and gravel, when and where permitted, will be primarily for the purpose of beach nourishment.*

The Project does not entail either offshore sand and gravel mining or beach nourishment; therefore, this policy does not apply.

### **Growth Management**

*Growth Management Principle #1 – Encourage, through technical assistance and review of publicly funded development, compatibility of proposed development with local community character and scenic resources.*

The Project has been designed in consideration of, and compliance with, Chapter 91, the Boston Harborpark Plan, and the City of Boston Zoning Code. The Proponent proposes to develop Lewis Wharf as an approximately 277-room hotel, with associated amenities including restaurants, meeting room (available for public use). The hotel will be limited to 55 feet in height, and will occupy the sites of the former warehouses located on the finger piers of Lewis Wharf. However, unlike these former warehouses, the hotel buildings will be ringed with Harborwalk and public esplanade open spaces with views out over the water. Meanwhile, the landward portions of the site will be developed primarily as a public waterfront park, directly linking the North End neighborhood and businesses landward of the site to the water's edge. Virtually all of the open space between Atlantic Avenue and the Harborwalk will be open to and readily accessible by the public. As noted above, such public access to the water and the improvements to the quality of the site from an environmental standpoint are believed to be highly compatible with social and environmental characteristics of surrounding communities.

*Growth Management Principle #2 – Ensure that state and federally funded transportation and wastewater projects primarily serve existing developed areas, assigning highest priority to projects that meet the needs of urban and community development centers.*

The Project is not a state or federally funded infrastructure project; therefore, this policy does not apply.

*Growth Management Principle #3 – Encourage the revitalization and enhancement of existing development centers in the coastal zone through technical assistance and federal and state financial support for residential, commercial and industrial development.*

As per above, the Project has been designed in consideration of, and compliance with, Chapter 91, the Boston Harborpark Plan, and the City of Boston Zoning Code, and thereby in support of the surrounding urban environment.



## 4.0 Coordination with Other Governmental Agencies

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## 4.0 COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

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### 4.1 Architectural Access Board Requirements

The Project will comply with the requirements of the Architectural Access Board and the standards of the Americans with Disabilities Act. The Accessibility Checklist is included in Appendix E.

### 4.2 Massachusetts Environmental Policy Act (MEPA)

The submittal of an Environmental Notification Form (ENF) for the Project will initiate review of the Project under the Massachusetts Environmental Policy Act (MEPA).

### 4.3 Massachusetts Historical Commission State Register Review

The MHC has review authority over projects requiring state funding, licensing, permitting, and/or approvals that may have direct or indirect impacts to properties listed in the State Register of Historic Places. The MEPA ENF for the Project will be filed with MHC in order to initiate the State Register Review process. It is of note that by letter dated June 20, 1990, the MHC formally determined that the similar, but larger, Gunwyn Properties project would have no adverse effect on local historic resources.

### 4.4 Boston Landmarks Commission Article 80 Review

The submittal of this Project Notification Form (PNF) will initiate review of the Project by the BLC under the City of Boston Article 80 review process. Direct and indirect impacts to historic resources including urban design, shadow, and wind will be addressed in the Project Impact Report for the Project.

### 4.5 Other Permits and Approvals

Section 1.7, *Anticipated Permits and Approvals*, of this PNF provides an anticipated list of agencies from which permits and approvals for the Project will be sought.


## 5.0 Project Certification

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## 5.0 PROJECT CERTIFICATION


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This form has been submitted to the Boston Redevelopment Authority as required by the Boston Zoning Code, Article 80.

  
\_\_\_\_\_  
Signature of Proponent's Representative

William Adams

JW Capital Partners, LLC  
One Lewis Wharf  
Boston, MA 02110

  
\_\_\_\_\_  
Signature of Preparer

Andrew D. Magee

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

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Date



## Appendix A

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### Existing Conditions Survey



## Appendix B

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### Trip Generation Worksheets

March 17, 2015

**Note 1.**

The observed peak hour vehicle trip generation is summarized in Table 3-4 along with an estimate for daily conditions.

