

BOSTON COLLEGE

129 LAKE STREET

SMALL PROJECT REVIEW



SUBMITTED TO

Boston Redevelopment Authority
Boston, Massachusetts

SUBMITTED BY

Boston College
140 Commonwealth Avenue
Chestnut Hill, Massachusetts

March 30, 2010

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1.0 PROJECT SUMMARY

1.1 Project Identification

Project Name:	Boston College 129 Lake Street Renovation
Address/Location:	129 Lake Street, Brighton, Massachusetts
	Assessors Parcel # 2205268078

1.2 Project Description

Boston College (the “University”) is proposing to renovate 129 Lake Street, also known as Bishop Peterson Hall, for use as administrative office space (the “Project”). 129 Lake Street is part of the Boston College Brighton Campus, purchased from the Archdiocese of Boston in 2007. The Brighton Campus is adjacent to several residential neighborhoods, including the Lake Street, Greycliff Road and Glenmont Road neighborhoods. The building, which is currently vacant, formerly provided offices and housing for priests and seminarians at St. John’s Seminary. (See Figure I-1, Locus Plan.) Upon completion of the renovations, the University will relocate administrative staff to 129 Lake Street, primarily employees currently located at St. Thomas More Hall. This renovation project is a separate, stand-alone project, although it is a component of other building renovations on the Brighton Campus as part of the approved Institutional Master Plan. The project will provide upgraded support facilities for the University, but will not increase student enrollment.

The building was constructed in 1957 and is in structurally sound condition. It consists of five above-ground floors and a partial basement level. The building height is approximately 55 feet, plus rooftop mechanical equipment. The building is approximately 76,200 gross square feet as defined in the City of Boston Zoning Code, and is separate from, but is connected to, St. John’s Seminary at 127 Lake Street. (See Figure I-2, Oblique View of Project Site).

The building mechanical, electrical, plumbing, life safety and HVAC systems are not up to current standards and the building does not fully meet existing accessibility code.

Upon completion, 129 Lake Street will provide offices for approximately 130 administrative staff, conference rooms, and kitchen and dining facilities to support the Brighton Campus. Transportation access for building visitors and staff will be managed in accordance with the University’s overall parking and transportation plan. This plan provides for a Campus Shuttle serving the Brighton Campus, with stops adjacent to 129 Lake Street. It also promotes the use of public transportation and managed parking to reduce parking demand and the number of spaces needed. No increase in parking is proposed as part of this project.

1.3 Project Benefits

- ◆ Relocates existing users from St. Thomas More Hall to allow for the future construction of a student residence hall on that site, the first major new construction project of the approved Institutional Master Plan.

- ◆ Develops an aging vacant building into a high-quality, energy efficient administrative office building.
- ◆ Preserves the exterior appearance of the 129 Lake Street building.
- ◆ Preserves the stained glass windows in the chapel.
- ◆ Creates a more energy efficient and environmentally friendly building. Creates approximately 125 construction jobs.

1.4 Relationship to the Institutional Master Plan

In the spring of 2003, Boston College embarked on a comprehensive strategic planning initiative to define the University's needs and establish institutional goals for the coming decade and beyond. After several years of planning, a Strategic Plan was adopted by the Board of Trustees in February, 2006. Then, in December of 2007, after two years of working with the Boston College Allston-Brighton Community Task Force and the surrounding neighborhood, Boston College submitted an Institutional Master Plan Notification Form (IMP/NF) outlining the institutional needs of the University, including the recently acquired Brighton Campus. Based on the Scoping Determination on the IMP/NF issued by the Boston Redevelopment Authority (BRA), Boston College submitted an Institutional Master Plan (IMP) in June 2008. In subsequent IMP filings with the BRA and the Zoning Commission in January and March of 2009 respectively, Boston College made changes to the IMP in response to community concerns. The proposed project at 129 Lake Street is described as a "Proposed Institutional Project" in the approved Boston College Institutional Master Plan. This Small Project Review filing is consistent with the Institutional Master Plan as approved by the BRA and Zoning Commission.

129 Lake Street, or Bishop Peterson Hall, was mentioned in the Second Amendment to the original Boston College IMP (filed on April 7, 2008), and adopted by the Boston Zoning Commission on October 1, 2008. The Second Amendment proposed the use of 129 Lake Street for temporary offices and classrooms for the School of Theology and Ministry, pending renovation of St. William's Hall, as well as use of the kitchen and dining rooms by the students and faculty of the School of Theology and Ministry. The building has been vacant since the completion of St. William's Hall in 2009.

The Boston College IMP proposes the renovation of 129 Lake Street for "administrative offices." The Proposed Project as defined in this document is consistent with the Boston College IMP as adopted by the Boston Zoning Commission on June 10, 2009.

Beyond the proposed use of the building, the IMP includes a number of larger planning elements with which the Proposed Project is also consistent. The consistency of this project with other elements of the IMP is described in various sections of this document addressing infrastructure, environmental issues, transportation, parking, environmental sustainability, and historic resources.

1.5 Consistency with Zoning Regulations

According to the Boston Zoning Code, the underlying zoning of the Brighton Campus property is Conservation Protection Subdistrict (CPS). The CPS zoning outlines 11 such subdistricts in

Allston-Brighton. The Brighton Campus is situated within the St. John's Seminary CPS. As stated in the Zoning Code, the CPS districts are established to promote the most desirable use of land and siting of development in areas with special natural or scenic features in accordance with a well considered plan, and to protect and enhance the natural and scenic resources of Allston-Brighton. The CPS zoning designation is not meant to be a conservation restriction tool, nor does the CPS zoning require the permanent preservation of land. The CPS does encourage the drafting of a plan for land that is reviewed by the BRA that accounts for the natural and scenic features. The CPS zoning also provides an extensive list of allowed, conditional and forbidden land uses.

Since the establishment of the underlying zoning, the Boston Zoning Commission has rezoned on an overlay basis the Brighton Campus as Boston College Institutional Master Plan zoning, and therefore the use and dimensional regulations within the CPS will not apply to Proposed Institutional Projects consistent with the IMP (See Section 1.4 above).

While the CPS zoning no longer applies, the University acknowledges that the Brighton Campus has unique natural features that further the beauty of the Brighton community. Development proposed at the Brighton Campus will respect the scenic beauty of the land to the extent feasible. This proposed institutional project advances this objective by maintaining a wooded buffer area along Lake Street, and reusing the existing 129 Lake Street building while preserving its campus setting.

1.6 Anticipated Permits and Approvals

While Project design has not advanced sufficiently to identify all required Project approvals, the following public approvals may be required:

AGENCY	APPROVAL
<i>City of Boston:</i>	
Boston Redevelopment Authority	Article 80 Small Project Review Certificate of Consistency with IMP
Boston Water and Sewer Commission	Water and Sewer Connection Permits
Fire Department	Flammable Storage Permit/License
Inspectional Services Department	Building Permit

1.7 Project Team

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The 129 Lake Street building is located in the northern portion of the University's 65 acre Brighton Campus. The project site is near a residential neighborhood along Lake Street, and the Edison Middle School to the north. Access to the project site is primarily from Commonwealth Avenue, a major arterial roadway. The Massachusetts Bay Transit Authority's (MBTA) Green Line runs along Commonwealth Avenue. (See Figure 2-1, Context Aerial; Figure 2-2, Context Plan; and Figure 2-3, Site Plan.)

2.2 Existing Conditions

Boston College's Brighton Campus sits north of Commonwealth Avenue and currently consists of thirteen buildings. The primary site entrance is on Commonwealth Avenue. Secondary access exists on Foster Street, and on Lake Street near Commonwealth Avenue. For special events, egress is provided to Lake Street near Glenmont Road. Originally part of St. John's Seminary, the 129 Lake Street building was constructed in 1957 to serve as a residence hall for seminarians, and also included a chapel, dining facility and meeting rooms. Today, the building is vacant, and is structurally sound.

The 129 Lake Street building consists of five above-ground floors and a partial basement level. The building height is approximately 55 feet, plus rooftop mechanical equipment. The total size of the building is approximately 76,200 gross square feet as defined in the City of Boston Zoning Code. The building is separate from, but is connected to, the St. John's Seminary at 127 Lake Street. (See Figure 2-4, Existing Conditions Photos, Exterior, and Figure 2-5, Existing Conditions Photos, Interior.)

The building mechanical, electrical, plumbing, life safety, energy efficiency and HVAC systems are not up to current standards and the building does not fully meet existing accessibility code.

2.3 Development Context

The renovation of 129 Lake Street is a Proposed Institutional Project as described in the Institutional Master Plan. The renovation and reuse of the building is a core component of the implementation of the Master Plan. 129 Lake Street will be renovated for use as administrative offices and as an employee dining facility for the Brighton Campus. Boston College intends to relocate administrative staff in St. Thomas More Hall which, in concert with other building projects and relocations, will allow St. Thomas More Hall to be demolished. The St. Thomas More Hall site is programmed to be the location of a new residence hall housing approximately 470 students, the first new construction of the approved Institutional Master Plan. Thus, the 129 Lake Street project is a critical precursor to the construction of the new residence hall.

2.4 Scope of Work

The renovation of 129 Lake Street is a major construction project with an estimated construction cost of \$16 million. The scope of work to be undertaken includes all of the items

listed below. The work is primarily limited to the building envelope, although some work may occur outside for utility connections, accessibility improvements and mechanical equipment. (See Figures 2-6, First Floor Plan, through 2-10, Fifth Floor Plan.)

The scope of renovations will include:

- removal of existing asbestos-containing materials by a licensed abatement contractor,
- complete renovation of building infrastructure systems, including mechanical, electrical, plumbing and heating and cooling,
- replacement of windows with more energy-efficient designs,
- new roof and re-pointing exterior masonry façade as required,
- installation of a new elevator serving all floors, and an elevator headhouse on the roof,
- minor exterior changes to the building façade to facilitate access/egress requirements,
- universal accessibility improvements throughout the building,
- installation of new water-conserving plumbing fixtures,
- installation of a new emergency generator,
- installation of sprinklers, standpipes in stairwells and a fire pump to provide fire protection for the building,
- installation of new, more energy efficient chillers,
- new air handling and energy recovery systems to provide improved indoor air quality and energy efficiency,
- seismic performance improvements upgrades,
- minor exterior site improvements, including walkways, accent lighting and new underground utility connections, and
- minor upgrades to life safety systems in some adjacent portions of the St. John's Seminary

2.5 Public Benefits

2.5.1 BUILDING REUSE/PRESERVATION

The 129 Lake Street Building Project will reuse a vacant building in an appropriate manner to meet the University's administrative needs. This reuse/preservation option avoids the need to undertake new construction that might involve greater environmental, urban design, and energy impacts. The reuse/preservation option also maintains the appearance of the Brighton Campus to the surrounding neighborhood.

