

# BOSTON COLLEGE

Catholic Religious Archives

Application for  
Small Project Review



SUBMITTED TO

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Boston Planning & Development Agency  
Boston, Massachusetts

SUBMITTED BY

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Boston College  
140 Commonwealth Avenue  
Chestnut Hill, Massachusetts

July 12, 2024

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# TABLE OF CONTENTS

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## CHAPTER 1: PROJECT SUMMARY

1.1	PROJECT IDENTIFICATION .....	1-1
1.2	PROJECT DESCRIPTION .....	1-1
1.3	RELATIONSHIP TO INSTITUTIONAL MASTER PLAN (IMP) .....	1-2
1.4	CONSISTENCY WITH ZONING REGULATIONS .....	1-3
1.5	ANTICIPATED PERMITS AND APPROVALS .....	1-4
1.6	PROJECT TEAM.....	1-4

## CHAPTER 2: PROJECT DESCRIPTION

2.1	PROJECT LOCATION.....	2-1
2.2	EXISTING CONDITIONS .....	2-1
2.3	PROJECT OVERVIEW.....	2-1
2.4	PUBLIC BENEFITS .....	2-3
2.5	PUBLIC REVIEW PROCESS .....	2-3
2.6	CONSTRUCTION SCHEDULE .....	2-3

## CHAPTER 3: ENVIRONMENTAL

3.1	INTRODUCTION.....	3-1
3.2	TREE MANAGEMENT .....	3-1
3.3	TRANSPORTATION.....	3-3
3.4	ENVIRONMENTAL SUSTAINABILITY.....	3-3
3.5	HEATING AND COOLING.....	3-4
3.6	NOISE .....	3-4
3.7	WATER QUALITY .....	3-5
3.8	SOLID AND HAZARDOUS WASTE.....	3-5
3.9	CONSTRUCTION IMPACTS .....	3-6

## CHAPTER 4: INFRASTRUCTURE

4.1	INTRODUCTION.....	4-1
4.2	WATER SYSTEM.....	4-1
4.3	WASTEWATER .....	4-2

4.4 STORM DRAINAGE SYSTEM..... 4-2

4.5 ENERGY AND TELECOMMUNICATIONS SERVICES..... 4-3

**LIST OF TABLES**

Table 1-1 Approximate Project Dimensions

Table 1-2 Anticipated Project Approvals

Table 2-1 Project Program Summary

Table 3-1 Tree Inventory Data

**LIST OF FIGURES**

Figure 1-1 2009 Institutional Master Plan

Figure 1-2 Locus Map

Figure 1-3 Aerial View

Figure 1-4 Project Site Plan

Figure 2-1 Existing Conditions Photographs Key

Figure 2-2 Existing Conditions Photographs

Figure 2-3 Existing Conditions Photographs

Figure 2-4 Existing Conditions Photographs

Figure 2-5 Landscape Planting Plan

Figure 2-6 Landscape Materials Plan

Figure 2-7 Lower Level Floor Plan

Figure 2-8 Level 1 Floor Plan

Figure 2-9 Level 2 Floor Plan

Figure 2-10 East and West Average Elevations

Figure 2-11 North and South Average Elevations

Figure 2-12 East and West Rendered Elevations

Figure 2-13 North and South Rendered Elevations

Figure 2-14 Rendering Looking West

Figure 2-15 Rendering Looking Southeast

Figure 2-16 Rendering Looking Northwest

Figure 2-17 Rendering Looking East

Figure 3-1 Proposed Tree Removal and Replacement

Figure 3-2 Potential Brighton Campus Tree Replacement Locations

Figure 3-3 LEED Scorecard

**APPENDIX**

Appendix A Estimated Trip Generation

Appendix B Accessibility Checklist

# Chapter 1

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## PROJECT SUMMARY

# CHAPTER 1: PROJECT SUMMARY

## 1.1 PROJECT IDENTIFICATION

<b>Project Name:</b>	Catholic Religious Archives
<b>Project Address/Location:</b>	117 Lake Street, Brighton, MA 02135
<b>Proponent:</b>	Trustees of Boston College
<b>Assessor's Parcel Number:</b>	2205268070

## 1.2 PROJECT DESCRIPTION

Trustees of Boston College (the "Proponent") is proposing to construct a building (the "Project") adjacent to the Theology and Ministry Library on the Brighton Campus of Boston College (the "University").

The Library Storage Project was described in the 2009 Institutional Master Plan ("IMP") as an approximately 40-foot high, 14,000 square foot ("sf") addition to the Theology and Ministry Library (the "Library") on the Brighton Campus. As shown on **Figure 1-1** (2009 Institutional Master Plan), the Library Storage Project was located immediately to the North of the Library and east of Lake Street (the "Project Site").

The amended Library Storage Project, referred to as the Catholic Religious Archives Project, will be in the same location as the Library Storage project, but enlarged to comprise less than 45,000 sf Gross Floor Area ("GFA") with an overall height less than 55 feet. See **Figure 1-2** (Locus Map), **Figure 1-3** (Aerial View), and **Figure 1-4** (Project Site Plan).

The existing site is wooded with bedrock outcrops across the Project Site. The Project Site loses approximately 46 feet of elevation as it slopes downward from the north side of the Library towards the St. John's Seminary property. An existing paved access roadway generally bounds the Project Site to the west and the Brighton Campus "Spine Road" generally bounds the Project Site to the east.

When complete, the Project will primarily store collections, as well as limited artwork and cultural artifacts. The two floors of the building will have a mixture of fixed and compact shelving, map cases, and art racks. The consistent internal climate of the collection and processing spaces will be serviced from climate control mechanical equipment in a partial basement. The building will have a loading dock, internal receiving area, and a holding room for collection of objects. The Project will utilize space in the Library for processing and a

research reading room that will be accessed by a one-story connector between the two buildings.

Transportation access for the building's visitors and staff in accordance with the University's overall parking and transportation plan, which includes a campus shuttle serving the Brighton Campus with a stop at Commonwealth Avenue at Greycliff Road. Sufficient parking is available to meet anticipated demand in the existing surface parking lots located directly east of the Library, as shown on **Figure 1-3**. The Project will also incorporate two service parking spaces along the building and two accessible parking spaces to the west of the building. **Table 1-1** summarizes the dimensions of the Project.

**Table 1-1: Approximate Project Dimensions**

Attribute	Project Dimension
Gross Floor Area	< 45,000 square feet
Height in Stories	3 stories
Height in Feet	< 55 feet
Setback (from Lake Street)	120 feet
Use	Library Storage
Parking	49 spaces
Loading Bay	1 loading bay

This application is submitted to the Boston Planning & Development Agency ("BPDA") in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code") to initiate review of the Project.

### 1.3 RELATIONSHIP TO INSTITUTIONAL MASTER PLAN (IMP)

In the spring of 2004, BC embarked on a comprehensive strategic and physical planning initiative to assess its academic program and to set institutional goals for the next decade and beyond. After several years of planning, a strategic plan was adopted by the Board of Trustees in February of 2006. Following two years of consultation with the surrounding neighborhood, BC submitted an Institutional Master Plan Notification Form ("IMPNF") outlining the institutional needs of the University in December of 2007. In response to a Scoping Determination issued by the Boston Redevelopment Authority ("BRA") (doing business as the Boston Planning & Development Agency ("BPDA") since 2016), BC submitted an Institutional Master Plan ("IMP") in June of 2008. The IMP was ultimately approved by the BRA on June

10, 2009, and renewed in 2013 for a four-year period. The BPDA subsequently renewed the IMP in 2017 for a four-year period through June 20, 2021, and renewed in 2021 for a two-year period through October 14, 2023. In November 2023, the BPDA extended the current IMP for a two-year period through October 14, 2025.

This Small Project Review filing will be submitted concurrently with an IMPNF requesting an Amendment to the IMP for the Project that includes the less than 45,000 sf building and service and accessible parking proximate to the building.

## **1.4 CONSISTENCY WITH ZONING REGULATIONS**

According to the Code, the underlying zoning of the Brighton Campus property is Conservation Protection Subdistrict (“CPS”). The Brighton Campus is situated within the St. John’s Seminary CPS. As stated in the 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.

In adherence to CPS zoning, this development proposed at the Brighton Campus will respect the scenic beauty of the land to the extent feasible. This Proposed Institutional Project (“PIP”) adheres to this objective by focusing on design that works with the topography and carefully considers incorporation of trees and plantings to the extent possible.

Boston College intends to construct the Project as a PIP following amendment of the IMP and issuance of Certificate of Consistency (pursuant to Section 80D-10 of the Zoning Code) and Certificate of Compliance (pursuant to Section 80B-6 of the Zoning Code). Therefore, the Project will be deemed to comply with the underlying zoning as provided in Section 80D-11 of the Code.