Table 3-4 Existing Site Vehicle Trip Generation

1. Daily traffic  
0.09, K-factor  
7 observed

Note 2. ITE Trip Generation, 9th Edition, LUC 420 (Marina), average rate



Component	Size	Category	Trip Rates (Trips/sf or unit)	Unadjusted Vehicle Trips	Internal Trips	Internal Capture Rate	Less Internal Trips	Assumed occupancy rate <sup>6</sup>	Daily Trip Generation					Assumed occupancy rate <sup>6</sup>	Total Adjusted Vehicle Trips		
									Converted to Person Trips	Transit Share <sup>8</sup>	Walk/Bike/ Other Share <sup>9</sup>	Walk/Bike/ Other Share <sup>9</sup>	Vehicle Person Trips				
Hotel <sup>1</sup>																	
Marina <sup>2</sup> New Marina Slips	277	Total	8.17	2,263			2,263	2.2	4,979	15%	747	54%	2,689	31%	1,543	2.2	702
		In	4.09	1,132			1,132	2.2	2,489	15%	373	54%	1,344	31%	772	2.2	351
		Out	4.09	1,132			1,132	2.2	2,489	15%	373	54%	1,344	31%	772	2.2	351
Restaurant <sup>3</sup>	55	Total	2.96	163			163	2.2	358	16%	54	54%	193	31%	111	2.2	50
		In	1.48	81			81	2.2	179	16%	27	54%	97	31%	56	2.2	25
		Out	1.48	81			81	2.2	179	16%	27	54%	97	31%	56	2.2	25
Hotel Event -Daytime Corporate/Business <small>not based on ITE - see comment</small>	5	Total	89.95	450		25%	337	2.2	742	15%	111	54%	401	31%	230	2.2	105
		In	44.98	225		25%	169	2.2	371	15%	56	54%	200	31%	115	2.2	52
		Out	44.98	225		25%	169	2.2	371	15%	56	54%	200	31%	115	2.2	52
All Peak Hour Trip Generation																	
Hotel <sup>1</sup>	277	Total	0.53	147			147	2.2	323	16%	48	58%	190	28%	85	2.2	39
		In	0.31	87			87	2.2	191	16%	30	58%	111	28%	50	2.2	23
		Out	0.22	60			60	2.2	132	13%	17	60%	79	27%	36	2.2	16
Marina <sup>2</sup> New Marina Slips	55	Total	0.08	4			4	2.2	10	0	1	6	3	2.2	1		
		In	0.03	0			0	2.2	0	0	0	0	0	0	0	2.2	0
		Out	0.05	4			4	2.2	9	0	1	6	3	2.2	1		
Restaurant <sup>3</sup>	5	Total	0.81	4		25%	3	2.2	7	16%	1	4	2	2.2	1		
		In	0.66	3		25%	2	2.2	5	16%	1	3	2	2.2	1		
		Out	0.15	1		25%	1	2.2	1	13%	0	1	2	2.2	0		
Hotel Event -Daytime Corporate/Business <small>not based on ITE - see comment</small>																	
Drinking Place <sup>4</sup>	75	Total	0.26	19			19	2.2	42	7%	3	3	36	2.2	16		
		In	0.23	17			17	2.2	38	7%	3	3	32	2.2	15		
		Out	0.03	2			2	2.2	4	0	0	0	4	2.2	2		
PM Peak Hour Trip Generation																	
Hotel <sup>1</sup>	277	Total	0.60	166			166	2.2	366	13%	53	216	97	2.2	44		
		In	0.31	85			85	2.2	186	13%	24	60%	112	27%	50	2.2	23
		Out	0.29	81			81	2.2	179	16%	29	58%	104	26%	47	2.2	21
Marina <sup>2</sup> New Marina Slips	55	Total	0.19	10			10	2.2	23	0	4	13	6	2.2	3		
		In	0.11	1			1	2.2	1	13%	0	1	2	2.2	0		
		Out	0.08	9			9	2.2	22	0	3	58%	13	26%	6	2.2	3
Restaurant <sup>3</sup>	5	Total	7.49	37		25%	28	2.2	62	16%	9	37	16	2.2	7		
		In	5.02	25		25%	19	2.2	41	13%	5	60%	25	27%	11	2.2	5
		Out	2.47	12		25%	9	2.2	20	16%	3	58%	12	26%	5	2.2	2
Hotel Event -Daytime Corporate/Business <small>not based on ITE - see comment</small>																	
Drinking Place <sup>4</sup>	75	Total	0.26	19			19	2.2	42	7%	3	3	36	2.2	16		
		In	0.03	2			2	2.2	4	0	0	0	4	2.2	2		
		Out	0.23	17			17	2.2	38	7%	3	3	32	2.2	15		
Total		Total	170	169			169	2.2	372	13%	52	197	123		56		
		In	87	86			86	2.2	234	13%	34	116	83		38		
		Out	83	83			83	2.2	138	0	18	80	40		18		
Marina <sup>2</sup> New Marina Slips																	
Total		Total	170	169			169	2.2	372	13%	52	197	123		56		
		In	87	86			86	2.2	234	13%	34	116	83		38		
		Out	83	83			83	2.2	138	0	18	80	40		18		

Notes:

1. ITE Trip Generation, 9th Edition, LUC 310 (Hotel), average rate.
2. ITE Trip Generation, 9th Edition, LUC 420 (Marina), average rate.
3. ITE Trip Generation, 9th Edition, LUC 931 (Quality Restaurant), average rate.
4. ITE Trip Generation 9th Edition, LUC 482 (Drinking Place), average rate for p.m. peak - no a.m. peak trip generation- daily-used a proportion via quality restaurant (pm peak rate daily rate)
5. Mode shares based on BTD Data for Area 1
6. Assumed National vehicle occupancy rate based on 2009 NHTS. All users are social/recreational; 2.2

## Appendix C

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### LEED Project Checklist and Credit Outline

## ***Lewis Wharf – LEED Credits Outline***

### ***LEED v4 for BD +C: Hospitality***

The Lewis Wharf Project is being designed to meet LEED Certifiable as defined in Article 37 of the Boston Zoning Code. LEED v4 for BD+C: Hospitality defines Certified as 40-49 points.

The preliminary LEED credits are outlined below, including pre-requisite credits under the various categories as outlined also in the LEED checklist. The Project anticipates some points to be derived from measures outlined in Appendix A to Article 37- Boston Green Building Credits.

#### ***Integrative Process***

Credit: Integrative Process (1 point): The Project will include early analysis of the interrelationships among systems. (A) Perform a preliminary energy modeling analysis before SD phase that explores possible energy load possibilities. (B) Document findings and resulting design decisions. (C) Perform a preliminary water budget analysis before SD phase. (D) Document findings and resulting design decisions in achieving at least one on-site non-potable water demand reduction or reducing burden on municipal wastewater treatment system.

#### ***Location and Transportation (LT)***

LT Credit: LEED for Neighborhood Development Location (0 point): The Project site is not located within the boundary of a development certified under LEED for Neighborhood Development.

LT Credit: Sensitive Land Protection (1 point): The Project site was previously developed. Most of the structures were removed in 1992. The Project will be built over existing deck and pilings.

LT Credit: High Priority Site (2 point): A complete soil analysis will be performed to assess the presence of, and if present, the magnitude and types of contamination. As a site formerly used for industry, there is the potential for encountering contaminants and the associated need for remediation of contaminated soil and/or groundwater. An such remediation will be conducted in accordance with local building code, US EPA, and MassDEP requirements.

LT Credit: Surrounding Density and Diverse Uses (4 points): Option 1: The site is located in an already densely populated downtown neighborhood with existing infrastructure. Immediately adjacent to the site is an existing 6-story mixed use building, where there are 90 residential units on four floors and 41 commercial units on the first two floors.

Residential and non-residential densities are high, achieving a residential density of 90 DU/acre and a non-residential (FAR) of 1.66.

Option 2: The main entrance is located within one-half mile of eight or more existing and publically available diverse uses, including market with produce, bank, convenience store, pharmacy, hair salon, dry cleaner, restaurant, gym, and public park.

LT Credit: Access to Quality Transit (5 points): Functional entries to the Project are within one-quarter mile walking distance of an existing Route #4 bus stop, within one-half mile walking distance of the existing Aquarium Blue Line subway stop, and within one-half mile walking distance of the existing commuter ferry to Hull, Logan Airport & Charlestown. Aggregate weekday trip exceed 360 and aggregate weekend trips exceed 216. The Project site is also within one-half of the existing Haymarket Station, which includes Orange Line and Green Line subway stops and MBTA bus routes 92, 93, 111, 325, 326, 424, 426, 428, 441, 442, 450 and 455.

LT Credit: Green Vehicles (1 point): 5% of all parking spaces used by the Project will be designated as preferred parking for green vehicles ( $379 \text{ spaces} \times 0.05 = 19$  spaces). In addition, 2% of parking spaces will be equipped with electrical vehicle supply equipment (EVSE) and reserved for the sole use by plug-in electric vehicles.

### ***Sustainable Sites (SS)***

SS Prerequisite: Construction Activity Pollution Prevention: An erosion and sedimentation control (ESC) plan will be drafted and adhered to.

SS Credit: Site Assessment (1 point): A complete site survey or assessment of the following items will be completed to inform us of sustainable options: Topography, hydrology, climate, vegetation, soils, human use and human health effect.

SS Credit: Open Space (1 point): The Project will provide public outdoor space greater than or equal to 30% of the total site area. These spaces include two new public parks and an extended Harborwalk. The total open space, not including roads will occupy approximately 103,980 square feet of the total 175,426 square feet of land and deck area, or approximately 59 percent of the site.



SS Credit: Heat Island Reduction (1point): Option 2. Parking under cover. All of the site parking will be located underground/ under cover. The roof over the parking will be a combination of vegetated and materials which have a three-year aged SRI rating of at least 32, or an initial SRI of at least 39.

***Water Efficiency (WE)***

WE Prerequisite: Outdoor Water Use Reduction: Option 2. Reduce Irrigation. By incorporating native plantings and efficient irrigation system, the Project's landscaping requirements will be reduced by 30 percent from the calculated baseline for the site's peak watering month.