2.5.2 URBAN DESIGN

The renovation of 129 Lake Street will help to preserve the academic campus setting of the Boston College Brighton Campus. The exterior façade, including ornate entryways and religious symbolism, will be preserved. The ongoing use of this building fits into the larger plan for the Brighton Campus as approved in the Institutional Master Plan. Upon completion, the building will have the same appearance as it does today.

2.5.3 CONSTRUCTION EMPLOYMENT

The 129 Lake Street building will provide a valuable source of employment for 125 construction workers from a wide array of trades, during the approximately 12 months of project construction.

In addition, Boston College is committed to implementing the Boston Residents Job Policy and will establish employment goals consistent with that program. Under that policy, 50% of the construction jobs will be intended for Boston residents, 25% for minorities and 10% for women.

2.5.4 ECONOMIC BENEFITS

Boston College is a major employer in the City of Boston and has a total economic impact on the City of \$1.6 billion annually. This project will help to maintain the University's strong contribution to the growth of the local and regional economies.

2.6 Public Review Process

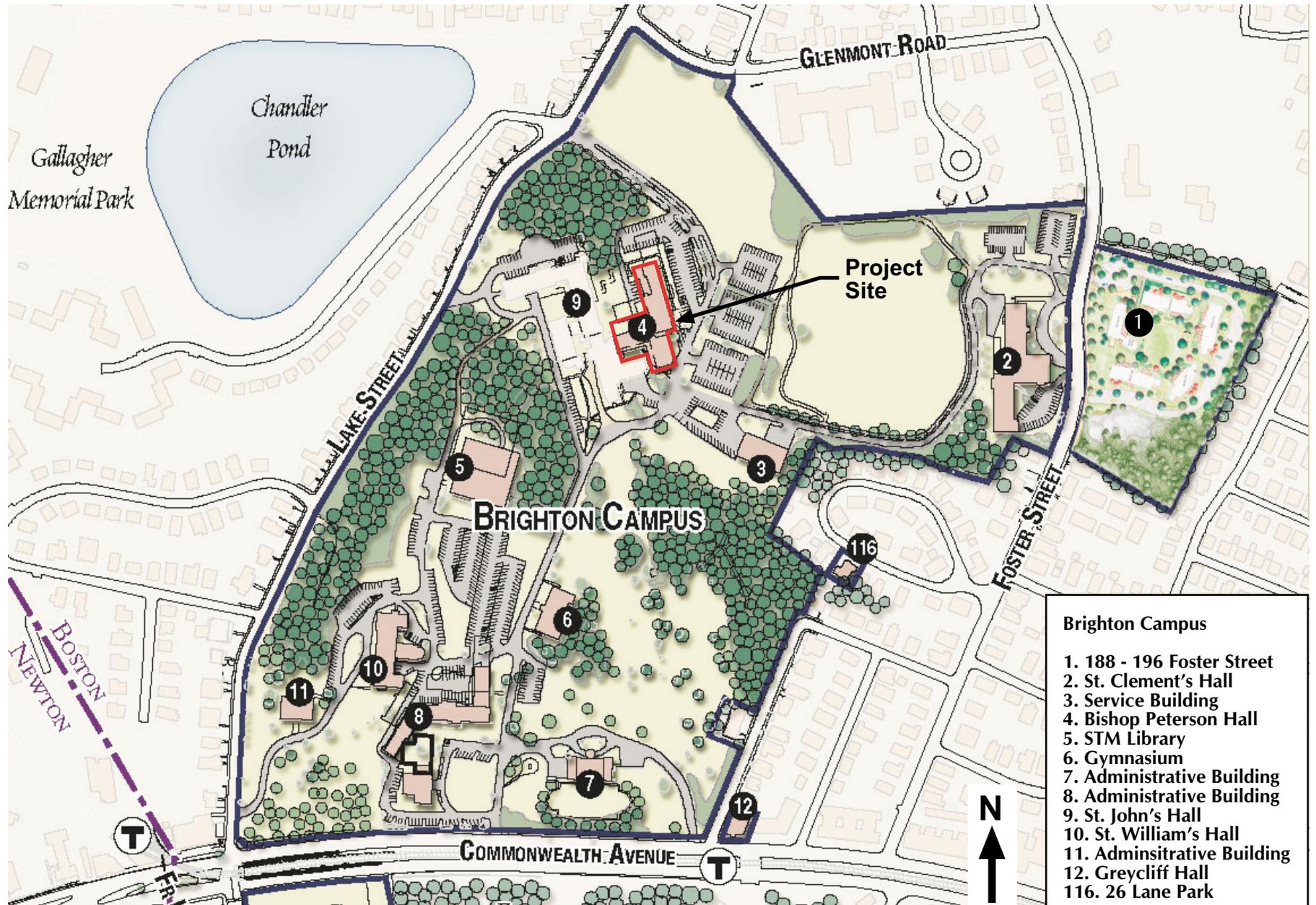
The University is committed to continuing its public outreach process through the Boston College Allston-Brighton Master Plan Task Force. The Task Force is composed of community representatives from various community and civic organizations in Allston and Brighton. In addition to the focused neighborhood input provided by the Task Force, the Boston Redevelopment Authority approval process provides other opportunities for public comment. Through the Article 80 Small Project Review process, there will be an opportunity for public review and comment.

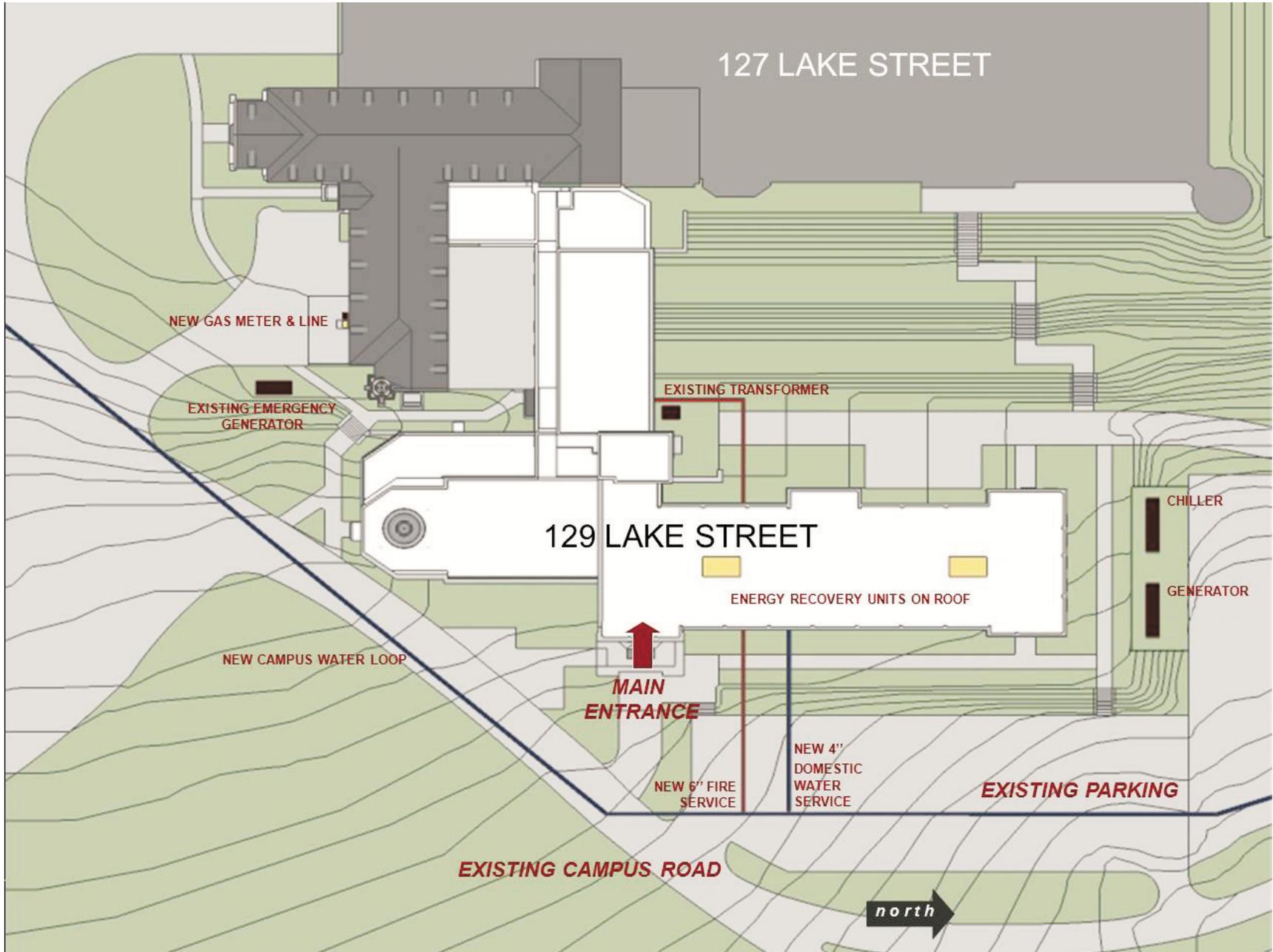
2.7 Construction Schedule

The current project schedule calls for the Project to be competitively bid in summer 2010, and for Project construction to commence in October 2010 and continue through to completion in October 2011. All work will be carried out in conformance with a Construction and Transportation Management Plan addressing site access, worker parking, truck routes, hours of

operation, rodent control, etc. (See also Section 5.6, Construction Impacts and Appendix A, Draft Construction and Transportation Management Plan.)