## 1.5 ANTICIPATED PERMITS AND APPROVALS

The following table is a list of anticipated approvals for the Project.

**Table 1-2: Anticipated Project Approvals**

Agency	Approval
<b>Local</b>	
Boston Planning & Development Agency (BPDA)	<ul style="list-style-type: none"> <li>• Article 80 Small Project Review</li> <li>• IMPNF (for Amendment to the IMP)</li> </ul>
Boston Transportation Department	<ul style="list-style-type: none"> <li>• Construction Management Plan</li> </ul>
Boston Water and Sewer Commission	<ul style="list-style-type: none"> <li>• Site Plan Approval</li> <li>• Water and Sewer Connection Permits</li> </ul>
Boston Inspectional Services Department	<ul style="list-style-type: none"> <li>• Building Permit</li> </ul>
<b>Federal</b>	
Environmental Protection Agency	<ul style="list-style-type: none"> <li>• National Pollutant Discharge Elimination System Permit</li> </ul>

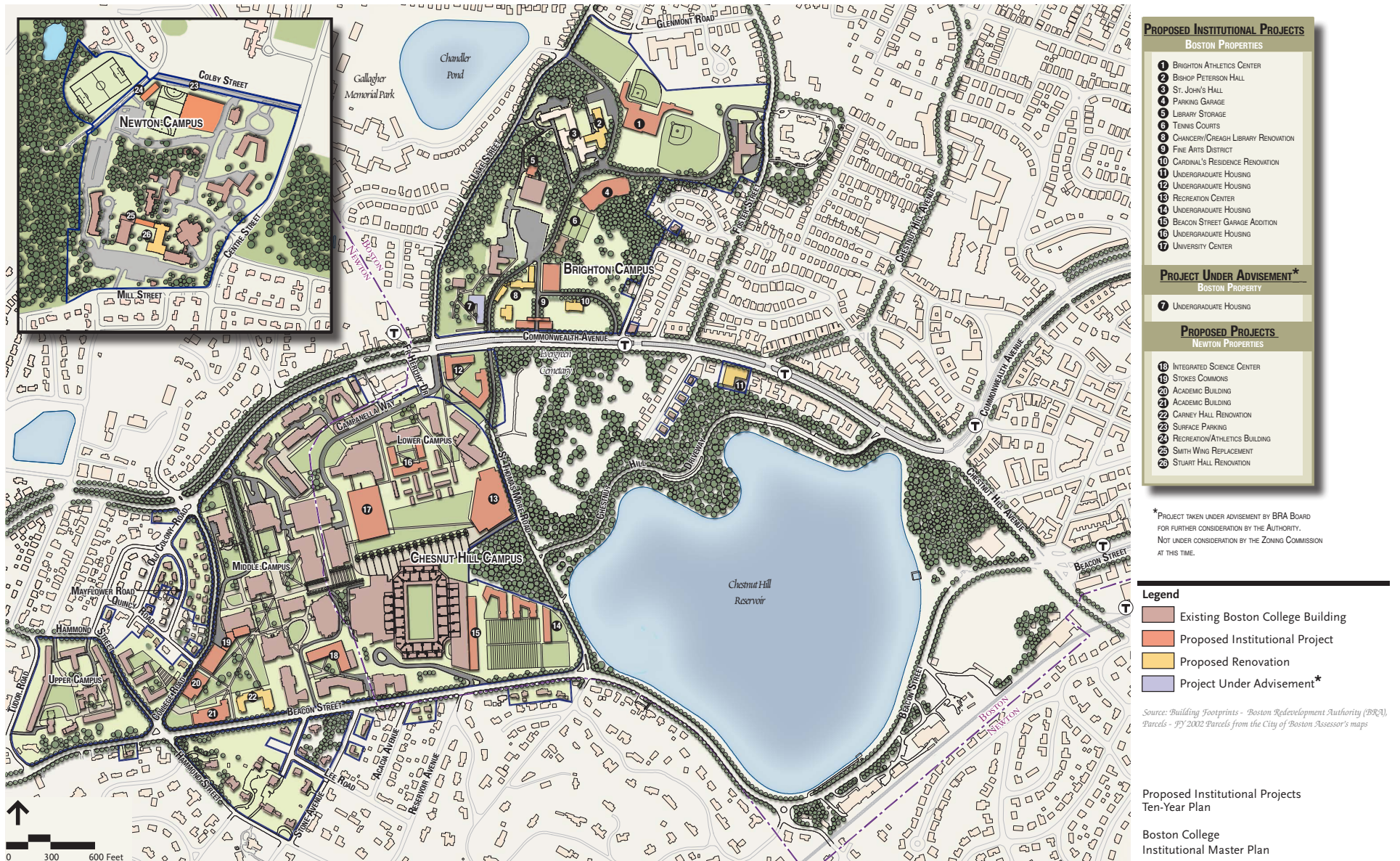
## 1.6 PROJECT TEAM

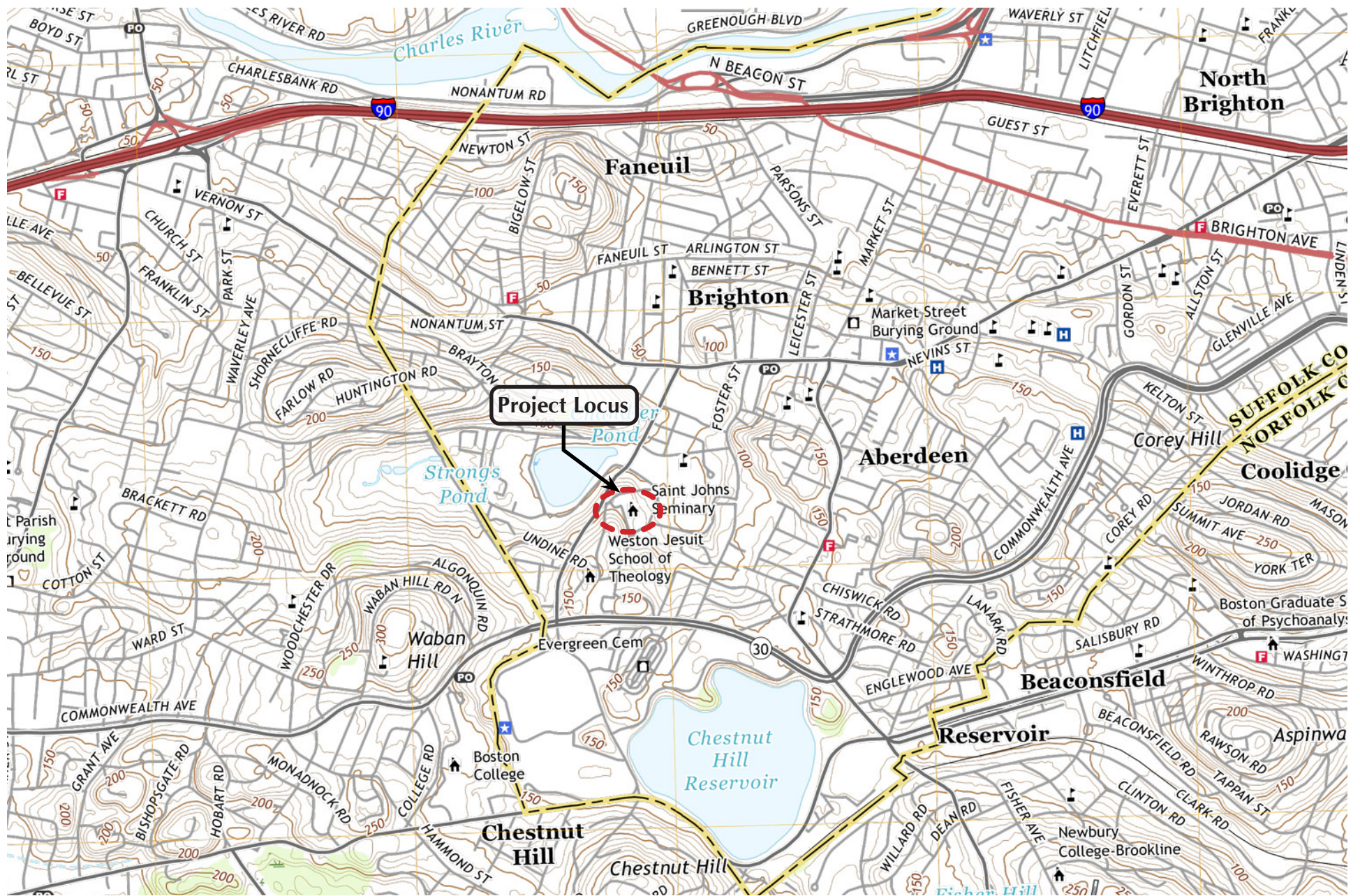
<b>Proponent</b>	Trustees of Boston College 140 Commonwealth Avenue Chestnut Hill, MA 02467  Contact: Thomas J. Keady, Jr. Vice President for Governmental & Community Affairs <a href="mailto:thomas.keady@bc.edu">thomas.keady@bc.edu</a> 617-552-4787
<b>Legal Representation</b>	Office of General Counsel Boston College 140 Commonwealth Avenue Chestnut Hill, MA 02467  Contact: Joseph M. Herlihy Of Counsel <a href="mailto:joseph.herlihy@bc.edu">joseph.herlihy@bc.edu</a> 617-552-2855