WE Prerequisite: Indoor Water Use Reduction: Through specifying plumbing fixtures, appliances, kitchen equipment and other water using equipment that are WaterSense labeled, where appropriate, the Project will reduce aggregate water consumption by 20 percent from baseline. In addition, discharge water will be tempered per local requirements, or run through a thermal recovery heat exchanger or returned to the boiler.

WE Prerequisite: Building-Level Water Metering: A permanent water meter will be installed to measure the total potable water use for the building and grounds. Data will be compiled monthly and annually and will be shared with the USGBC for a 5-year period.

WE Credit: Outdoor Water Use Reduction (1 point): Further reduce irrigation by 50 percent from the calculated baseline for the site's peak watering month by incorporating native plantings and an efficient irrigation system.

WE Credit: Indoor Water Use Reduction (2 point): Further reduce the aggregate water consumption by 30 percent from baseline. Installed equipment and appliances will meet the maximum gallons per hour or gallons per minute requirements, will be Energy Star where applicable, and will be tempered where required in the case of discharge water.

WE Credit: Water Metering (1 point): Permanent subsystem water meters for (2) of the following will be installed to identify opportunities for additional water savings. Irrigation, indoor plumbing fixtures and fittings, domestic hot water, boiler, reclaimed water or other process water.

***Energy and Atmosphere (EA)***

EA Prerequisite: Fundamental Commissioning and Verification: The Project is committed to performing the fundamental commissioning for mechanical, electrical, plumbing and renewable energy systems and assemblies in accordance with ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1-2007 and performed by a qualified Commissioning Authority. A facilities requirements and operations and maintenance plan will be prepared and maintained.

EA Prerequisite: Minimum Energy Performance: The Project design will reduce excessive energy use by achieving a minimum level of energy efficiency for the building and it's systems through one of the following methods.

Option 1. Whole Building Simulation

EA Prerequisite: Building-Level Energy Metering: The Project will install building-level energy meters (or submeters) that will provide total building energy consumption including electricity, natural gas, chilled water, steam, fuel oil, propane, biomass, etc., or rely on utility owned meters, to share energy consumption data with USGBC for a 5-year period on a monthly basis.

EA Prerequisite: Fundamental Refrigerant Management: The Project will prohibit the use of chlorofluorocarbon (CFC) based refrigerants in HVAC & R systems.

EA Credit: Enhanced Commissioning (3 points): The Project will perform enhanced commissioning by a qualified commissioning authority via one of the following routes:

Option 1. Enhanced Systems Commissioning. Path 1. Enhanced Commissioning

EA Credit: Optimize Energy Performance (8 points): The Project design will further reduce excessive energy use by 20% via Whole Building Energy Simulation.

***Materials and Resources (MR)***

MR Prerequisite: Storage and Collection of Recyclables: The Project will provide dedicate storage and collection room(s) within the building for the following materials: mixed paper, corrugated cardboard, glass, plastics and metals. Additionally, safe collection, storage and disposal of batteries, mercury-containing lamps and/or electronic waste will be provided. The room will be adequately sized based on the building square footage and usage and be readily accessible.

MR Prerequisite: Construction and Demolition Waste Management Planning: The Project will develop and implement a construction waste management plan per LEED requirements.

MR Credit: Construction and Demolition Waste Management (2 points): The Project will reduce waste disposed of in landfills and incineration facilities by recovering, reusing and recycling materials.

Option 2. Reduction of Total Waste Material

The Project is committed to not generating more than 2.5 pounds of construction waste per square foot of the building's floor area.

***Indoor Environmental Air Quality (EQ)***

EQ Prerequisite: Minimum IAQ Performance: The Project HVAC design will meet ASHRAE 62.1-2010 for mechanically ventilated spaces.

EQ Prerequisite: Environmental Tobacco Smoke Control: The Project will be a no smoking facility and will prohibit smoking outside the building, except in designated smoking areas located at least 25 feet from all entries, outdoor air intakes and operable windows. Smoking will also be prohibited outside the property line in spaces used for business purposes.

EQ Credit: Enhanced Indoor Air Quality Strategies (1 point): The Project will promote occupants comfort by conforming to the LEED enhanced IAQ strategies for mechanically ventilated spaces, naturally ventilated spaces and mixed mode systems

Option 1. Enhanced IAQ strategies.

EQ Credit: Low Emitting Materials (1 point): The Project will specify all adhesives, sealants, paints, coatings, flooring systems, and composite wood in such a manner that the LEED requirements are met with regard to off-gassing, volatile organic compounds (VOC) contents, formaldehydes, etc. utilizing one of the following:

Option 1. Product Category Calculation.