View along the Front (east) Side



View of the Chapel



View of the Main Entrance



View of the North Wing



View of the Chapel



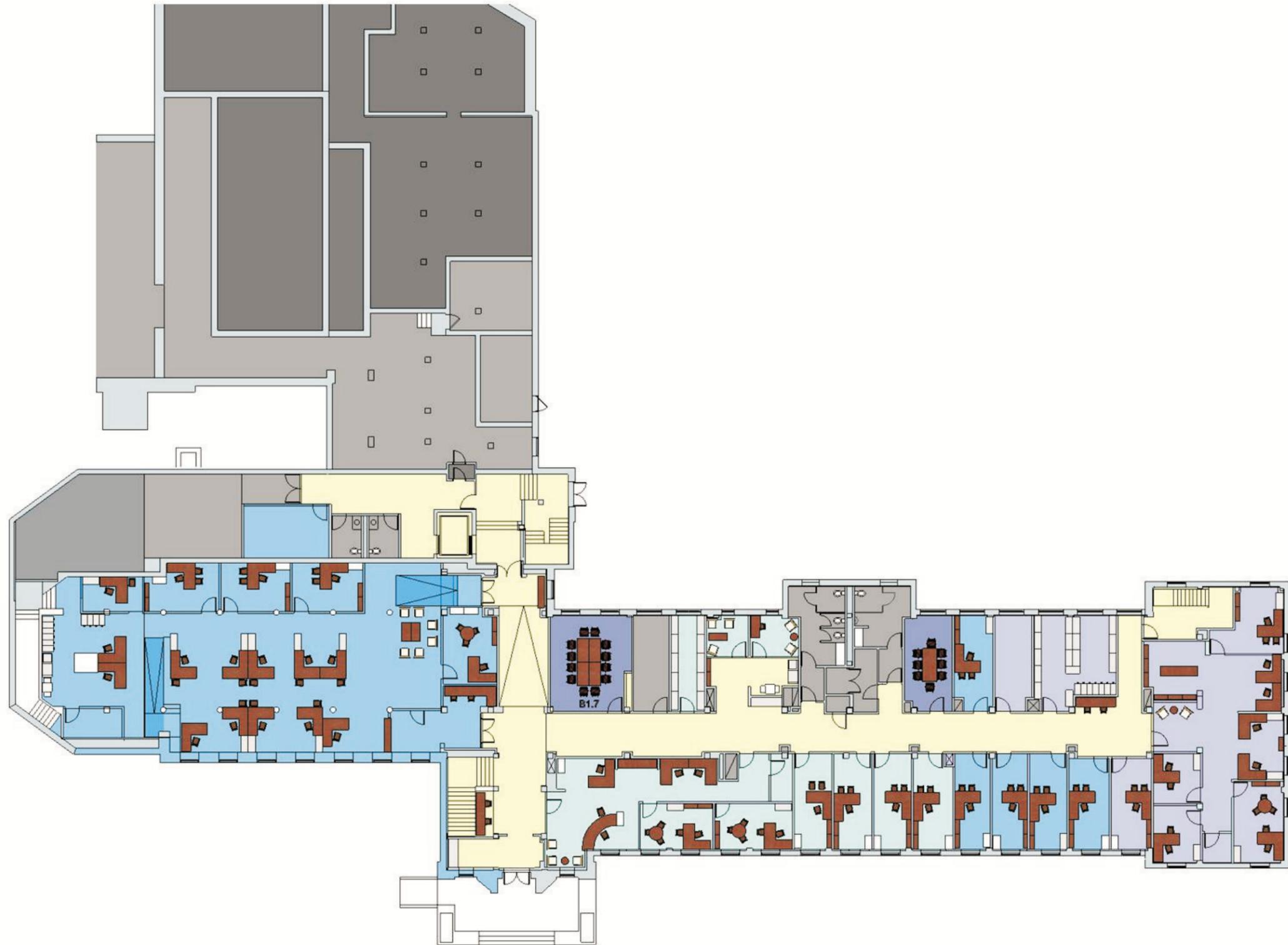
View of the Dining Area



View of a Classroom



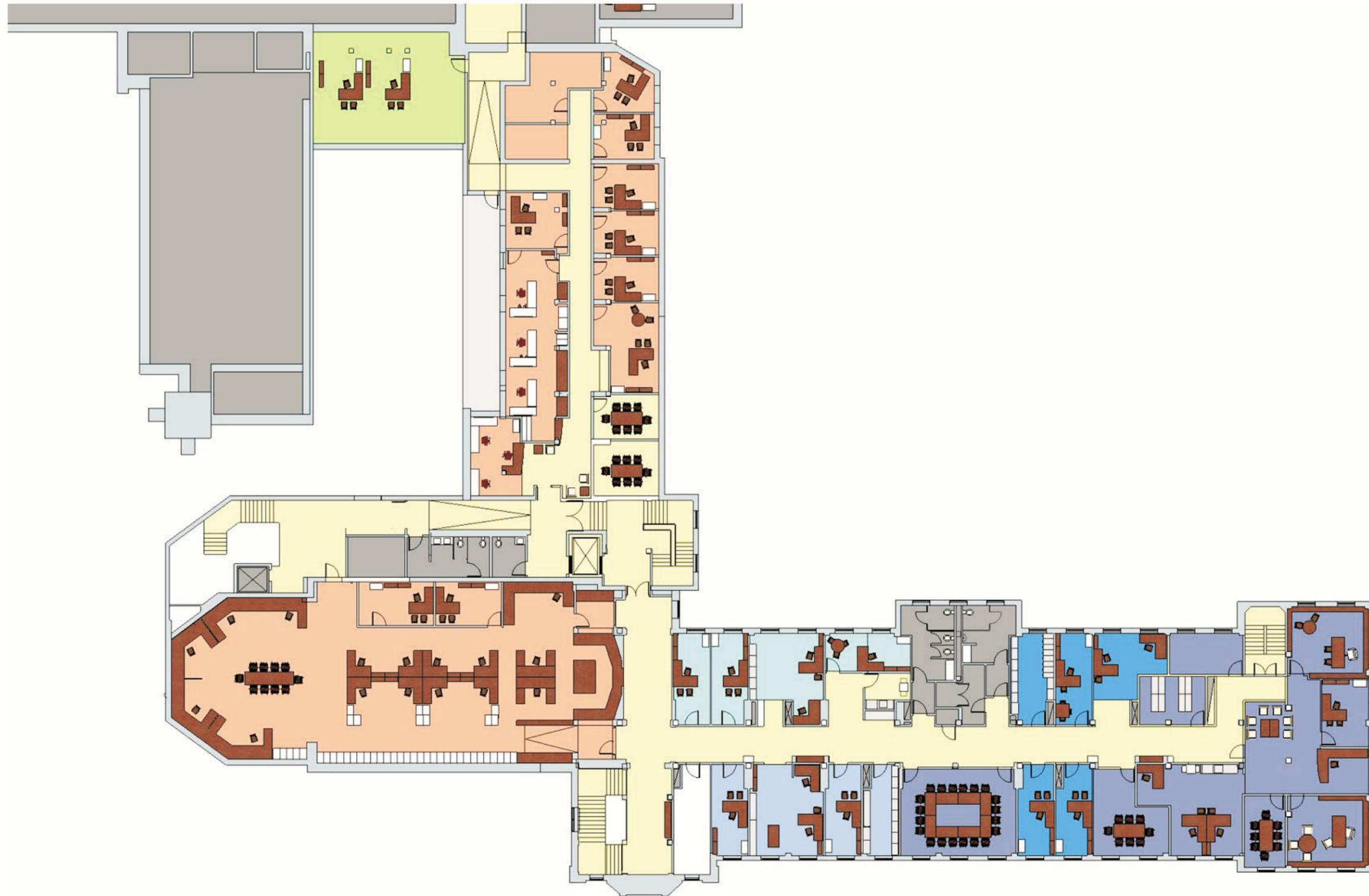
View of a Hallway



129 LAKE STREET
BOSTON COLLEGE
March 22, 2010

1ST FLOOR PLAN
GSF = 14,947

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129 LAKE STREET
BOSTON COLLEGE
March 22, 2010

2ND FLOOR PLAN

GSF = 20,867

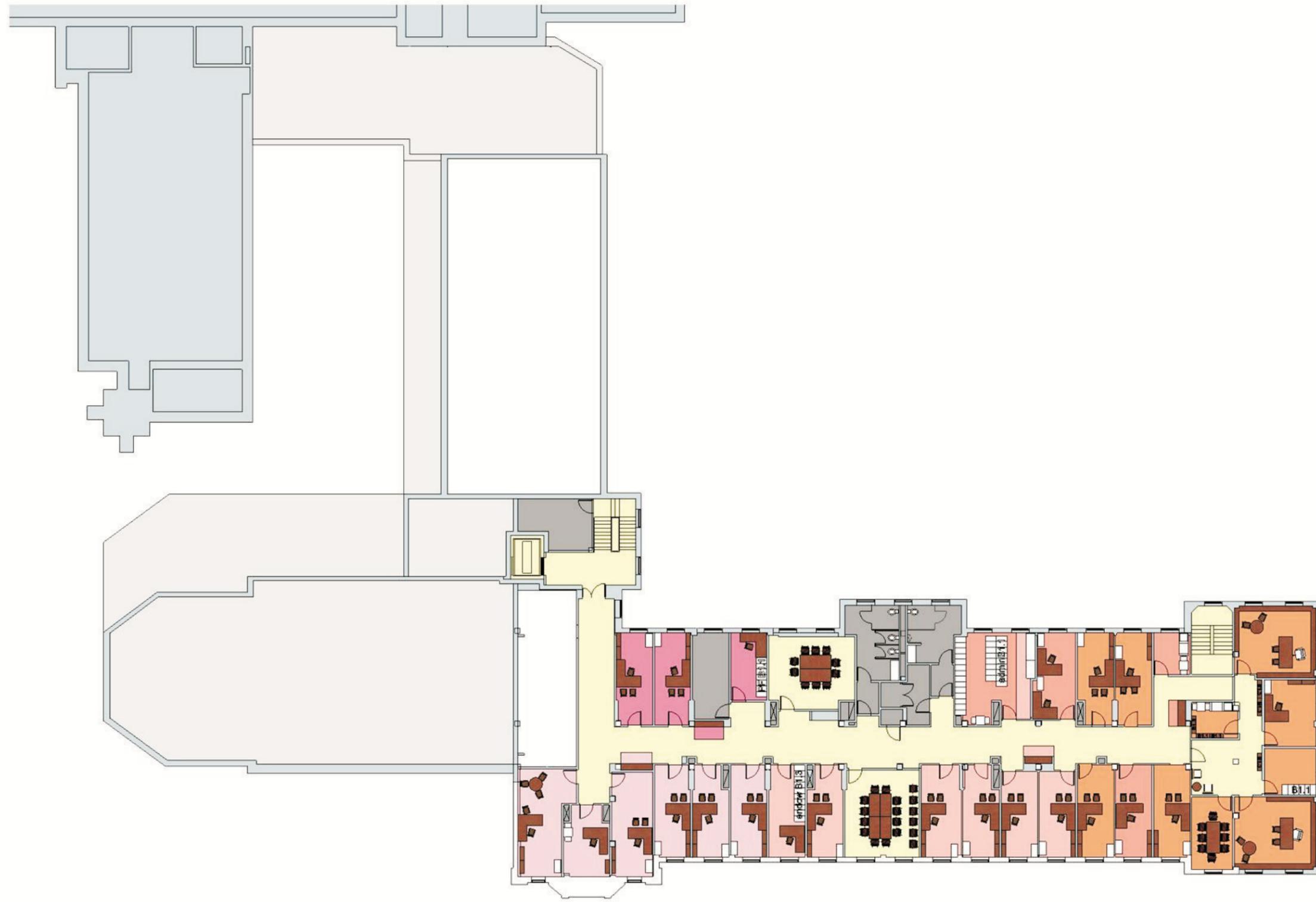
MDS MILLER DYER SPEARS
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129 LAKE STREET
BOSTON COLLEGE
March 22, 2010