<b>Planning and Permitting</b>	Fort Point Associates, Inc. A Tetra Tech Company 31 State Street, 3 <sup>rd</sup> Floor Boston, MA 02109  Contact: Katie Moniz, PE, AICP, CFM Director <a href="mailto:kmoniz@fpa-inc.com">kmoniz@fpa-inc.com</a> 617-279-4388
<b>Architect</b>	Shepley Bulfinch 99 Chauncy Street, 4 <sup>th</sup> Floor Boston, MA 02111  Contact: Kelly Karpinsky, AIA, LEED AP Principal <a href="mailto:kkarpinsky@shepleybulfinch.com">kkarpinsky@shepleybulfinch.com</a> 857-383-4120
<b>Landscape Architect</b>	Studio 2112 705 Centre Street #4 Boston, MA 02130  Contact: James Royce Principal <a href="mailto:jroyce@studio2112la.com">jroyce@studio2112la.com</a> 857-350-3856
<b>Civil Engineering</b>	Nitsch Engineering 2 Center Plaza, Suite 430 Boston, MA 02108  Contact: Chris Hodney, PE Project Manager <a href="mailto:chodney@nitscheng.com">chodney@nitscheng.com</a> 617-338-0063

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<b>MEP Lighting Engineering</b>	BR + A 10 Guest Street, 4 <sup>th</sup> Floor Boston, MA 02135  Contact: Michelle Fennel Senior Associate, HVAC Project Manager <a href="mailto:mfennell@brplusa.com">mfennell@brplusa.com</a> 617-925-8237
<b>Sustainability</b>	Riverstone Sustainability 8 Lincoln Street Newburyport, MA 01950  Contact: Debra Shepard, LEED AP Principal <a href="mailto:dshepard@riverstonesustainability.com">dshepard@riverstonesustainability.com</a> 978-518-6790