EQ Credit: Construction Indoor Air Quality (IAQ) Management Plan (1 point): The Project will develop and implement an IAQ management plan for the construction and preoccupancy phases of the Project per the LEED requirements.

EQ Credit: Indoor Air Quality (IAQ) Assessment (1 point): The Project will develop and implement an IAQ management plan for after construction and during occupancy phases of the Project per the LEED requirements.

Option 1. Flush-out (1point) Before occupancy or during occupancy.

EQ Credit: Thermal Comfort (1 point): The HVAC design will meet ASHRAE 55-2010.

EQ Credit: Interior Lighting (1 point): Option 1. Lighting Control. Provide individual lighting controls with at least 3 levels or scenes for at least 90 percent of individual occupant spaces. Guest rooms are assumed to provide lighting controls and are excluded from this credit.

EQ Credit: Daylight (1 point): Provide manual or automatic glare-controlled devices for all regularly occupied spaces via one of 3 LEED options.

Option 2. Simulation: Illuminance Calculations

EQ Credit: Quality Views (1points): The Project will provide a direct line of sight to the outdoors for 75 percent of regularly occupied spaces. Additionally 75 percent of regularly occupied spaces must have 2 of the 4 kinds of view identified by LEED. The inherent geometry of the building (narrow) allows for a majority of spaces to have a direct connection to the outdoors.

EQ Credit: Acoustic Performance (1 point): The Project will meet LEED identified requirement for HVAC background noise, sound isolation, reverberation time and sound reinforcement and masking.

### ***Innovation and Design Process (ID)***

ID Credit: Innovation (1point): Alternate transportation exemplary performance. The Project is located within one-quarter mile of (4) existing Hubway bike share stops, offering a total of 70 bicycles.

ID Credit: Innovation (1point): LEED Accredited Professional. The Project team includes at least one LEED Accredited Professional.





# LEED v4 for BD+C: Hospitality Project Checklist

LEWIS WHARF Hotel  
5-6-15

Y ? N

1			Credit	Integrative Process	1
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13	1	2	Location and Transportation		16
			Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
2			Credit	High Priority Site	2
4		1	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	4	3	Sustainable Sites		10
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
	1	1	Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
	2	1	Credit	Rainwater Management	3
1		1	Credit	Heat Island Reduction	2
	1		Credit	Light Pollution Reduction	1

4	2	5	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1		1	Credit	Outdoor Water Use Reduction	2
2	1	3	Credit	Indoor Water Use Reduction	6
	1	1	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

11	3	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
3		3	Credit	Enhanced Commissioning	6
8	2	8	Credit	Optimize Energy Performance	18
		1	Credit	Advanced Energy Metering	1
		2	Credit	Demand Response	2
		3	Credit	Renewable Energy Production	3
	1		Credit	Enhanced Refrigerant Management	1
		2	Credit	Green Power and Carbon Offsets	2

2	3	8	Materials and Resources		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
	3	2	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

9	0	7	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
1		2	Credit	Daylight	3
1			Credit	Quality Views	1
1			Credit	Acoustic Performance	1

2	0	3	Innovation	6
1		3	Credit Innovation	5
1			Credit LEED Accredited Professional	1

0	0	4	Regional Priority		4
		1	Credit	Regional Priority: Specific Credit	1
		1	Credit	Regional Priority: Specific Credit	1
		1	Credit	Regional Priority: Specific Credit	1
		1	Credit	Regional Priority: Specific Credit	1

45	13	51	TOTALS	Possible Points:	110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110					

## Climate Change Preparedness and Resiliency Checklist for New Construction

# Climate Change Preparedness and Resiliency Checklist for New Construction

In November 2013, in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Redevelopment Authority adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at <http://www.cityofboston.gov/climate>

In advance we thank you for your time and assistance in advancing best practices in Boston.

## Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment ([www.climatechoices.org/ne/](http://www.climatechoices.org/ne/))
2. USGCRP 2009 (<http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/>)
3. Army Corps of Engineers guidance on sea level rise (<http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf>)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (<http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf>)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr\*, Kara S. Doran and Peter A. Howd, 2012 ([http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf](http://www.bostonredevelopmentauthority.org/planning/Hotspot%20of%20Accelerated%20Sea-level%20Rise%202012.pdf))
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 ([http://www.greenribboncommission.org/downloads/Building Resilience in Boston SML.pdf](http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf))

## Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BRA Approval. A PDF of your response to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

**Please Note:** When initiating a new project, please visit the BRA web site for the most current [Climate Change Preparedness & Resiliency Checklist](#).