3RD FLOOR PLAN
GSF = 19,833

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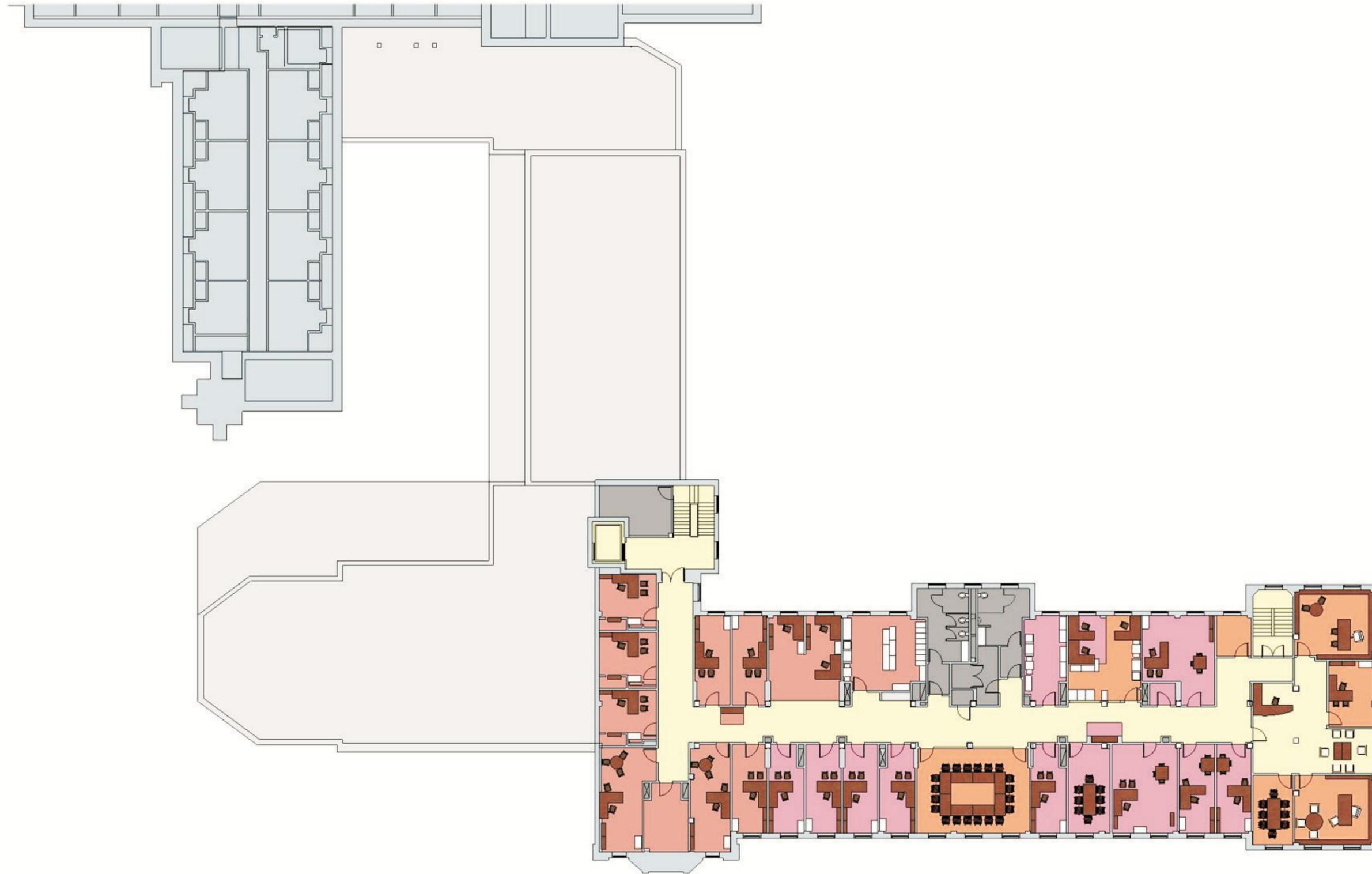


129 LAKE STREET
BOSTON COLLEGE
March 22, 2010

4TH FLOOR PLAN

GSF = 9,929

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129 LAKE STREET
BOSTON COLLEGE
March 22, 2010

5TH FLOOR PLAN
GSF = 10,626

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3.0 ENVIRONMENTAL SUSTAINABILITY

3.1 Sustainable Design Principles

The renovation of 129 Lake Street will incorporate sustainable design features, including the utilization of a sustainable site, increased water and energy efficiency, use of renewable and recycled materials, and improved indoor air quality.

Consistent with the Environmental Sustainability goals and practices described in the Institutional Master Plan, the project will be Leadership in Energy and Environmental Design (LEED) certifiable and will incorporate a number of sustainable measures and practices. As part of the specifications for the project design, use of rapidly renewable and recycled materials will be encouraged, construction and demolition debris will be recycled or reused, and for operations, provisions will be made for the storage and recycling of waste materials.

3.2 Building Design

The University is committed to achieving a Project design certifiable under the Leadership in Energy and Environmental Design (LEED) program. Because the Project is still at a schematic design level, final decisions about which LEED credits to pursue have not yet been made. However, the University has identified a number of credits which are potentially available for the Project. (See Figure 3-1, LEED Checklist.) As the design progresses, the University will select the final design elements which will achieve LEED certifiable status.

Highlights of the sustainability measures being considered include the following:

- **Sustainable Sites** – The University has chosen to develop a sustainable site well-served by public transportation and other alternatives to single occupancy vehicle commuting. No increase in parking capacity is being provided. The University also plans to take steps to reduce light pollution from inside the building and utilize a low albedo roof to reduce the heat island effect.
- **Water Efficiency** – The University plans to improve water efficiency through the installation of water-conserving fixtures and to reduce water consumption through the water efficient landscaping.
- **Energy and Atmosphere** – The University will optimize the energy performance of the Project and will utilize an enhanced commissioning process. Only refrigerants that do not contribute to ozone depletion or climate change will be used.
- **Materials and Resources** – The University will minimize its consumption of new materials and resources by reusing much of the existing building, and retaining the great majority of the interior and exterior building structure. The majority of construction wastes will be segregated and recycled or reused. In the selection of building materials, consideration will be given to the use of recycled content, regional materials and rapidly renewable materials. The

University has a well-established recycling program which will be put in place in the new Project.

- **Indoor Environmental Quality** – The University will improve indoor air quality with the installation of a new exhaust ventilation system for all bathrooms and a new mechanical ventilation system that will provide fresh air to all the occupied spaces. The University will utilize low emitting materials in the construction of the building. Daylighting of the interior building space will be improved by the interior wall alterations, which will allow sunlight to reach the central corridor of the building.
- **Innovation and Design Process and Regional Priority Credits** –The University’s Project team will include at least one LEED accredited professional. The Project will seek several regional priority credits.

3.3 Sustainable Practices

The University has designed the project to be consistent with the sustainable principles outlined in the IMP. As it relates to the project, the University will commit to the following practices:

- **Transportation** – The University will continue its campus-wide Transportation Demand Management program (see Section 4.6, Transportation Demand Management, for more details). The University currently provides a Brighton Campus Shuttle bus with frequent service intervals, which stops on the campus side of Lake Street.
- **Waste Reduction and Recycling** – At least 50% of non-construction and demolition waste will be recycled and the University will implement a permanent recycling plan appropriate to the needs of the facility.
- **Procurement** – The University intends to purchase environmentally-preferable products and services as part of a campus-wide sustainable purchasing effort.
- **Education and Outreach** – The University will provide education and outreach to its employees regarding sustainability issues and measures to improve sustainable practices.

12		1		13		Sustainable Sites		Possible Points: 26	
Y	N	?							
Y						Prereq 1	Construction Activity Pollution Prevention		
1						Credit 1	Site Selection	1	
			5			Credit 2	Development Density and Community Connectivity	5	
		1				Credit 3	Brownfield Redevelopment	1	
6						Credit 4.1	Alternative Transportation—Public Transportation Access	6	
			1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1	
			3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3	
2						Credit 4.4	Alternative Transportation—Parking Capacity	2	
1						Credit 5.1	Site Development—Protect or Restore Habitat	1	
			1			Credit 5.2	Site Development—Maximize Open Space	1	
			1			Credit 6.1	Stormwater Design—Quantity Control	1	
			1			Credit 6.2	Stormwater Design—Quality Control	1	
			1			Credit 7.1	Heat Island Effect—Non-roof	1	
1						Credit 7.2	Heat Island Effect—Roof	1	
1						Credit 8	Light Pollution Reduction	1	
9			1			Water Efficiency		Possible Points: 10	
Y						Prereq 1	Water Use Reduction—20% Reduction		
4						Credit 1	Water Efficient Landscaping	2 to 4	
2						Credit 2	Innovative Wastewater Technologies	2	
3			1			Credit 3	Water Use Reduction	2 to 4	
7	23	5				Energy and Atmosphere		Possible Points: 35	
Y						Prereq 1	Fundamental Commissioning of Building Energy Systems		
Y						Prereq 2	Minimum Energy Performance		
Y						Prereq 3	Fundamental Refrigerant Management		
3	16					Credit 1	Optimize Energy Performance	1 to 19	
		7				Credit 2	On-Site Renewable Energy	1 to 7	
2						Credit 3	Enhanced Commissioning	2	
2						Credit 4	Enhanced Refrigerant Management	2	
			3			Credit 5	Measurement and Verification	3	
			2			Credit 6	Green Power	2	
8		6				Materials and Resources		Possible Points: 14	
Y						Prereq 1	Storage and Collection of Recyclables		
2		1				Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3	
		1				Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1	
2						Credit 2	Construction Waste Management	1 to 2	
			2			Credit 3	Materials Reuse	1 to 2	
Materials and Resources, Continued									
Y						2			
1		1				Credit 4	Recycled Content	1 to 2	
1						Credit 5	Regional Materials	1 to 2	
						Credit 6	Rapidly Renewable Materials	1	
			1			Credit 7	Certified Wood	1	
11	2	2				Indoor Environmental Quality		Possible Points: 15	
Y						Prereq 1	Minimum Indoor Air Quality Performance		
Y						Prereq 2	Environmental Tobacco Smoke (ETS) Control		
1						Credit 1	Outdoor Air Delivery Monitoring	1	
			1			Credit 2	Increased Ventilation	1	
1						Credit 3.1	Construction IAQ Management Plan—During Construction	1	
1						Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1	
1						Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1	
1						Credit 4.2	Low-Emitting Materials—Paints and Coatings	1	
1						Credit 4.3	Low-Emitting Materials—Flooring Systems	1	
1						Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1	
1						Credit 5	Indoor Chemical and Pollutant Source Control	1	
1						Credit 6.1	Controllability of Systems—Lighting	1	
			1			Credit 6.2	Controllability of Systems—Thermal Comfort	1	
			1			Credit 7.1	Thermal Comfort—Design	1	
			1			Credit 7.2	Thermal Comfort—Verification	1	
1						Credit 8.1	Daylight and Views—Daylight	1	
			1			Credit 8.2	Daylight and Views—Views	1	
1		2				Innovation and Design Process		Possible Points: 6	
			1			Credit 1.1	Innovation in Design: Specific Title	1	
			1			Credit 1.2	Innovation in Design: Specific Title	1	
						Credit 1.3	Innovation in Design: Specific Title	1	
						Credit 1.4	Innovation in Design: Specific Title	1	
						Credit 1.5	Innovation in Design: Specific Title	1	
1						Credit 2	LEED Accredited Professional	1	
4		2				Regional Priority Credits		Possible Points: 4	
1						Credit 1.1	Regional Priority: Specific Credit	1	
2						Credit 1.2	Regional Priority: Specific Credit	1	
1		1				Credit 1.3	Regional Priority: Specific Credit	1	
			1			Credit 1.4	Regional Priority: Specific Credit	1	
52	26	31				Total		Possible Points: 110	
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110									