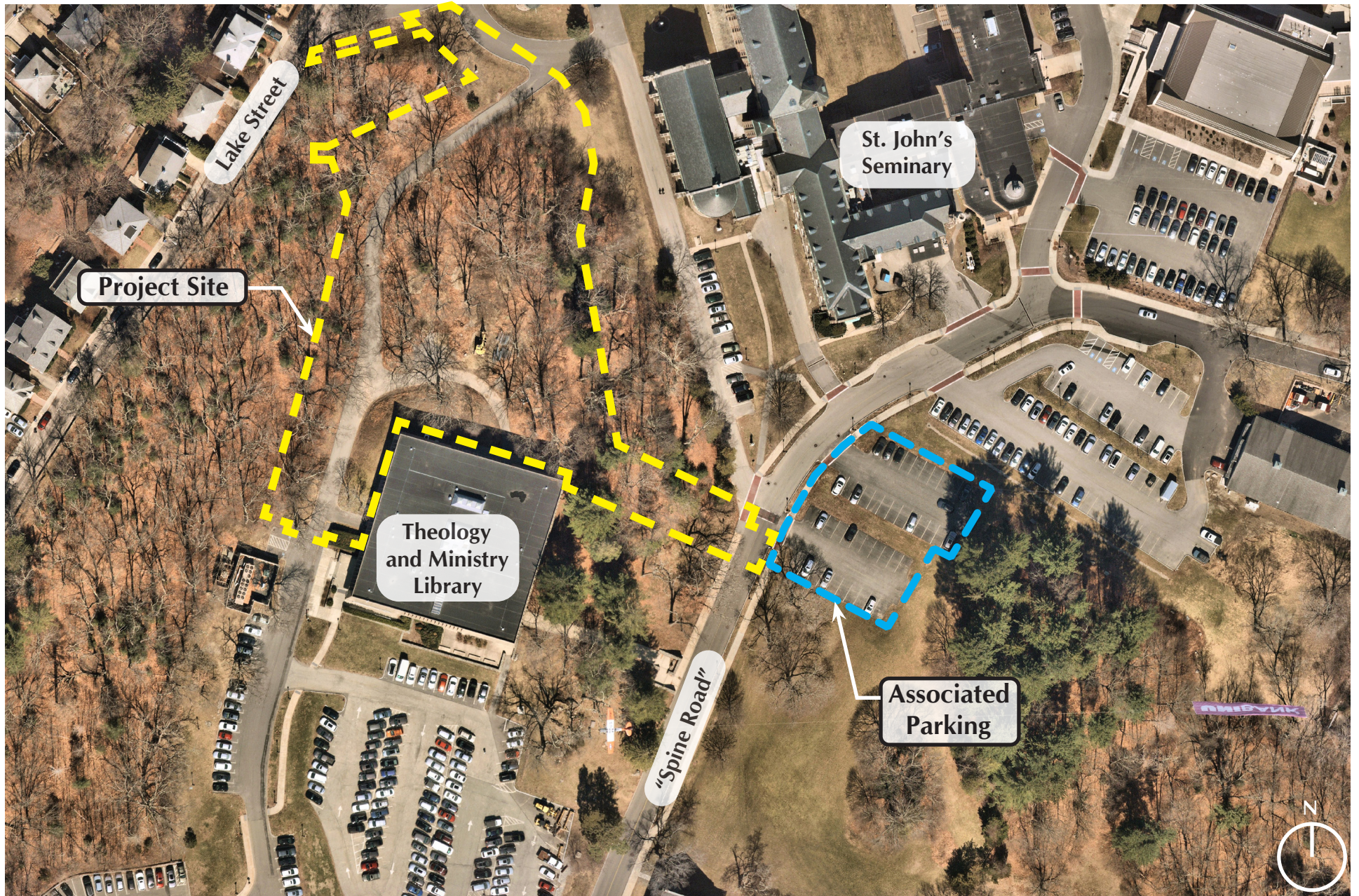


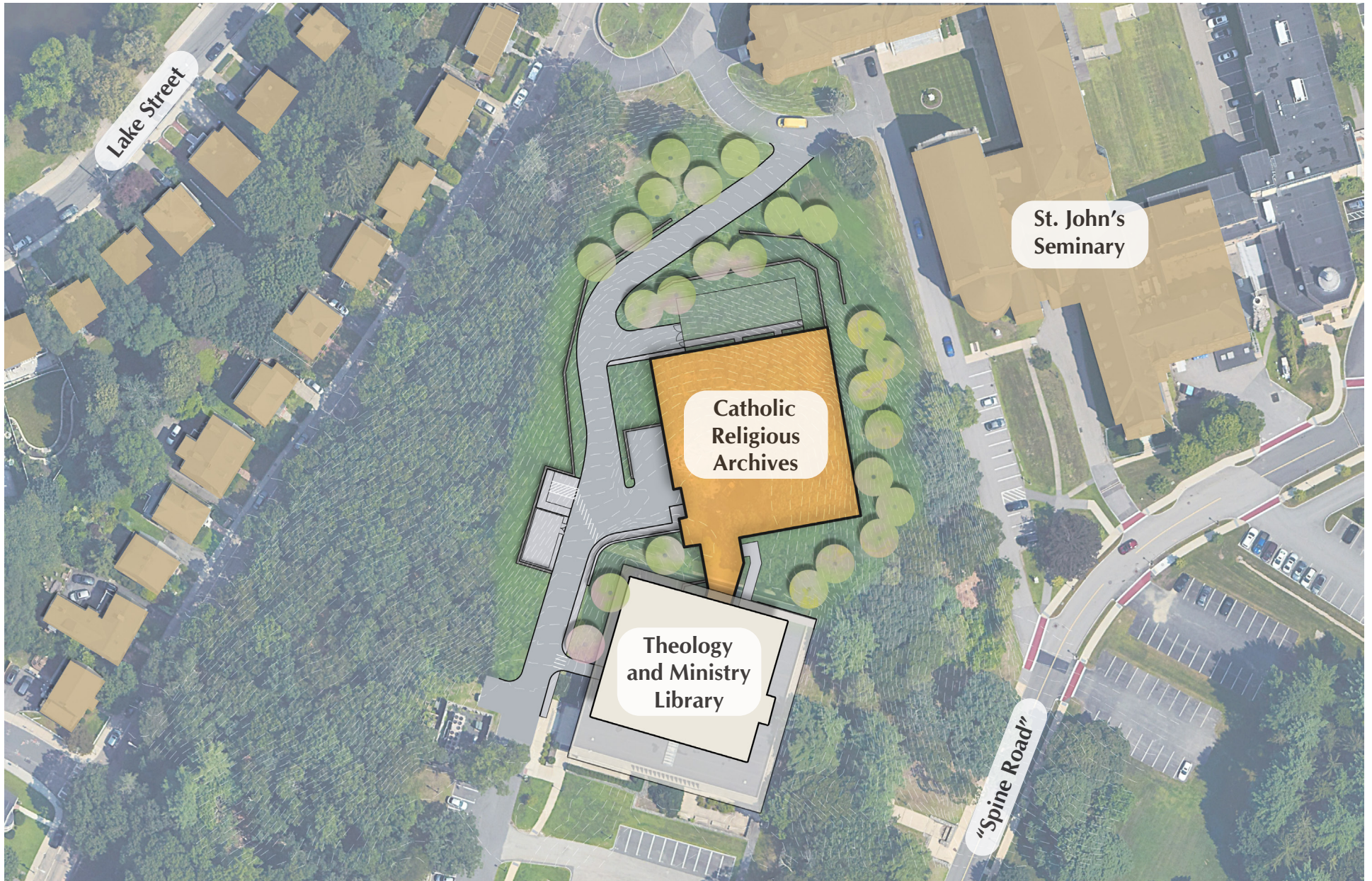


Boston, Massachusetts

Figure 1-2  
Locus Map

Source: United States Geological Survey, 2018





## Chapter 2

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# PROJECT DESCRIPTION



## CHAPTER 2: PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The Project Site is located in the western portion of the University's 66-acre Brighton Campus. It is buffered from the residential neighborhood by intervening topography and wooded area. Access to the Project Site is from the Brighton Campus "Spine Road," which is located off Commonwealth Avenue, a major arterial roadway.

The Project is located on the interior of the University's Brighton Campus, to the west of the "Spine Road," in the Brighton neighborhood of Boston, Massachusetts. The Project Site is bordered land along Lake Street to the west, the Lake Street entrance to the Brighton Campus to the north, the "Spine Road" to the east, and the Library to the south. See **Figure 2-1** (Existing Conditions Photographs Key).

### 2.2 EXISTING CONDITIONS

Boston College's Brighton Campus sits north of Commonwealth Avenue and east of Lake Street. The primary vehicular entrance is from the "Spine Road" drive off of Commonwealth Avenue. The approximately 2.1 acre (93,100 sf) Project Site is wooded with bedrock outcrops. The topography slopes from a high of approximately elevation 150 Boston City Base ("BCB") near the north side of the Library, down to elevation 104 BCB near the St. John's Seminary property.

Within the western portion of the Project Site, an existing paved service access road intended for emergency vehicles and University maintenance staff connects from the Lake Street entrance to the Brighton Campus to the Library parking lot south of the Library. Along the western extent of the Project Site, the "Spine Road" serves as the primary north-south roadway for vehicles through the Brighton Campus.

See **Figure 2-1** (Existing Conditions Photographs Key) and **Figures 2-2 through 2-4** (Existing Conditions Photographs).

### 2.3 PROJECT OVERVIEW

The Project includes the construction of a less than 45,000 GFA building, removal of existing trees and ground cover, and widening of the existing service access road. The new building will be located on the north side of the Library, with a one-story connector between the two buildings.

In conformance with University tree care and management policy, the University intends to plant new trees within Boston to replace existing trees that are removed. This project involves select removal of approximately 47 trees for a total of 967 caliper inches removed and the planting of 77 trees of 4" caliper around the new building footprint. Additional information regarding the maintenance of the Brighton Campus 35% tree canopy cover and its management is detailed in Section 3, Environmental. See **Figure 2-5**, Landscape Planting Plan.

The existing one-way access road will be widened for service and emergency vehicle access. At the steep slope to the north, a series of terraced walls are introduced to allow for accessible pedestrian egress, screening of exterior mechanical spaces, level landscape/ planting zones, and for improved site drainage. See **Figure 2-6**, Landscape Materials Plan.

The proposed building has an accessible entry at Level 1, adjacent to the loading dock. The building is sited along the sloped topography to place some building services, electrical, fire pump and water room in the Lower Level. Mechanical units providing climate control are also housed in the Lower Level. The all-electric building will have an exterior open well for air-sourced heat pumps.

The façade material will be architectural precast concrete panels and concrete masonry units, with limited amounts of metal panel surrounding the loading dock and building entrance storefront. The metal panel and curtainwall frame color will tie to the tone present on the main Boston College campus. The precast concrete panels will reflect the warm tone from the adjacent Library concrete, while the concrete masonry units of the new building base will utilize a darker tone to tie into the landscape as the slope of the site drops down to the north. Due to the building's primary function as a storage facility, there will be relatively few areas of glazing. Glazing is isolated to the main building entrance and the stair tower between the new and existing buildings. The low window-to-wall percentage allows the building to be sealed as tightly as possible with limited transitions in the envelope. The main façade of precast panels is divided into structural bays to relieve the perception of the overall volume. Within the precast panels are simple arch imprints that relate to the surrounding context of Boston College campus and adjacent St. John's seminary.

See **Figure 2-7** (Lower Level Floor Plan), **Figure 2-8** (Level 1 Floor Plan), **Figure 2-9** (Level 2 Floor Plan), **Figure 2-10** (East and West Average Elevations), **Figure 2-11** (North and South Average Elevations), **Figure 2-12** (East and West Rendered Elevations), **Figure 2-13** (North and South Rendered Elevations), **Figure 2-14** (Rendering Looking West), **Figure 2-15** (Rendering Looking Southeast), **Figure 2-16** (Rendering Looking Northwest), and **Figure 2-17** (Rendering Looking East).

## 2.4 PUBLIC BENEFITS

The Project includes the following benefits:

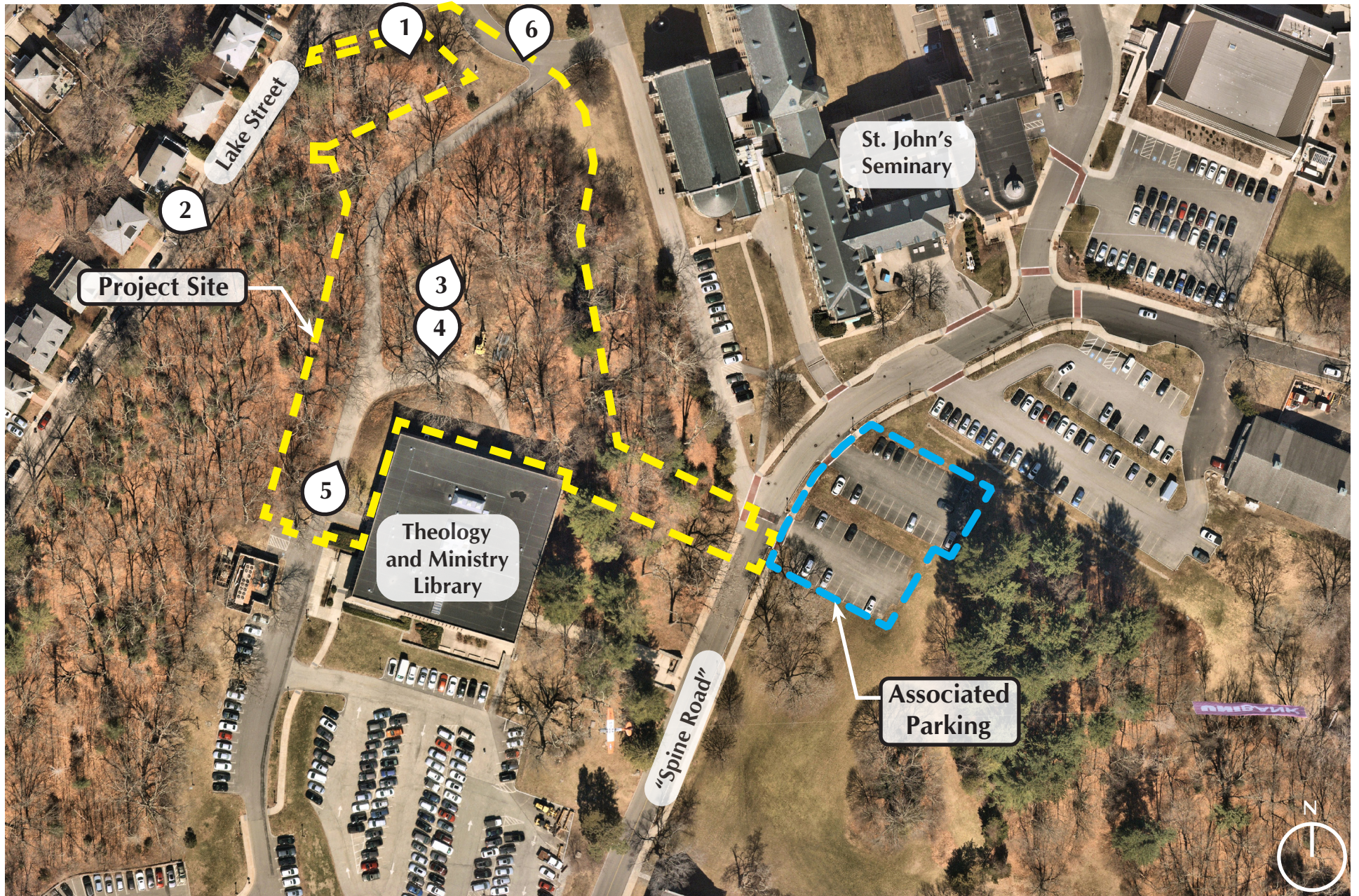
- The Project will promote the preservation of culturally significant documents, artwork, and artifacts and provide access to these materials to religious scholars, students, and the public.
- The University will create up to three full-time equivalent library staff positions.
- The Project will provide a valuable source of employment for more than 200 construction workers from various trades during the Project’s construction.
- The University is committed to using union labor on the Catholic Religious Archives Project.
- Boston College is a major employer in the City of Boston and has an estimated economic impact on the City of \$1.6 billion annually. The Project will help to maintain the University’s strong contribution to the growth of the local and regional economies.