## Climate Change Resiliency and Preparedness Checklist

### A.1 - Project Information

Project Name:	The Lewis Wharf Project
Project Address Primary:	Lewis Wharf, Atlantic Avenue at Commercial Street, Boston MA
Project Address Additional:	North End, Boston MA
Project Contact (name / Title / Company / email / phone):	William D. Adams, Manager, Lewis Wharf Investors, LLC, <a href="mailto:wadams@jwcapitalpartners.com">wadams@jwcapitalpartners.com</a> , (857) 265-2700

### A.2 - Team Description

Owner / Developer:	Lewis Wharf Investors, LLC
Architect:	Albert, Righter & Tittmann Architects, Inc.
Engineer (building systems):	Cosentini Associates
Sustainability / LEED:	Albert, Righter & Tittmann Architects, Inc.
Permitting:	Epsilon Associates
Construction Management:	John Moriarty & Associates
Climate Change Expert:	

### A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

PNF / Expanded PNF Submission	Draft / Final Project Impact Report Submission	BRA Board Approved	Notice of Project Change
Planned Development Area	BRA Final Design Approved	Under Construction	Construction just completed:

### A.4 - Building Classification and Description

List the principal Building Uses:	Hotel and Underground Parking Garage
List the First Floor Uses:	Hotel Lobby, Restaurant, Ballroom, Meeting Rooms, Sailing Center, Guest Rooms

What is the principal Construction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	Concrete
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Describe the building?

Site Area:	393,160 SF	Building Area:	187,000 sf Hotel 149,600 sf Garage
Building Height:	55 Ft.	Number of Stories:	5 Floors Hotel 3 Floors. Garage.
First Floor Elevation (reference Boston City Base):	20.5 Elev.	Are there below grade spaces/levels, if yes how many:	Yes/ 3 Garage Levels

## A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

Select by Primary Use:	New Construction	Core & Shell	Healthcare	Schools
	Retail	Homes Midrise	Homes	Hospitality
Select LEED Outcome:	Certified	Silver	Gold	Platinum

Will the project be USGBC Registered and / or USGBC Certified?

Registered:	Yes / No	Certified:	Yes / No

## A.6 - Building Energy

What are the base and peak operating energy loads for the building?

Electric:	2,000 (kW)	Heating:	8,600 (MMBtu/hr) – incl DHW
What is the planned building Energy Use Intensity:	58 (kbtu/SF)	Cooling:	450 (Tons/hr)

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	500 (kW)	Heating:	5,600 (MMBtu/hr)
		Cooling:	0 (Tons/hr)

What is nature and source of your back-up / emergency generators?

Electrical Generation:	500 (kW)	Fuel Source:	Diesel
System Type and Number of Units:	Combustion Engine	Gas Turbine	Combine Heat and Power
			(Units)

## B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

### B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	50 Years	75 Years
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What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

Select most appropriate:	10 Years	25 Years	50 Years	75 Years
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What time span of future Climate Conditions was considered?



Select most appropriate:	10 Years	25 Years	<b>50 Years</b>	75 Years
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Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

12.4 F to 87.6 F / Deg.
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What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?

87.6 F Deg.	10 Days	10 Events / yr.
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What Drought characteristics will be used for project planning – Duration and Frequency?

N/A Days	Events / yr.
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What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year?

48 Inches / yr.	7.2 Inches	2 Events / yr.
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What Extreme Wind Storm Event characteristics will be used for project planning – Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

105 Peak Wind	Hours	0.02 Events / yr.
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## B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use below code: 

20%
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How is performance determined: 

Energy Model
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What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:

<b>High performance building envelope</b>	<b>High performance lighting &amp; controls</b>	<b>Building day lighting</b>	<b>EnergyStar equip. / appliances</b>
<b>High performance HVAC equipment</b>	<b>Energy recovery ventilation</b>	No active cooling	No active heating

Describe any added measures: 

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What are the insulation (R) values for building envelop elements?

Roof:	R = 25	Walls / Curtain Wall Assembly:	R = 13 batts+ R13 continuous insulation
Foundation:	R = 15	Basement / Slab:	R = 10
Windows:	R = / U = 0.4	Doors:	R = / U = 0.7

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

On-site clean energy / CHP system(s)	Building-wide power dimming	Thermal energy storage systems	Ground source heat pump
On-site Solar PV	On-site Solar Thermal	Wind power	<b>None</b>

Describe any added measures: 

--

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems?

Select all appropriate:

<b>Connected to local distributed electrical</b>	Building will be Smart Grid ready	Connected to distributed steam, hot, chilled water	Distributed thermal energy ready
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Will the building remain operable without utility power for an extended period?

Yes / No	If yes, for how long:	.33 Days
If Yes, is building "Islandable?" No, we are connected to all city utilities.		
If Yes, describe strategies:		

Describe any non-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

Select all appropriate:

<b>Solar oriented – longer south walls</b>	Prevailing winds oriented	External shading devices	Tuned glazing,
Building cool zones	<b>Operable windows</b>	<b>Natural ventilation</b>	Building shading
Potable water for drinking / food preparation	Potable water for sinks / sanitary systems	Waste water storage capacity	<b>High Performance Building Envelope</b>
Describe any added measures:			

What measures will the project employ to reduce urban heat-island effect?