4.0 TRANSPORTATION

4.1 Introduction

This transportation analysis reviews the impact of the renovation of 129 Lake Street on various transportation modes serving Boston College's Brighton Campus. The analysis is based on the planned relocation of approximately 130 staff from the Chestnut Hill Campus to 129 Lake Street. Most of the relocated staff, all within the Human Resources and Financial divisions, are currently located in St. Thomas More Hall on the corner of Commonwealth Avenue and St. Thomas More Road. The following sections describe existing conditions and expected project impacts on the following:

- Traffic
- Parking
- Transit
- Bicycle and Pedestrian Accommodations
- Transportation Demand Management
- Loading and Service

4.2 Traffic

4.2.1 VEHICULAR ACCESS

Vehicular access to the Brighton Campus for Boston College is provided by four active driveways: one on Foster Street, one on Commonwealth Avenue and two on Lake Street, as shown in Figure 4-1, Brighton Campus Transportation and Parking. The entrance at 127 Lake Street serves primarily St. John's Seminary. Two additional driveways on Lake Street near Glenmont Road and on Commonwealth Avenue at Greycliff Road are closed. The Lake Street driveway near Glenmont Road is only used during BC football games as an exit for vehicles parked on the Brighton Campus. The following describe the roadways serving the Brighton Campus.

Commonwealth Avenue is the south boundary of the Brighton Campus. It is a divided, east/west roadway providing two travel lanes in each direction. The MBTA Green Line B Branch is located in the median. Parking is provided along both sides of the street adjacent to the Brighton Campus, and sidewalks are provided on both sides of the street. The Brighton Campus entrance is a little more than a tenth of a mile from Lake Street.

Foster Street is a north/south roadway that provides two-way travel with one lane in each direction. It partially forms the eastern boundary of the Brighton Campus and connects Commonwealth Avenue and Washington Street. Sidewalks are provided along both sides of the street. Parking is allowed on the east side of the street adjacent to the Brighton Campus and on both sides of the street between the campus and Commonwealth Avenue. The Foster Street entrance to the Brighton Campus is adjacent to St. Clement's Hall.

Lake Street connects Commonwealth Avenue and Washington Street along the west side of the Brighton Campus. It provides one-way travel in the northbound direction. Trucks over 2.5

tons are prohibited from using Lake Street. Adjacent to the Brighton Campus, parking is permitted only on the west side of the street, and only the west side includes a sidewalk. The Lake Street driveway is located just north of Commonwealth Avenue.

4.2.2 TRAFFIC GENERATION

The renovation of 129 Lake Street will not cause any increase in traffic to the Boston College Campus. All of the occupants of 129 Lake Street will be relocated from the Chestnut Hill Campus. Almost all of them will come from St. Thomas More Hall at the corner of Commonwealth Avenue and St. Thomas More Road. St. Thomas More Hall will be demolished and the site will be used to construct undergraduate housing. Therefore, the renovation of 129 Lake Street will result in no increase in staff and no increase in travel to Boston College. The relocation is expected to increase traffic entering the Brighton Campus as some relocated staff shift from parking on the Chestnut Hill Campus to the Brighton Campus.

The expected increase in traffic was calculated based on the number of people being relocated to the campus. Using trip generation ratios from the transportation analysis in the IMP, the number of new trips to the Brighton Campus generated by 130 staff was calculated. These ratios include factors for an 80 percent mode share by vehicle and an average vehicle occupancy rate of 1.05. Table 4-1, Trip Generation shows the projected morning and evening peak hour vehicle trip generation expected to the Brighton Campus with the renovation of 129 Lake Street. On a daily basis, the 130 relocated staff members are expected to produce a shift of almost 200 trips to the Brighton Campus from the Chestnut Hill Campus. This shift would include 35 morning peak hour trips and 45 evening peak hour trips.

Table 4-1, Trip Generation

Direction	Daily	Morning Peak Hour	Evening Peak Hour
Entering	99	29	17
Exiting	<u>99</u>	<u>6</u>	<u>28</u>
Total	198	35	45

Table 4-2, Additional Trips at Brighton Campus Entrances shows the additional trips expected to be added at each of the entrances of the Brighton Campus in the morning and evening peak hours. The busiest location in the morning peak hour would be the Lake Street south entrance, which would gain 12 entering vehicles. In the evening peak hour, the busiest location would be the Commonwealth Avenue entrance with 16 exiting and 2 entering vehicles. These vehicles do not represent additional vehicles on the surrounding roadway, as they would be relocated from entrances to the Chestnut Hill Campus. The entrances to the Brighton Campus currently operate at good levels of service, and the projected limited increase in turns in and out of these entrances would not adversely affect operating conditions.

Table 4-2, Additional Trips at Brighton Campus Entrances

Campus Entrance	Movement	Morning Peak Hour		Evening Peak Hour	
		Entering	Exiting	Entering	Exiting
Foster Street	Left Turn	2	1	3	4
	Right Turn	6	1	7	3
Commonwealth Avenue	Right Turn	5	4	2	16
Lake Street South	Right Turn	12	0	5	0
Lake Street North	Right Turn	<u>3</u>	<u>1</u>	<u>0</u>	<u>5</u>
Total		29	6	17	28

4.3 Parking

4.3.1 ON-CAMPUS PARKING

The Brighton Campus has about 650 parking spaces as of February 2010. This number is almost 170 spaces fewer than reported in the Boston College IMP. The reduction in the number of spaces since the filing of the IMP results from the closure of the Foster Street Lot for construction of Jesuit housing.

Boston College has issued about 485 parking permits for existing staff and student parking on the Brighton Campus. Based on historical usage information, Boston College estimates that the maximum usage of spaces is no more than 80 percent of the total number of permits issued. This reflects the impact of people who are on vacation, out sick, traveling for business, or not using an automobile every time they commute or work part time. Based on this factor, approximately 388 spaces are needed for the current occupants of the Brighton campus. The 130 staff members to be relocated from the Chestnut Hill Campus to 129 Lake Street have been issued 116 parking permits. Applying the 80 percent factor to this number results in a need for an additional 93 spaces, or a total of 481 spaces. This demand is well within the existing capacity of about 650 spaces on the Brighton Campus.

4.3.2 ON-STREET PARKING

There is limited on-street parking around the Brighton Campus. With exception of Foster Street and Commonwealth Avenue, parking is allowed on only one side of most streets in the area. In most of those cases, only Allston-Brighton Resident Permit parking is allowed. A small amount of unregulated parking is allowed on Commonwealth Avenue adjacent to the Brighton Campus, Foster Street adjacent to the campus, Glenmont Road, and Anselm Terrace. None of these locations is convenient to 129 Lake Street. A limited amount of visitor parking (2-hour

limit) is provided on Commonwealth Avenue across from the Brighton Campus; Greycliff Road, Gerald Road and Foster Street near Commonwealth Avenue; Lake Street and Rogers Park Avenue.

4.4 Transit

4.4.1 PUBLIC TRANSPORTATION

Boston College is located at the terminus of the MBTA Green Line Boston College B Branch (see Figure 4-1). The Boston College stop is located on the north side of Commonwealth Avenue, just west of the Brighton Campus. Both the MBTA Green Line Cleveland Circle C Branch and the Riverside D Branch are within one mile east of the campus. Both are served by the Boston College Shuttle Service. Since the planned occupants of 129 Lake Street are primarily relocating from St. Thomas More Hall, no change in transit ridership via the Boston College station is expected.

The three branches are described below:

Boston College B Branch operates between Boston College and Government Center on 5-minute headways during rush hours and on 8-minute headways throughout the day on weekdays. The Boston College stop, located on Commonwealth Avenue, is the most convenient branch to the Brighton Campus. Service from the Boston College station is provided between 5:01 a.m. and 12:10 a.m. during the week, between 4:45 a.m. and 12:10 a.m. on Saturdays, and between 5:20 a.m. and 12:10 a.m. on Sundays.

Cleveland Circle C Branch operates between Cleveland Circle and North Station on 7-minute headways throughout the day on weekdays. The Cleveland Circle stop is located within one mile of Brighton campus. Service is provided between 5:01 a.m. and 12:10 a.m. during the week, between 4:50 a.m. and 12:10 a.m. on Saturdays, and between 5:30 a.m. and 12:10 a.m. on Sundays.

Riverside D Branch operates between Riverside and Government Center on 5-minute headways during rush hours and on 10-minute headways throughout the day on the weekdays. The Reservoir stop is located just east of the Cleveland Circle stop on the C Branch. Service is provided between 4:56 a.m. and 12:05 a.m. during the week, between 4:55 a.m. and 12:00 a.m. on Saturdays, and between 5:25 a.m. and 12:00 a.m. on Sundays.

The MBTA also operates several bus routes along Washington Street, which is within a quarter mile of the northern edge of the Brighton Campus, and along Chestnut Hill Avenue, which is within a quarter mile of the eastern edge of the Brighton Campus.

4.4.2 BOSTON COLLEGE SHUTTLE BUS SERVICES

Boston College provides shuttle bus services for students and employees of the Chestnut Hill, Brighton and Newton campuses. These services are described below:

The **Brighton Shuttle** provides a van service between the Brighton Campus and the Chestnut Hill Campus Monday through Friday from 8:15 a.m. to 5:40 p.m. Service is provided every 30

minutes except on weekends, University holidays, and when class is not in session. This shuttle service is also suspended during the summer.