## 2.5 PUBLIC REVIEW PROCESS

The University is committed to continuing its communication and public outreach with the Allston-Brighton Boston College Community Task Force (the “Task Force”), local elected officials, and the community-at-large. The Task Force is comprised of representatives from various community and civic organizations in Allston and Brighton. At a Task Force meeting on June 29, 2023, the University provided an overview and update on construction and renovation projects completed since the approval of the IMP in 2009, as well as ongoing projects, and a preliminary presentation on the Catholic Religious Archives Project.

## 2.6 CONSTRUCTION SCHEDULE

Construction is estimated to last approximately 18 months, anticipated to be complete in the Summer of 2026. As discussed in Chapter 3, all work will be carried out in conformance with a Construction Management Plan addressing site access, truck routes, hours of operation, etc. The Project will comply with the City of Boston Noise and Work Ordinance. Normal work hours will be from 7:00 A.M. to 6:00 P.M., Monday through Friday, along with Saturdays as needed to maintain the Project schedule.





Photograph 1: View of the Project Site from Lake Street by St. John's Seminary's entrance



Photograph 2: View of the Project Site from Lake Street



Photograph 3: View of St. John's Seminary from the Project Site



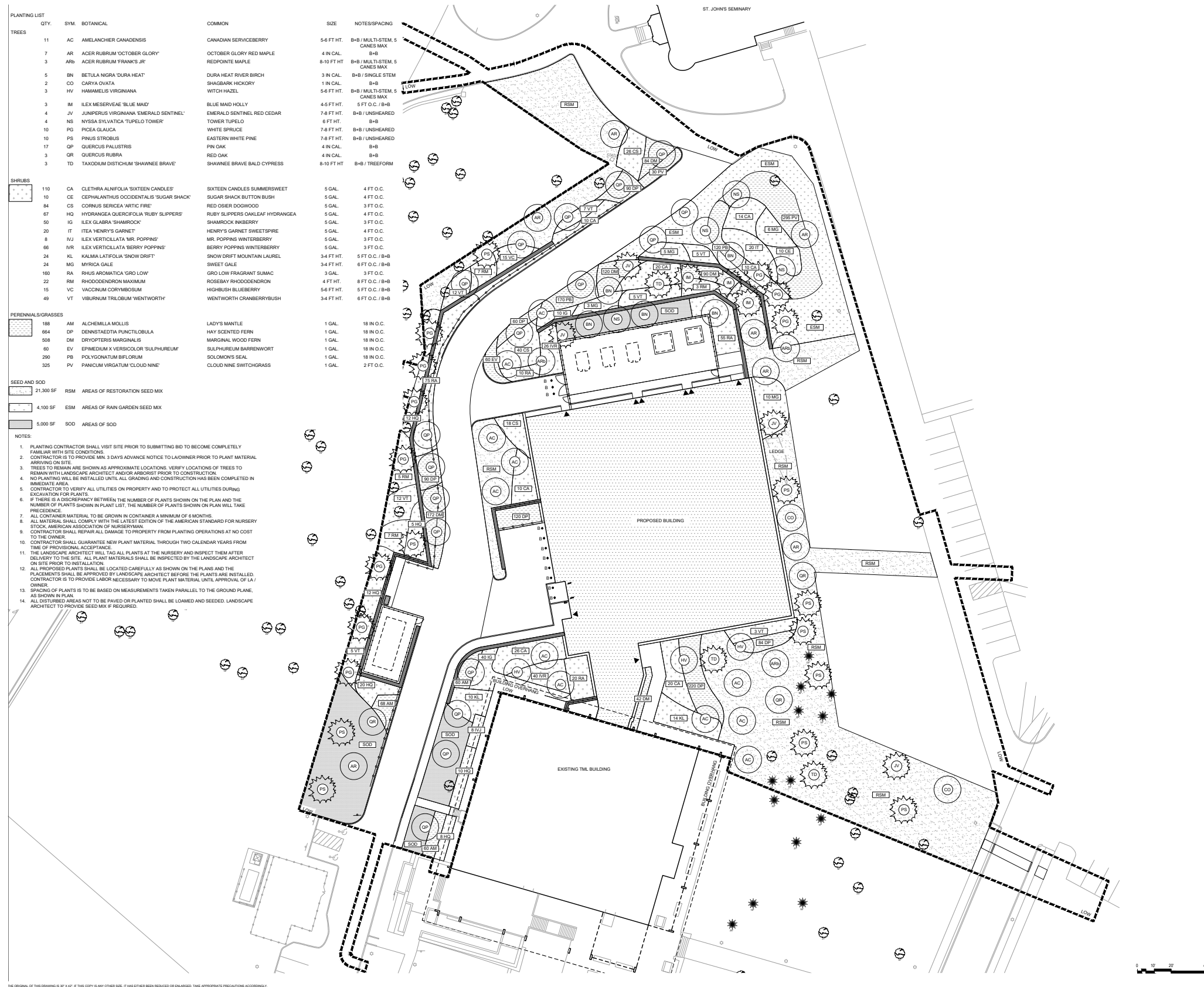
Photograph 4: View toward the Library from the Project Site