Select all appropriate:

<b>High reflective paving materials</b>	<b>Shade trees &amp; shrubs</b>	<b>High reflective roof materials</b>	Vegetated roofs
Describe other strategies:			

What measures will the project employ to accommodate rain events and more rain fall?

Select all appropriate:

On-site retention systems & ponds	Infiltration galleries & areas	vegetated water capture systems	Vegetated roofs
Describe other strategies:			

What measures will the project employ to accommodate extreme storm events and high winds?

Select all appropriate:

Hardened building structure & elements	<b>Buried utilities &amp; hardened infrastructure</b>	Hazard removal & protective landscapes	Soft & permeable surfaces (water infiltration)
Describe other strategies: No basement. Transformer, switchgear, fire pump, fuel storage located on second floor. Generator located on roof.			

## C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

### C.1 - Location Description and Classification:

Do you believe the building to be susceptible to flooding now or during the full expected life of the building?

Describe site conditions?	Yes / No		
Site Elevation – Low/High Points:	Boston City Base 16-17 Elev.( Ft.)		
Building Proximity to Water:	12 Ft.		
Is the site or building located in any of the following?			
Coastal Zone:	Yes / No	Velocity Zone:	Yes / No
Flood Zone:	Yes / No	Area Prone to Flooding:	Yes / No
Will the 2013 Preliminary FEMA Flood Insurance Rate Maps or future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?			
2013 FEMA Prelim. FIRMs:	Yes / No	Future floodplain delineation updates:	Yes / No
What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?			
0 Ft.			

*If you answered YES to any of the above Location Description and Classification questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!*

## C - Sea-Level Rise and Storms

This section explores how a project responds to Sea-Level Rise and / or increase in storm frequency or severity.

### C.2 - Analysis

How were impacts from higher sea levels and more frequent and extreme storm events analyzed:

Sea Level Rise:	3 Ft.	Frequency of storms:	0.25 per year
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### C.3 - Building Flood Proofing

Describe any strategies to limit storm and flood damage and to maintain functionality during an extended periods of disruption.

What will be the Building Flood Proof Elevation and First Floor Elevation:

Flood Proof Elevation:	Boston City Base 20.5 Elev.( Ft.)	First Floor Elevation:	Boston City Base 20.5 Elev. ( Ft.)
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Will the project employ temporary measures to prevent building flooding (e.g. barricades, flood gates):

	Yes / No	If Yes, to what elevation	Boston City Base 20.5 Elev. ( Ft.)
If Yes, describe:	Flood Gate at garage entrance and wall surrounding ramp		

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

Systems located above 1 <sup>st</sup> Floor.	Water tight utility conduits	Waste water back flow prevention	Storm water back flow prevention
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Were the differing effects of fresh water and salt water flooding considered:

Yes / *No*

Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

*Yes* / No

If yes, to what height above 100  
Year Floodplain:

*Boston City Base  
20.5 Elev. (Ft.)*

Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

*Yes* / No

If Yes, describe:

Street Trees and Planters

Will the building remain occupiable without utility power during an extended period of inundation:

*Yes* / No

If Yes, for how long:

*.33 days*

Describe any additional strategies to addressing sea level rise and or sever storm impacts:

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#### C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:

<i>Yes</i> / No	Hardened / Resilient Ground Floor Construction	Temporary shutters and or barricades	Resilient site design, materials and construction
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Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:

Yes / <i>No</i>	Surrounding site elevation can be raised	Building ground floor can be raised	Construction been engineered
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Describe additional strategies:

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Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:

Yes / <i>No</i>	Solar PV	Solar Thermal	Clean Energy / CHP System(s)
	Potable water storage	Wastewater storage	Back up energy systems & fuel

Describe any specific or  
additional strategies:

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Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: [John.Dalzell.BRA@cityofboston.gov](mailto:John.Dalzell.BRA@cityofboston.gov)

## Appendix E

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### Accessibility Checklist



## Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

### Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
  - a. [http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR
  - a. <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Boston Complete Street Guidelines
  - a. <http://bostoncompletestreets.org/>
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
  - a. <http://www.cityofboston.gov/Disability>
5. City of Boston – Public Works Sidewalk Reconstruction Policy
  - a. [http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
6. Massachusetts Office On Disability Accessible Parking Requirements
  - a. [www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc](http://www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc)
7. MBTA Fixed Route Accessible Transit Stations
  - a. [http://www.mbta.com/about\\_the\\_mbta/accessibility/](http://www.mbta.com/about_the_mbta/accessibility/)

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### Project Information

Project Name: The Lewis Wharf Project

Project Address Primary: One Lewis Wharf, Boston, MA 02110

Project Address Additional:

Project Contact (name / Title /  
Company / email / phone): William D. Adams  
JW Capital Partners, LLC  
One Lewis Wharf  
Boston, MA 02110

### Team Description

Owner / Developer: JW Capital Partners, LLC

Architect: Albert, Richter & Tittmann Architects, Inc.