The **Boston/Commonwealth Avenue Shuttle** service provides a Boston Direct Route and an All Stops route that run every 15-20 minutes. The Brighton Campus is served by the Greycliff Hall stop. The Boston Direct Route stops at Conte Forum, opposite Greycliff Hall, 2000 – 2012 Commonwealth Avenue, Reservoir Green Line MBTA Stop at Cleveland Circle, Bank of America on Chestnut Hill Avenue, Chiswick Road, Corner of Commonwealth Avenue and Chestnut Hill Avenue, South Street, Greycliff Hall and Robsham Theater. The All Stops route makes all of these stops plus McElroy Commons on Beacon Street, Donaldson House on College Road and the Main Gate at the Chestnut Hill Campus.

The **Newton Shuttle** transports students and employees between the Newton Campus and the Chestnut Hill Campus via Commonwealth Avenue. Service is provided every 15-20 minutes from 7:00 a.m. to 2:00 a.m. on weekdays and from 8:00 a.m. to 2:00 a.m. on weekends. Five distinct routes are provided.

4.5 Bicycle and Pedestrian Accommodations

4.5.1 PEDESTRIANS

There are good pedestrian accommodations for accessing the Brighton Campus. As described above in Section 4.2.1, Vehicular Access, sidewalks exist on both sides of Commonwealth Avenue and Foster Street and on the west side of Lake Street adjacent to the campus. Because of the retaining wall and wooded, steeply sloped area on the west edge of the Brighton Campus, there is no sidewalk on the east side of Lake Street adjacent to the campus. From Lake Shore Drive north to Washington Street, there are sidewalks on both sides of Lake Street.

When Boston College acquired the Brighton Campus, it contained few dedicated pedestrian walkways. Because of the bucolic nature of the campus at that time, pedestrians were able to walk in the roadways due to the limited vehicular traffic. With the development of the campus, BC has begun creating dedicated pedestrian paths. Currently, the campus has a sidewalk connecting St. Clement's Hall and the Foster Street entrance to the campus with Bishop Peterson Hall, the three tennis court parking areas opposite 129 Lake Street, the School of Theology and Ministry library and the library parking lot (see Figure 4-1, Brighton Campus Transportation Access and Parking). This pedestrian walkway provides sidewalks between 129 Lake Street and the various parking lots serving it. Pedestrian connections to the Chestnut Hill Campus are provided along the roadways to the Lake Street entrance near Commonwealth Avenue and the Commonwealth Avenue entrance.

A major component of the Boston College IMP is to strengthen pedestrian connections between the Chestnut Hill and Brighton Campuses. Major paths will be provided across the Chestnut Hill Campus connecting to the St. Thomas More Hall site and crosswalks at the intersection of Commonwealth Avenue and Lake Street/St. Thomas More Road and crosswalks at a proposed new intersection of the Brighton Campus spine road and Commonwealth Avenue. Likewise, connections between the north end of the Brighton Campus and the Commonwealth Avenue intersections will be emphasized.

Boston College supports Van Escort Services to provide greater safety and well being for all members of the Boston College community. The Escort Service is intended for the use of individuals. The Escort Service is limited to several areas, including the area around the Brighton Campus to Brighton Center and St. Elizabeth's Hospital. The Escort Service runs from 7 p.m. to 7 a.m. seven days a week, except for school holidays and breaks of four or more days. There are blue light emergency call facilities located throughout the Brighton and Chestnut Hill Campuses.

4.5.2 BICYCLES

Boston College offers services to bicyclists to aid in their commute and secure their equipment, and supports initiatives to create a bike-friendly campus. In addition, Boston College participates in the MassRIDES Bike to Work Week (BTWW) Challenge to promote bicycling as a viable commute option.

There are 28 locations on the Chestnut Hill Campus and 6 locations on the Newton Campus for securing bikes. Both campuses also provide locker areas with showers. As indicated in its IMP, Boston College plans to install bicycle racks on the Brighton Campus as buildings are renovated or newly constructed.

4.6 Transportation Demand Management

The location of the Brighton Campus at the end of the MBTA Green Line B Branch and the provision of shuttle bus service to the C and D Branches of the Green line provide the campus with transit access for commuters, students and visitors. The University actively supports efforts to reduce automobile use by faculty, staff, students and visitors traveling to the campus. Many actions to support this goal are actively employed by Boston College and will be applied to faculty, staff and students on the Brighton Campus. Existing measures include:

- **Information Dissemination.** Boston College promotes all forms of alternative transportation through the Office of Transportation and Parking and provides a comprehensive website for the members of the institution and the public. This website provides detailed transportation and parking policies. (See www.bc.edu/transportation.)
- **Transit.** Boston College is served by the MBTA Green Line B Branch and provides shuttle bus service to the Cleveland Circle and Reservoir MBTA stops on the C and D Branches of the Green Line. Students can purchase a semester pass through the University and receive an 11 percent discount on MBTA passes.
- **Ride matching.** In conjunction with MassRIDES, Boston College assists in the creation of carpools and vanpools, providing employees with a cost-effective and ecologically friendly alternative to drive-alone commutes. A 55 percent discount off regular parking permit rates for graduate and law students is provided for carpools. Carpoolers are guaranteed a prime parking location on campus. Additionally, as of fall 2007, the carpool permit rate was cut to \$100 (previously \$200), making it more affordable for each person in the carpool.
- **Shuttle Bus System.** Boston College operates and promotes a free 12-bus shuttle system to link the campus with the Green Line at the Cleveland Circle and Reservoir stops.

- **Guaranteed Ride Home.** Pre-registered employees who utilize alternative transportation can take advantage of a guaranteed ride home when a personal or family illness or unplanned overtime interrupts their regular commute.
- **Bicycling Incentives.** As described earlier, Boston College has numerous safe, clean and conveniently placed bicycle racks throughout its campus. Approximately 445 bicycle spaces are available in 28 locations on the Chestnut Hill Campus and approximately 80 spaces are provided on the Newton Campus. Boston College participates in the MassRIDES Bike to Work Week (BTWW) Challenge to promote bicycling as a viable commute option. Shower facilities are available near many of these locations. Boston College promotes biking as an alternative to driving, as identified on the Transportation website, and distributes promotional material and incentives for Bike Week to encourage employees to bike to work.
- **Car Sharing.** Boston College currently has a relationship with Zipcar, providing employees and students a significant discount on the membership rates and convenient access to 9 cars at the following locations:
 - Lake Street at Commonwealth Avenue – 2 cars
 - Commonwealth Avenue at Strathmore Road – 4 cars
 - Commonwealth Avenue at U.S. Petroleum – 3 cars

As part of its Institutional Master Plan, Boston College committed to improving and expanding its existing TDM program to provide additional travel options for employees and students that will reduce the demand for parking and ease traffic impacts to the roadways and neighborhood streets in Brighton. Specific measures committed to as part of the IMP, in addition to all current TDM initiatives, include:

- Provision of pre-tax MBTA pass sales for full time employees.
- Provision of a 25 percent MBTA pass subsidy for full-time employees who forgo a campus parking permit.
- Investigation of car-sharing opportunities on the Brighton Campus and provision of spaces to a car-sharing service.
- Provision of bicycle storage at new buildings on the Brighton Campus.
- Regular review of the shuttle services offered by Boston College to the Brighton Campus.

4.7 Loading and Service

Loading and service for 129 Lake Street take place in the loading area behind the building. Access to the loading area is through the parking lot on the north side of the building. Since the planned administrative use of the building is the same as the building's most recent use, no change in the size and number of trucks is expected.

Boston College restricts deliveries to 129 Lake Street until after 7:30 a.m. on weekdays and 9:00 a.m. on Saturdays. Trucks are required to enter and leave the campus via the entrance on Commonwealth Avenue. Trucks over 2.5 tons are prohibited from using Lake Street.

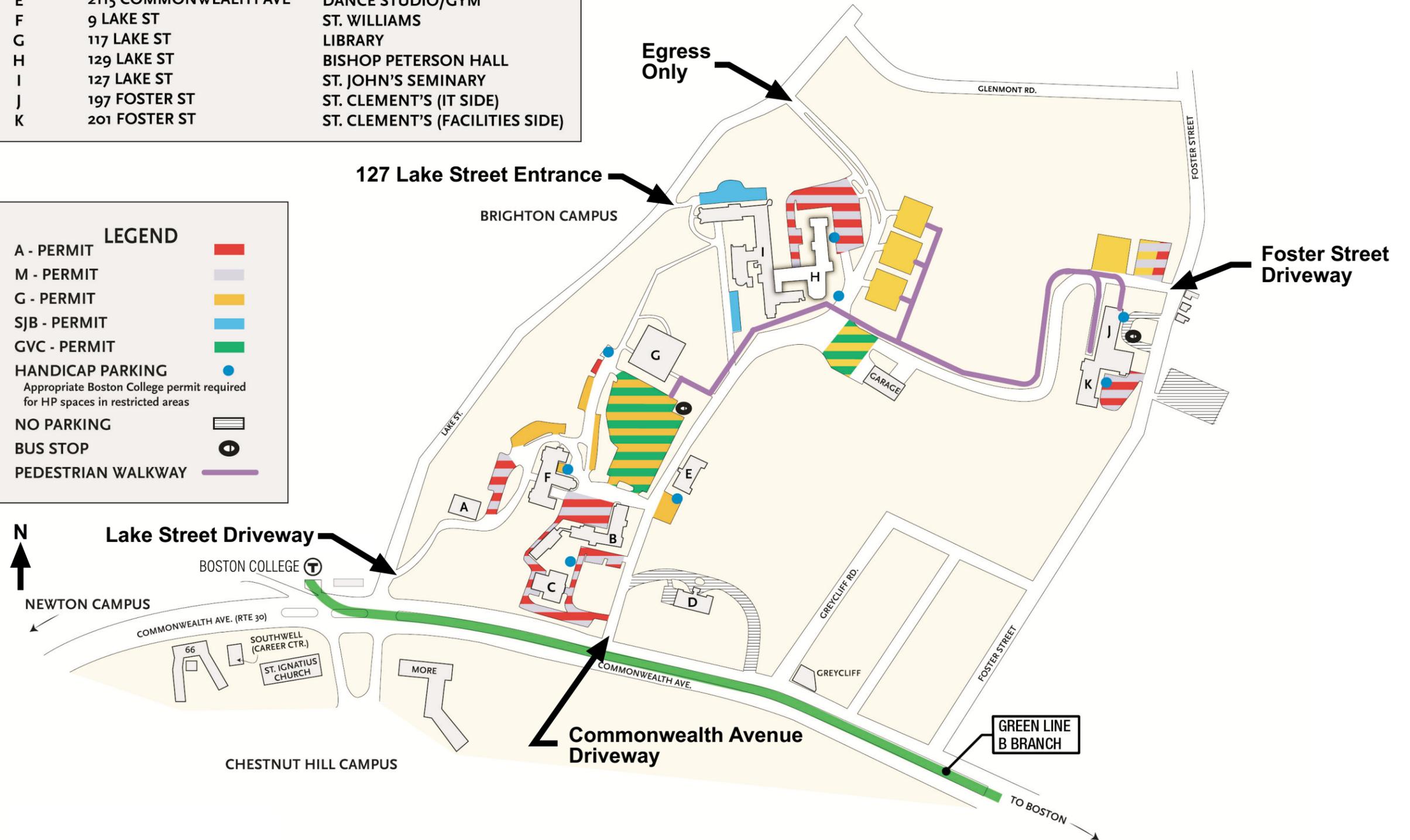


BOSTON COLLEGE
Brighton Campus

MAP NOTE	STREET ADDRESS	FORMERLY REFERRED TO AS
A	3 LAKE ST	3 LAKE ST
B	2121 COMMONWEALTH AVE	CHANCERY
C	2125 COMMONWEALTH AVE	CREAGH LIBRARY
D	2101 COMMONWEALTH AVE	RESIDENCE
E	2115 COMMONWEALTH AVE	DANCE STUDIO/GYM
F	9 LAKE ST	ST. WILLIAMS
G	117 LAKE ST	LIBRARY
H	129 LAKE ST	BISHOP PETERSON HALL
I	127 LAKE ST	ST. JOHN'S SEMINARY
J	197 FOSTER ST	ST. CLEMENT'S (IT SIDE)
K	201 FOSTER ST	ST. CLEMENT'S (FACILITIES SIDE)