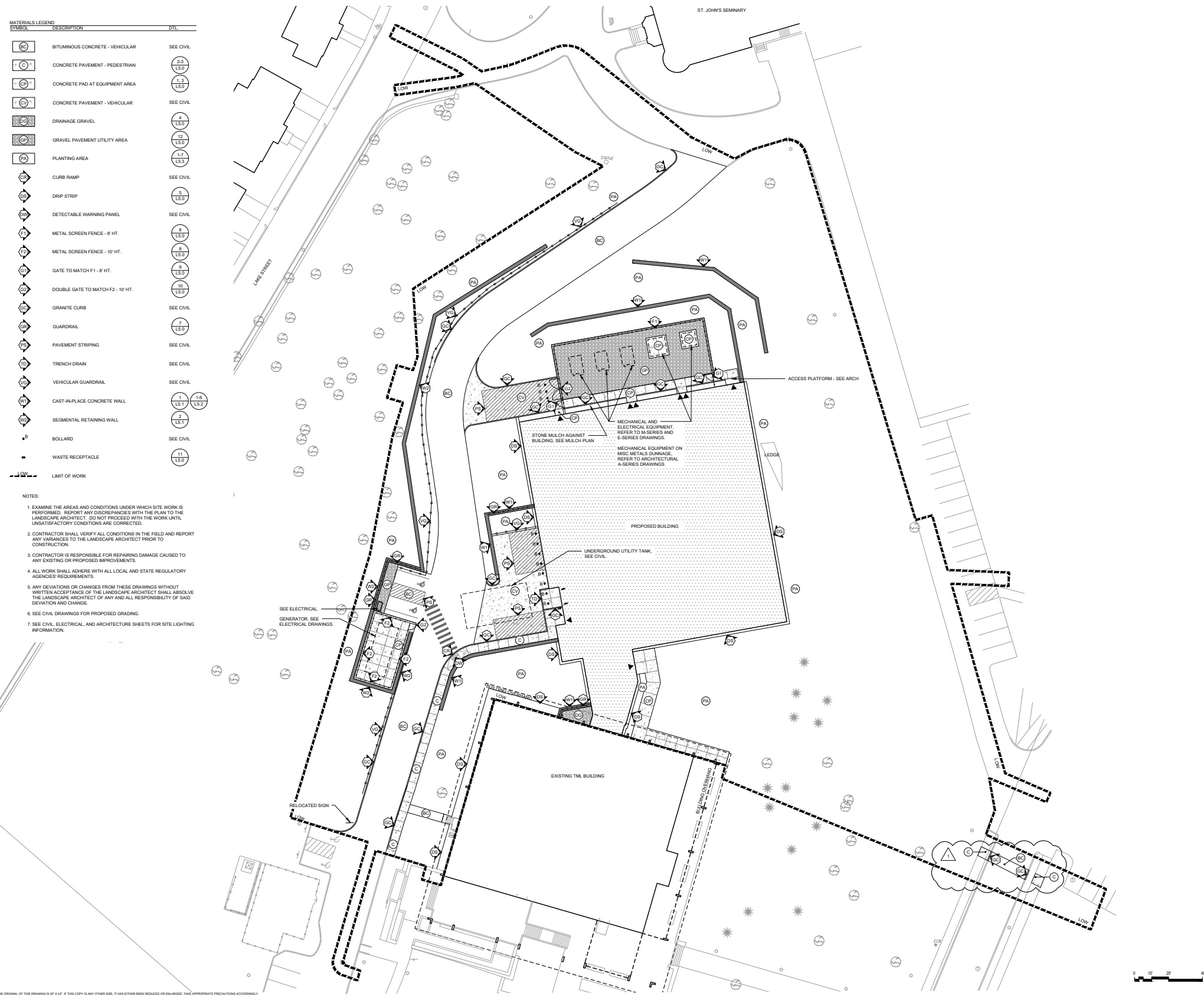
Photograph 5: View of Catholic Religious Archives site from service drive alongside the Library

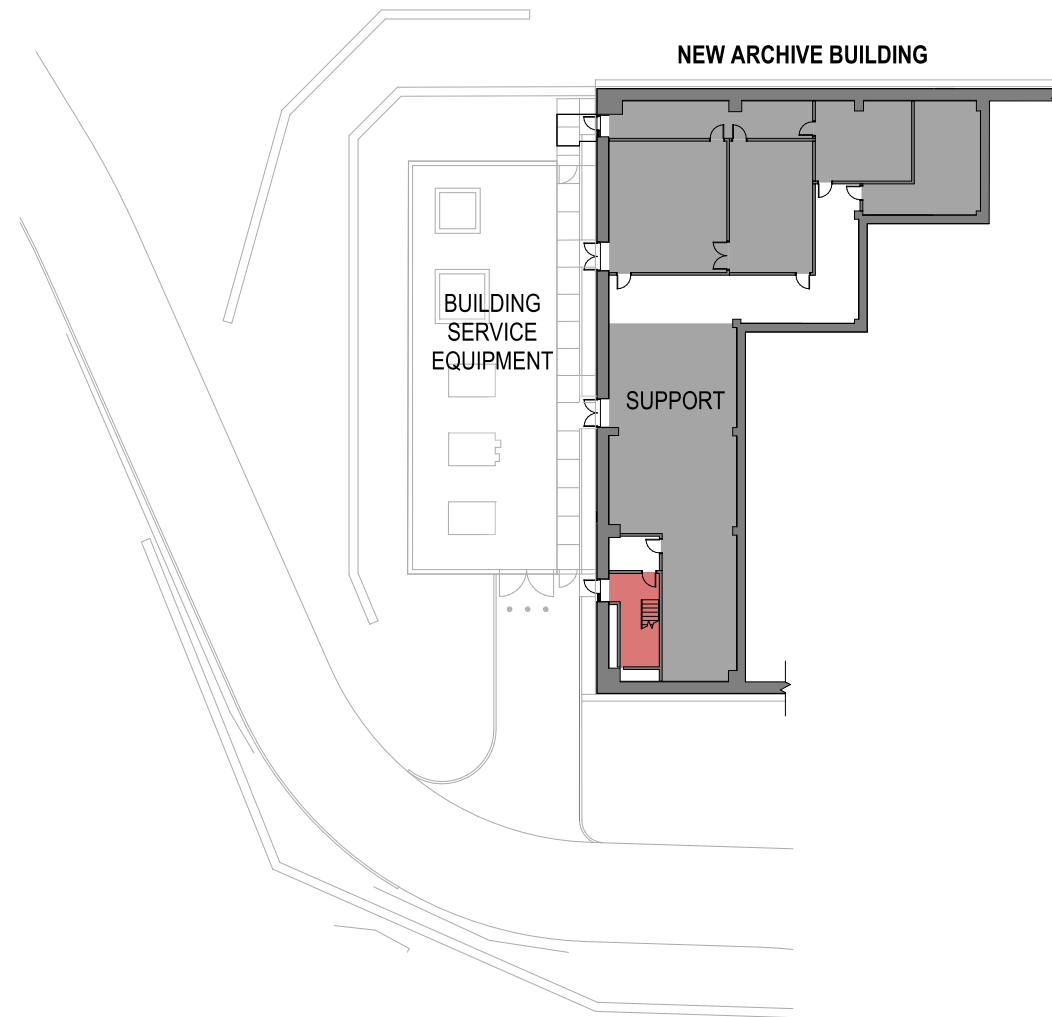


Photograph 6: View of Project Site from St. John's Seminary



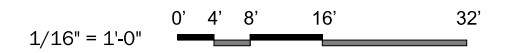
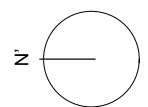