Engineer (building systems): McNamara/Salvia Inc.

Sustainability / LEED:

Permitting: Epsilon Associates, Inc.

Construction Management:

### Project Permitting and Phase

At what phase is the project – at time of this questionnaire?

PNF / Expanded <b><u>PNF Submitted</u></b>	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

## Article 80 | ACCESSIBILITY CHECKLIST

### Building Classification and Description

What are the principal Building Uses - select all appropriate uses?

Residential – One to Three Unit	Residential - Multi-unit, Four +	Institutional	Education
<u>Commercial</u>	Office	Retail	<u>Assembly</u>
Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List) <i>Hotel Lobby, Bar, Restaurant, Ballroom, Sailing Center</i>			

What is the Construction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	<u>Concrete</u>
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Describe the building?

Site Area:	175,426 SF	Building Area:	190,066 SF
Building Height:	55 Ft.	Number of Stories:	5 Flrs.
First Floor Elevation:	20.5' Elev.	Are there below grade spaces:	<u>Yes</u> / No

### Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.

The development neighborhood is an historic neighborhood in the City of Boston.

List the surrounding ADA compliant MBTA transit lines and the proximity

The MBTA Haymarket and Aquarium subway stations are ½ mile away. Route #4

## Article 80 | ACCESSIBILITY CHECKLIST

to the development site: Commuter rail, subway, bus, etc.

bus stop is ¼ mile away.

List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.

N/A

Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.

No

### Surrounding Site Conditions – Existing:

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?

Yes

*If yes above*, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.

The existing sidewalk material consists of asphalt and brick pavers. The physical condition is good to poor.

Are the sidewalks and pedestrian ramps existing-to-remain? *If yes*, have the sidewalks and pedestrian ramps been verified as compliant? *If yes*, please provide surveyors report.

All the existing sidewalks and ramps will be replaced with new compliant sidewalks and ramps.

Is the development site within a historic district? *If yes*, please identify.

Yes – North End Historic Piers

### Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the

## Article 80 | ACCESSIBILITY CHECKLIST

development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortably pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: [www.bostoncompletestreets.org](http://www.bostoncompletestreets.org)

**If yes above**, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.

What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.

List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?

If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?

Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?

**If yes above**, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?

The proposed sidewalks will be consistent with Boston Complete Street Guidelines.

Neighborhood Residential

The sidewalk and path widths will range from 7' to 12'.

The material to be used will be unit masonry pavers and concrete. There are no City of Boston pedestrian right-of-ways on private property.

N/A

The sidewalk café is on private property.



## Article 80 | ACCESSIBILITY CHECKLIST

### Proposed Accessible Parking:

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?

379 spaces

What is the total number of accessible spaces provided at the development site?

7 spaces

Will any on street accessible parking spaces be required? **If yes**, has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?

No

Where is accessible visitor parking located?

In the below grade parking garage.

Has a drop-off area been identified? **If yes**, will it be accessible?

Yes, it will be accessible.

Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.

## Article 80 | ACCESSIBILITY CHECKLIST

### Circulation and Accessible Routes:

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability\* of neighbors.

*\*Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.

Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.

Are the accessible entrance and the standard entrance integrated?

**If no above**, what is the reason?

Will there be a roof deck or outdoor courtyard space? **If yes**, include diagram of the accessible route.

Has an accessible routes way-finding and signage package been developed? **If yes**, please describe.

Each entry doorway will be provided with flush thresholds and the appropriate hardware and push/pull dimensions. Universal access to outdoor and indoor spaces will be provided through ramps and elevators.

Yes.

Yes.

No.

### Accessible Units: (If applicable)

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

What is the total number of proposed units for the development?

How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?

How many accessible units are being proposed?

N/A, Hotel

## Article 80 | ACCESSIBILITY CHECKLIST

Please provide plan and diagram of the accessible units.

How many accessible units will also be affordable? If none, please describe reason.

Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes**, please provide reason.

Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?

Did the Advisory Board vote to support this project? **If no**, what recommendations did the Advisory Board give to make this project more accessible?

Thank you for completing the Accessibility Checklist!

For questions or comments about this checklist or accessibility practices, please contact:

[kathryn.quigley@boston.gov](mailto:kathryn.quigley@boston.gov) | Mayors Commission for Persons with Disabilities