LEGEND

- A - PERMIT
- M - PERMIT
- G - PERMIT
- SJB - PERMIT
- GVC - PERMIT
- HANDICAP PARKING
Appropriate Boston College permit required for HP spaces in restricted areas
- NO PARKING
- BUS STOP T
- PEDESTRIAN WALKWAY



5.0 ENVIRONMENTAL

5.1 Introduction

The 129 Lake Street project is an appropriate reuse of an existing building for a compatible use. As such, the Project does not involve major changes to the form or façade of the building, nor does the proposed use differ significantly from prior uses on the Brighton Campus. The proposed project will essentially shift existing uses from St. Thomas More Hall to this new location. Accordingly, the environmental impacts of this project are minimal and confined to the immediate building envelope. As there are no significant changes to the form of the building, no pedestrian level wind analyses, daylight studies, solar glare or shadow impact studies have been performed.

5.2 Air Quality

The proposed building renovation will include upgrades to building systems that may have the potential to affect air quality. With respect to indoor air quality, the building HVAC systems will be upgraded to code compliant systems that will provide a significantly greater rate of air exchange over existing conditions. To prevent heat/AC loss due to increased air exchanges, a heat/AC recovery unit will be installed to minimize energy consumption. Installation of a new emergency generator and fire pump will involve some increase in emissions from diesel powered engines. However, these units will be operated only sporadically during emergencies and for routine operational testing. All units will be in conformance with current standards for air emissions regulated by the State Department of Environmental Protection.

5.3 Noise

Intermittent increases in noise levels will occur in the short-term during construction. Construction work will comply with the requirements of the City of Boston noise ordinance. Efforts will be made to minimize the noise impact of construction activities. Mitigation measures are expected to include: appropriate mufflers on all equipment, including on-going maintenance of intake and exhaust mufflers; turning off idling equipment; replacing specific construction operations and techniques with less noisy ones; scheduling equipment operations to synchronize the noisiest operations with times of highest ambient noise levels; and muffling enclosures on continuously operating equipment, such as air compressors and welding generators with outdoor exposure.

A new chiller and emergency generator serving the building will be provided, although final locations have not yet been selected. Noise reducing options will be considered in the selection of equipment. Acoustical enclosures and screening will be provided around this equipment to minimize noise dispersion.

5.4 Water Quality

As there is no excavation involved in the project other than shallow utility trenching, there should be no direct impact on groundwater levels. In terms of stormwater runoff, the project will not alter the existing conditions and may slightly improve them. Building systems will be checked to ensure that all stormwater is completely separated from the existing sanitary sewer

system and discharged into the appropriate Boston Water and Sewer Commission conveyance system. No new areas of impervious surface will be created.

5.5 Solid and Hazardous Wastes

Solid waste generated by construction will consist of demolition debris from interior renovations and waste from new construction. Debris resulting from the demolition of the interior of the existing structure will be recycled or disposed of in accordance with applicable federal and state regulations.

In the summer of 2008, Boston College retained Covino Environmental Associates to perform an inspection of 129 Lake Street for the presence of Asbestos Containing Materials (ACM). Given the age of the building, there was reason to believe that there could be ACMs. The results of this survey were presented in a report dated August 28, 2008. This report identified that there were ACMs in the building in the pipe insulation, floor tiles and associated mastic and leveling compound, glazing compounds/window frame caulk around metal windows, caulking of exterior doors and duct seam sealant. The recommendations of the study were to conduct additional investigations in areas that could not be reached in the initial survey prior to the start of any construction, develop a work plan for removal of ACMs, retain a licensed asbestos abatement contractor to remove the materials prior to the start of construction and dispose of the materials in accordance with federal, state and local regulations. The University will comply with the recommendations contained in the report, including the hiring of a licensed abatement contractor.

5.6 Construction Impacts

A Construction Management Plan (“CMP”), in compliance with the City of Boston’s Construction Management Program, will be submitted to the Boston Transportation Department. It will include detailed information on construction activities, specific construction mitigation measures and construction materials access and staging-area plans to minimize impact on the surrounding neighborhood. (See Appendix A for a Draft Construction and Transportation Management Plan.)

Techniques such as barricades, walkways and signage will be used to ensure public safety. Construction management and scheduling will minimize impacts on the surrounding environment, through plans for construction worker commuting and parking, routing plans for trucking and deliveries and control of noise and dust.

Although the design of the 129 Lake Street renovation is still in process, Boston College has begun to identify preliminary elements of how traffic and parking will be managed during construction. This chapter outlines some of these elements, which are subject to refinement and modification as the design of the renovation project progresses.

Construction worker parking will be provided on the Brighton Campus. For previous renovation projects, Boston College has provided up to 60 parking permits to allow construction workers to park on campus. As noted in Section 4.3.1, On-Campus Parking, there is sufficient parking capacity on the Brighton Campus to accommodate construction workers at 129 Lake Street.

To minimize traffic impacts in the area, the following steps will be taken:

- Construction workers will be directed to reach the Brighton Campus via Commonwealth Avenue.
- Construction working hours will be 7:00 a.m. to 4:30 p.m. Monday through Friday and 9:00 a.m. to 4:30 p.m. on Saturday as authorized.
- Construction deliveries to the work area will be directed via Commonwealth Avenue.
- As needed, a security detail will be utilized to safely direct and manage construction related traffic as well as routine campus traffic.
- A fenced lay-down and work area will be established to separate construction activity from day-to-day pedestrian and vehicular traffic on campus.

Short-term air quality impact from fugitive dust may be expected during the demolition of the building interior and during the early phases of the Project site preparation activities. The construction contract for the project will require the contractor to use a number of measures to reduce potential emissions and minimize air quality impacts. Mitigation measures are expected to include the use of wetting agents where needed on a scheduled basis; the use of covered trucks; minimizing exposed construction debris stored on-site; monitoring construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized; locating aggregate storage piles away from areas having the greatest pedestrian activity where and when possible; and periodic cleaning of streets and sidewalks to minimize dust accumulations.

Intermittent increases in noise levels will occur in the short-term during construction. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Efforts will be made to minimize the noise impact of construction activities.

During construction, erosion and sediment control measures will be implemented to minimize the transport of Project site soils to off-site areas and BWSC storm drain systems. The existing catch basins will be protected with filter fabric or silt sacks to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until all areas of disturbance have been stabilized through the placement of pavement, structure or vegetative cover.

Other sediment controls, which will be implemented as needed during construction, will include the following:

- Staked hay bales and/or silt fence barriers will be installed at the base of stockpiled soils and at erosion-prone areas throughout the construction phase of the Project. The erosion controls will be maintained and replaced as necessary to assure their effectiveness.
- Where necessary, temporary sedimentation basins will be constructed to prevent the transport of sediment off-site.

- Measures to control dust will be implemented during construction. All debris will be properly contained on the Project site.
- Erosion controls will be maintained and replaced as necessary until the installation of pavement and the establishment of stabilized vegetation at the Project site.

5.7 Rodent Control

The construction contractor will file a rodent extermination certificate 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 Project, in compliance with the City's requirements. Rodent extermination prior to work start-up will consist of treatment of areas throughout the project site, including building interiors. During the construction process, regular service visits will be made to maintain effective rodent control levels.

5.8 Wildlife Habitat

The Project Site is fully developed and, as such, the Project will not impact important wildlife habitats.

5.9 Flood Hazard District/Wetlands

It is not anticipated that the Project area will be susceptible to conditions of flooding. The Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM") indicates the FEMA Flood Zone Designations for the Project Site (City of Boston, Community-Panel Numbers 250225C0056G and 250225C0058G, dated September 25, 2009). The FIRM for the Project site shows the project located in Zone C, Area of Minimal Flooding. In addition, the Project site does not contain any wetlands.

5.10 Historic Resources

Boston College acquired approximately 65 acres of land from the Roman Catholic Archdiocese of Boston (RCAB) that includes St. John's Seminary, Chancery Offices and the Cardinal's Residence. The Chancery-St. John's Seminary Complex was identified and evaluated in 2004 in the Massachusetts Historical Commission's (MHC) Survey of Historic Properties of the Roman Catholic Archdiocese in the City of Boston – Summary Report (Archdiocese Summary Report) and was subsequently recorded on an Area Form in MHC's Inventory as a "potential historic district" (MHC #BOS.JW). The Chancery-St. John's Seminary Complex consists of buildings that date from 1881-1967 located north of Commonwealth Avenue, generally between Lake Street and Foster Street in Brighton.

Most buildings and structures located within the Seminary Complex are considered by the MHC as contributing elements to the Seminary Complex, despite the relatively recent age and non-existent architectural merit of some of these buildings. 129 Lake Street (Bishop Peterson Hall), constructed in 1957 (MHC #BOS.8529), was among the buildings identified as a contributing element. The Seminary Complex has been determined by MHC to be eligible for listing on the state and national register of historic places as an historic district, but no such listing has occurred. The complex is not located within any existing state or local historic district. (See Figure 5-1, Listed and Inventoried Properties On and Near the Brighton Campus.)

The renovation of 129 Lake Street for administrative offices was identified as a Proposed Institutional Project in the Institutional Master Plan. In a letter dated January 18, 2008, to John Palmieri, Director of the Boston Redevelopment Authority, MHC provided comments on the IMP. The letter noted the eligibility of the St. John's/Chancery area as a historic district, but did not contain any comments or raise any concerns specific to the planned renovations at 129 Lake Street.