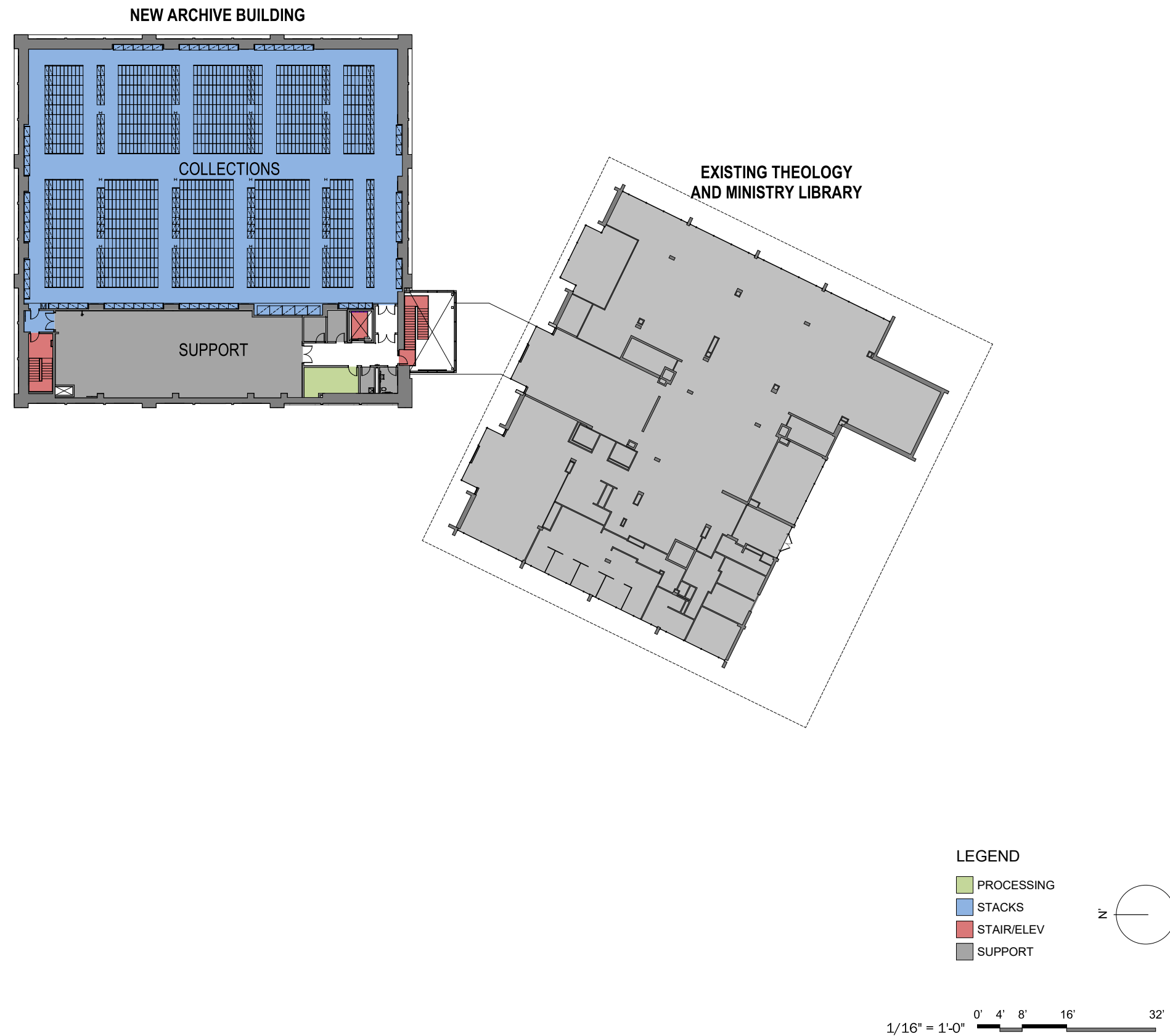


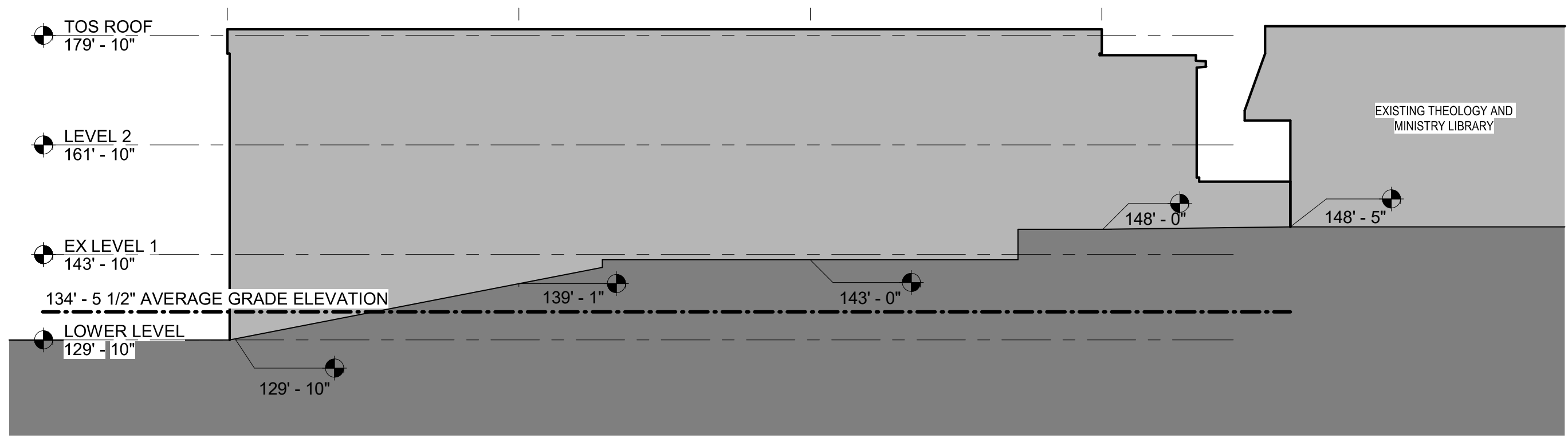
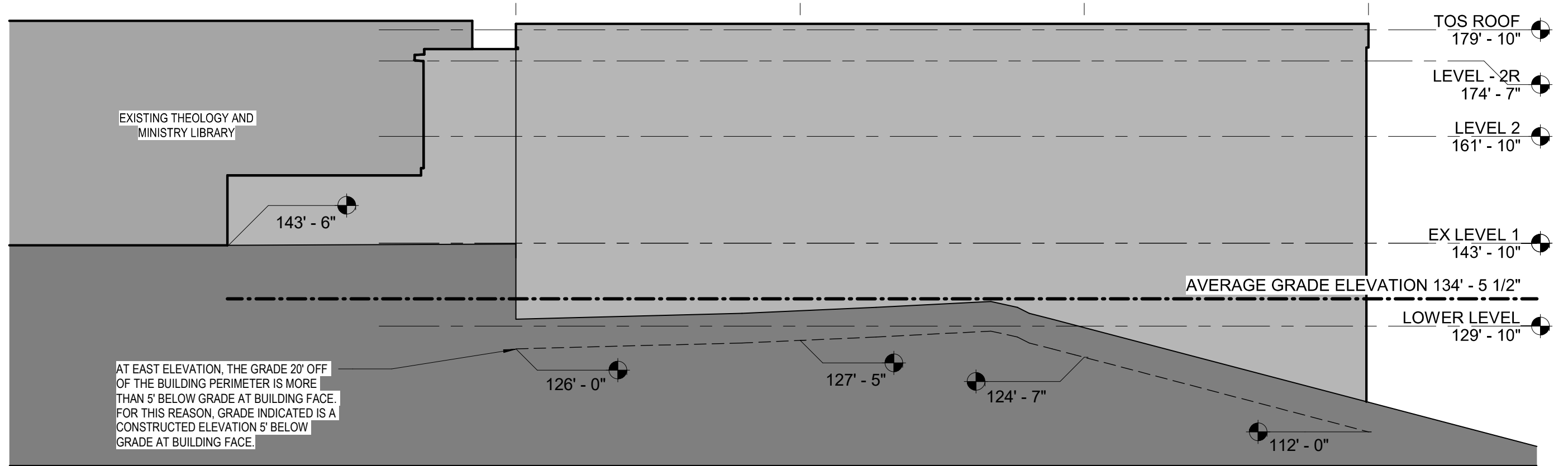
LEGEND

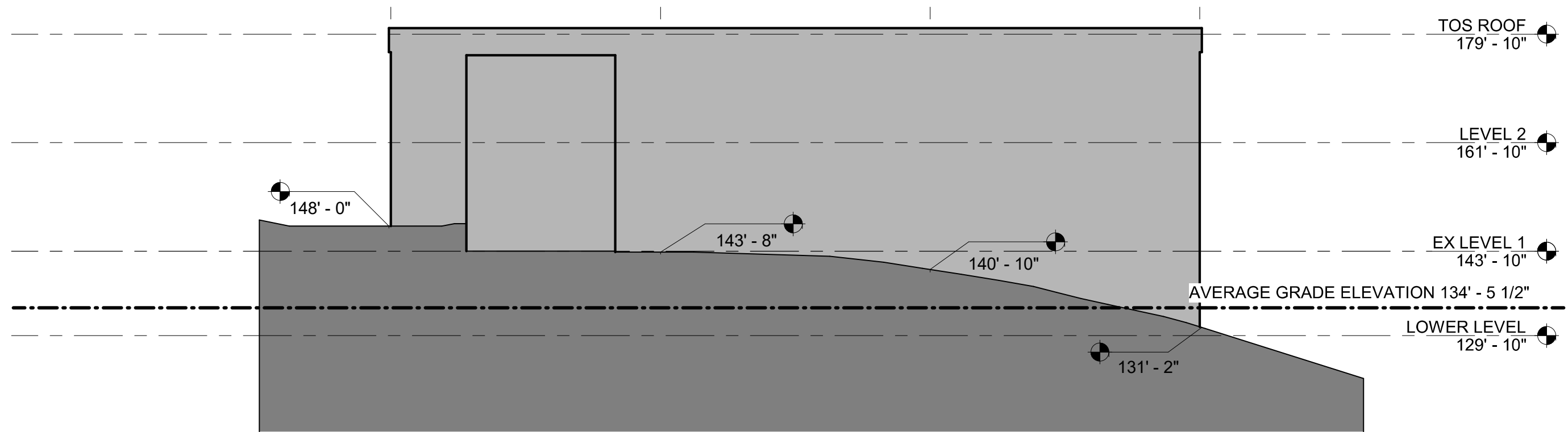
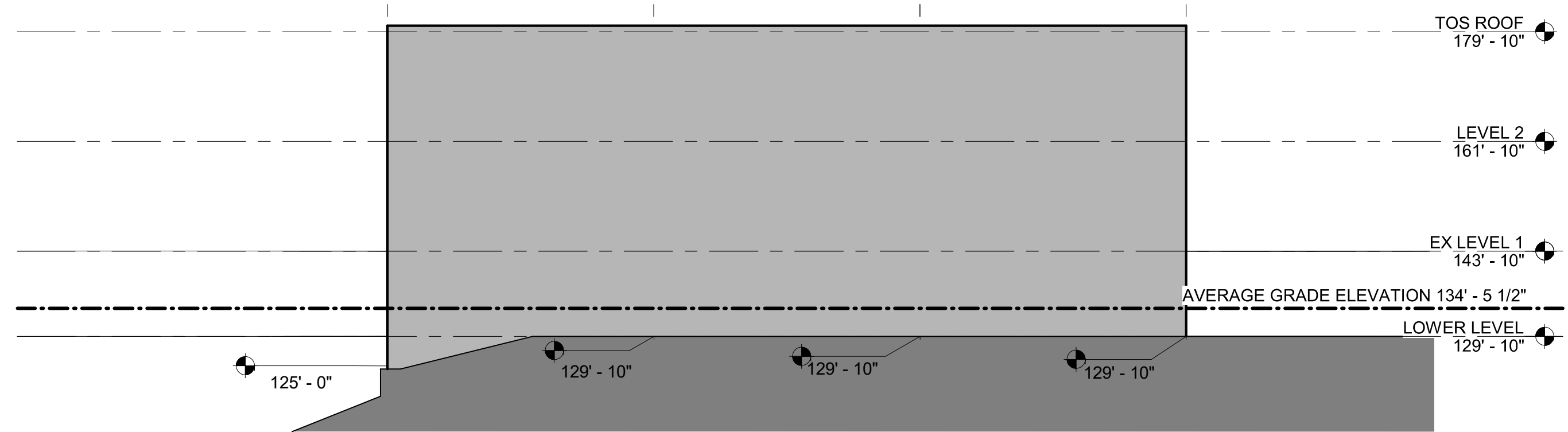
- STAIR/ELEV
- SUPPORT