A cost of approximately \$16 million has been estimated for the renovation of 129 Lake Street. The project design is sensitive to the fabric of the Brighton Campus and the specific elements of the 129 Lake Street building. The building exterior will remain essentially as it is today, with necessary re-pointing of the masonry exterior with color-compatible mortar. Replacement windows will be selected to achieve energy efficiency while retaining the character of the building. Religious symbolism on the exterior of the building will be retained and the stained glass windows of the chapel will be preserved. A new entryway serving the dining area will be created in an architecturally compatible manner.

The project is not located in an historic district or architectural conservation district and thus is not subject to local historic review. There is no federal or state funding and thus the project is not subject to review by MHC under Section 106 of the National Historic Preservation Act or under MA General Laws Chapter 9, Sections 26-27C.



6.0 INFRASTRUCTURE

6.1 Introduction

The Project Site is currently served by existing utility infrastructure. The renovation of the building does not change the use and occupancy of the building and accordingly, should not significantly alter the utility demands or flows. All water, sewer and storm drainage lines in the area of the Project should be adequate to meet the demands of the Project.

6.2 Water Supply System

The water supply for domestic use and fire protection services is supplied by the Massachusetts Water Resources Authority (MWRA) and distributed by the Boston Water and Sewer Commission (BWSC) via water mains in Lake Street and Commonwealth Avenue as shown in Figure 6-1, Existing Water System. Boston College owns and maintains all of the water supply system components within the Brighton Campus. The Brighton Campus is served by a 12-inch BWSC main in Lake Street and a 16-inch BWSC main in Commonwealth Avenue.

The existing campus water mains provide sufficient domestic water service to serve the 129 Lake Street building, although a new 4-inch building service connection will likely be constructed. A new connection to the 12-inch main in Lake Street and a new meter pit serving 129 Lake Street was installed in the summer of 2009, connecting into the existing 6-inch campus distribution lines. At the same time, a new meter pit and connection to the 12-inch Lake Street main was installed near the 3 Lake Street drive. This new connection serves a new campus 10-inch water line running from Lake Street to 117 Lake Street that serves to improve fire protection on campus buildings by providing greater flow and pressure.

Building on the recent water distribution system improvements undertaken last summer by Boston College, the 10-inch water line/fire protection loop will be extended to serve the 127 and 129 Lake Street buildings. In the future, with the Brighton Fields Project, this line will be connected back out to Lake Street to form a complete loop for water supply and fire protection purposes.

To improve fire protection in the building, the renovation will include a full sprinkler system and standpipes in the stairwells. Accordingly, a new fire pump is also proposed as part of the project with sufficient capacity to serve the entirety of 129 Lake Street. A new 6-inch connection to the water system is proposed to serve the new fire pump. These improvements will ensure sufficient pressure and flow to serve firefighting needs.

6.3 Sanitary Sewer System

The existing sanitary sewer system within the Brighton Campus is owned and maintained by Boston College. BWSC owns and maintains the sewer systems in the public streets surrounding the campus and has a sewer main crossing the campus in the vicinity of the athletic fields. As shown in Figure 6-2, Existing Sanitary Sewer System, the existing sewer collection system for this area of the campus collects wastewater from buildings on campus and connects to a sewer main in Lake Street. There is a 12-inch sewer main in Lake Street that increases in size to a 15-

inch main as it flows to the north. This sewer main combines with one from Greycliff Road to the north of the Brighton Campus into a 36-inch by 38-inch box culvert that flows northerly.

No improvements to the sanitary collection system are proposed as part of the Project, as there is sufficient capacity within the existing collection system. The existing building service connection will likely be retained. With the installation of more water conserving fixtures as part of the renovation project, total sewer flows are expected to be reduced from the prior use of the building.

6.4 Stormwater System

The existing stormwater system on campus is owned and maintained by Boston College. BWSC owns and maintains the stormwater systems in the public streets surrounding the campus. Chandler Pond is located upstream of these drainage areas and does not receive runoff from Boston College. As a result, stormwater discharge from the Brighton Campus will have no impact on Chandler Pond. The Brighton Campus network discharges into a 24-inch storm drain in Lake Street and a 12-inch storm drain in Greycliff Road. The stormwater system appears adequate to serve the current needs of the campus. Currently, the stormwater runoff from the project site flows into a catch basin in the adjacent parking area and through a stormwater drain line to Lake Street where it enters the BWSC system. (See Figure 6-3, Existing Stormwater System.)

The proposed project will not increase impervious surfaces and therefore will not change existing rates of stormwater runoff. As part of the project, roof top drainage will also be routed directly to the stormwater system.

6.5 Energy and Telecommunications Services

The buildings on the Brighton Campus are supplied with gas by KeySpan Gas Company via Commonwealth Avenue, Lake Street and Foster Street. The Brighton Campus is served by individual building transformers operated directly by NSTAR. The Boston College campus is supplied with telecommunications carrier service from Verizon, AT&T and PaeTec. Services include local, long distance and 800 telephone services, as well as a variety of carrier services for data communications. The fire alarm and telecommunications services are privately owned and maintained by Boston College. The telecommunications and data systems are distributed throughout all campus buildings in University-owned conduit systems.







APPENDIX A, DRAFT CONSTRUCTION AND TRANSPORTATION MANAGEMENT PLAN

129 Lake Street

CONSTRUCTION AND TRANSPORTATION MANAGEMENT PLAN

CMP/TMP

March 23, 2010

129 Lake Street

Construction and Transportation Management Plan (CMP/TMP)

March 23, 2010

The General Contractor (to be determined) for 129 Lake Street will embark on the renovations and reroofing of the existing building. The Project has been assigned Application # TBD by Inspectional Services. Tentative commencement for the Project is mid-October of 2010.

This Construction Management Plan/Transportation Management Plan (CMP/TMP) is being submitted to the Boston Transportation Department (BTD) for approval prior to the start of construction per city of Boston regulations. The CMP/TMP includes specific mitigation measures and staging plans to minimize impacts to the abutters and public at large. The Contractor will adhere to the conditions as outlined herein, and will further contractually bind their subcontractors and suppliers to the CMP/TMP.

Construction Schedule:

The construction period for the Project is expected to last approximately 12 months. Typical construction hours will be from 7:00 AM to 4:30 PM, Monday through Friday. Construction will occasionally occur on weekend days as approved by Boston College in conformance with City of Boston special permit requirements. Trucking and equipment access to and from the site onto Commonwealth Avenue will be between 7:00 AM and 5:00 PM. The General Contractor notes that City of Boston ordinances require special permits to perform construction activities on weekends.

Construction Impact:

The Contractor will establish and maintain construction means and methods that will insure public safety for the duration of the Project. Controls such as barricades, walkways and signage will be utilized in the maintenance of public safety. Construction management, coordination and scheduling will be focused so as to minimize impacts on the surrounding environment, which will include plans for construction worker commuting and parking, routing plans for trucking and deliveries and control of noise and dust generation.

Construction Staging:

The site is bordered on the sides by Lake Street and Commonwealth Avenue, both classified by the City of Boston as public ways.

The Commonwealth Avenue entrance to the site will be utilized as both an entrance and an exit way. No vehicles will use the Lake Street entrance.

Materials Handling:

All materials will be off-loaded within the construction site. Material deliveries will be scheduled to avoid peak traffic periods in order to minimize traffic impacts.

A sign will be installed at the materials delivery area advising drivers that they must comply with applicable restrictions regarding vehicle engine idling. No truck idling or queuing will be permitted on the job site or any community streets.

Construction Worker Parking:

The number of workers required during the construction period will vary, with the estimated average daily work force ranging from approximately 40 workers during typical periods to as many as 60 workers during the peak of construction. Because the construction workers will arrive and depart prior to peak traffic periods, the construction trips are not expected to impact traffic conditions.

Personnel will arrive at the job site either by MBTA or by personal vehicles. Ample secured storage for tools will be provided on site so that workers will not need to transport their tools to the site daily, which will reduce the need to drive to the site. Carpooling will be encouraged by the construction contractor through the posting of a list of all construction personnel with their hometowns noted. During the weekly construction meetings with the project managers and the foremen, the construction contractor will monitor, explore and present the opportunities for carpooling. Parking requirements for the project management staff, whose daily work hours extend beyond that of the hourly construction workers, will be met via adjacent parking lots on Boston College property.

Trucking Route and Volumes:

Trucking traffic will vary throughout the construction period, depending on the work activity. However, it is expected that truck traffic will range from an average of five trucks a day during typical periods, to as many

as ten trucks a day during peak periods of construction. Idling of trucking will not be allowed on site.

Trucking to and from the construction site will utilize Commonwealth Avenue from Cleveland Circle.

Construction Air Quality:

The construction contract provides for a number of strictly enforced measures to be implemented by contractors to reduce potential emissions and minimize impacts.

These include:

1. Using wetting agents to control and suppress dust that may come from construction materials.
2. Fully covering all trucks used for transportation of construction debris.
3. No site storage of construction debris.
4. Periodic cleaning of street and sidewalks so as to minimize dust accumulation.

Construction Noise:

Every reasonable effort will be made to minimize the noise impact of construction activities. Mitigation measures will include:

1. Initiating a proactive program to ensure compliance with the City of Boston noise limitation policy.
2. Using appropriate mufflers on all equipment and regular maintenance of intake and exhaust mufflers.
3. Muffling enclosures of continuously running equipment, such as air compressors and welding generators.
4. Replacing specific construction operations and techniques by less noisy ones where feasible.
5. Selecting the quietest of alternative items of equipment (e.g. electric instead of diesel powered equipment, hydraulic tools instead of pneumatic impact tools).

6. Scheduling equipment operations to keep average noise levels low, to synchronize noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels.
7. Turning off idling equipment.
8. Locating noise equipment as far as possible from sensitive areas.

Rodent Control:

The City of Boston has declared that the infestation of rodents in the City is a serious problem. In order to control this infestation, the City enforces the requirements established under the Massachusetts State Sanitary Code and the State Building Code. City of Boston Policy Number 87-4 establishes that the extermination of rodents shall be required for issuance of permits of demolition, excavation, foundation, and basement rehabilitation. The project will develop a rodent control program prior to its construction start. For this scope of work the General Contractor will be contracted with a pest control company.

Construction:

Construction will include interior demolition, renovations, window replacement and re-roofing of the entire building and selective exterior masonry re-pointing. We intend to request the City of Boston to issue the appropriate permits to allow for the construction sequence to proceed as scheduled.

Commitment:

The General Contractor for the project will be responsible for all matters pertaining to construction permits. Although other individual subcontractors will be seeking permits in their own name, they will be contractually required to comply with this Construction Management Program upon its acceptance by BTM. Subcontractors to the General Contractor will coordinate all permit requirements through the General Contractor prior to actual application to the City, to ensure conformance of this CMP.

Project Manager: TBD
Project Superintendent: TBD