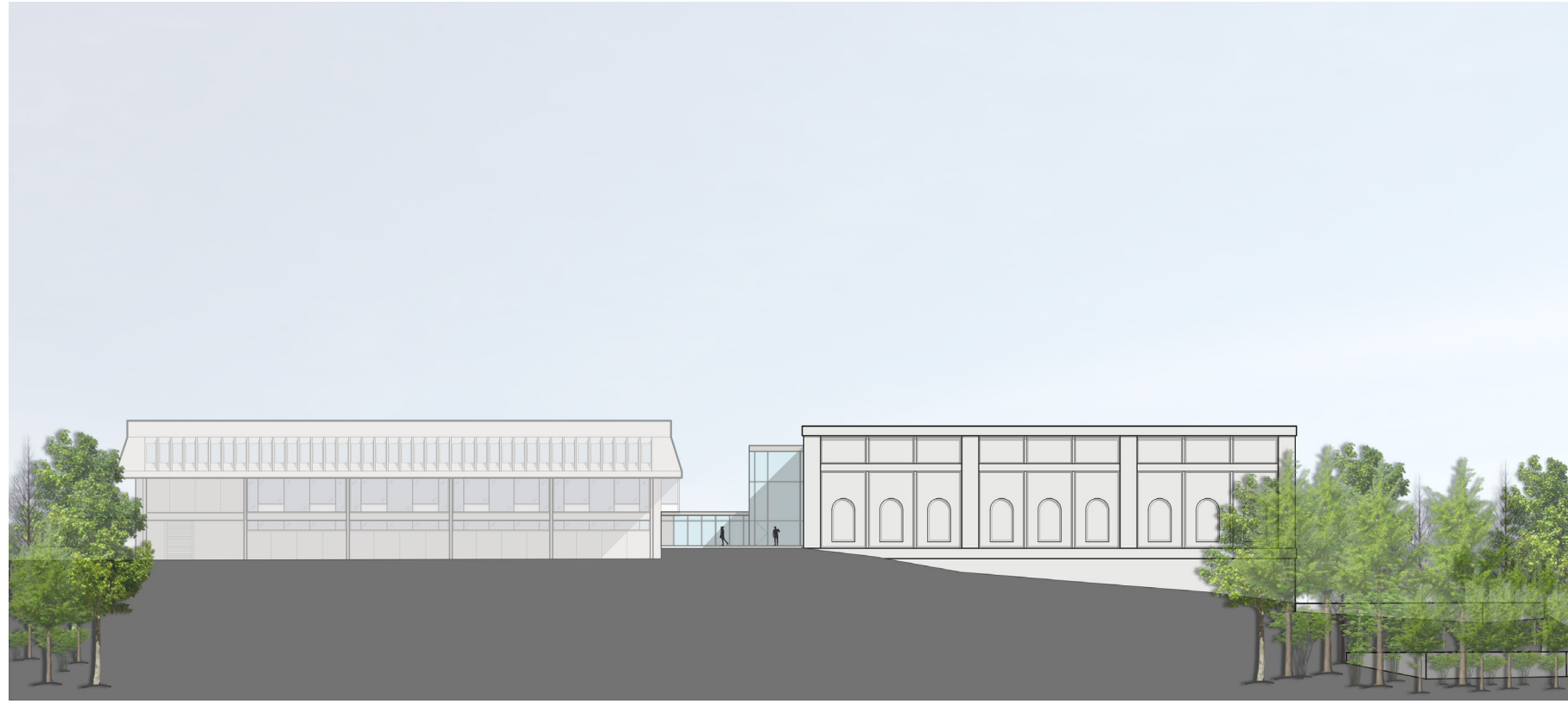


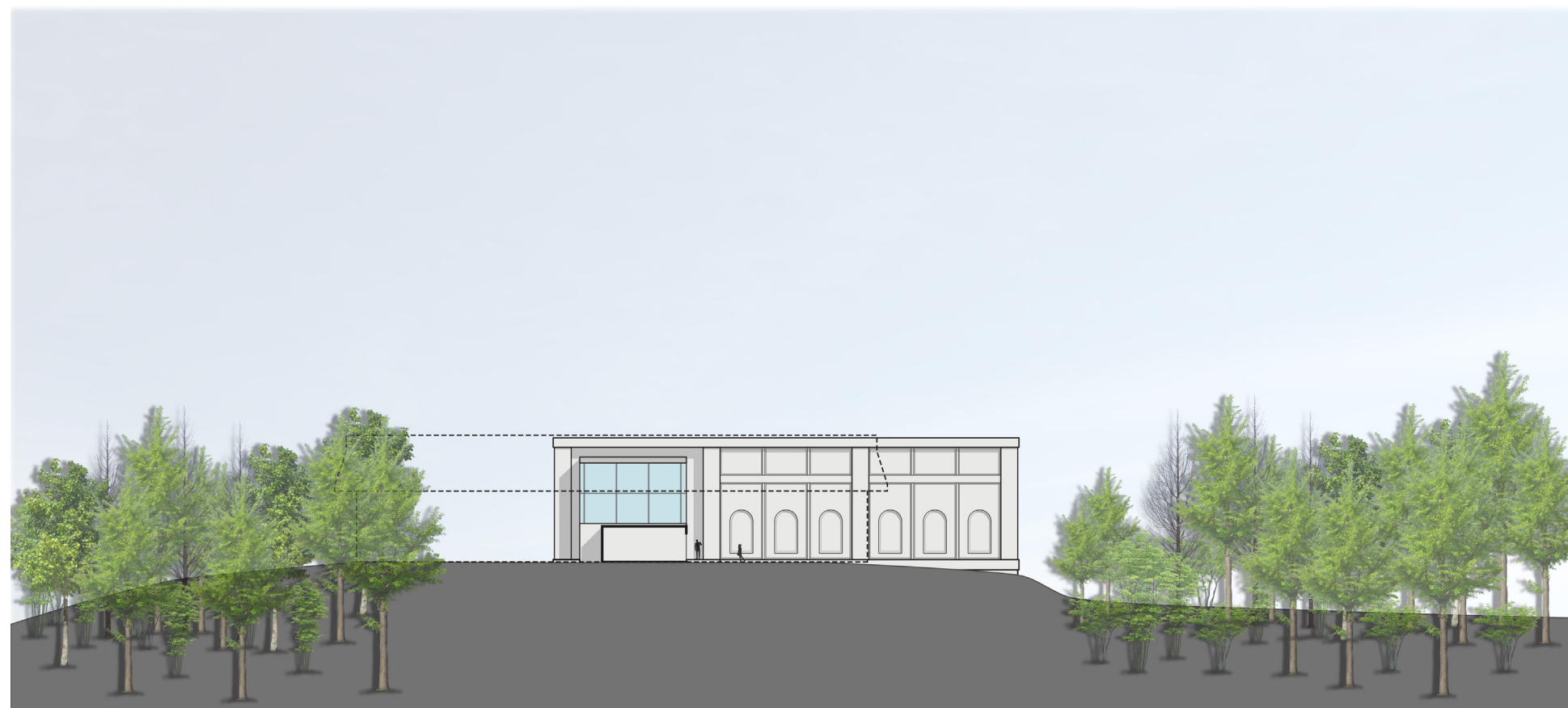




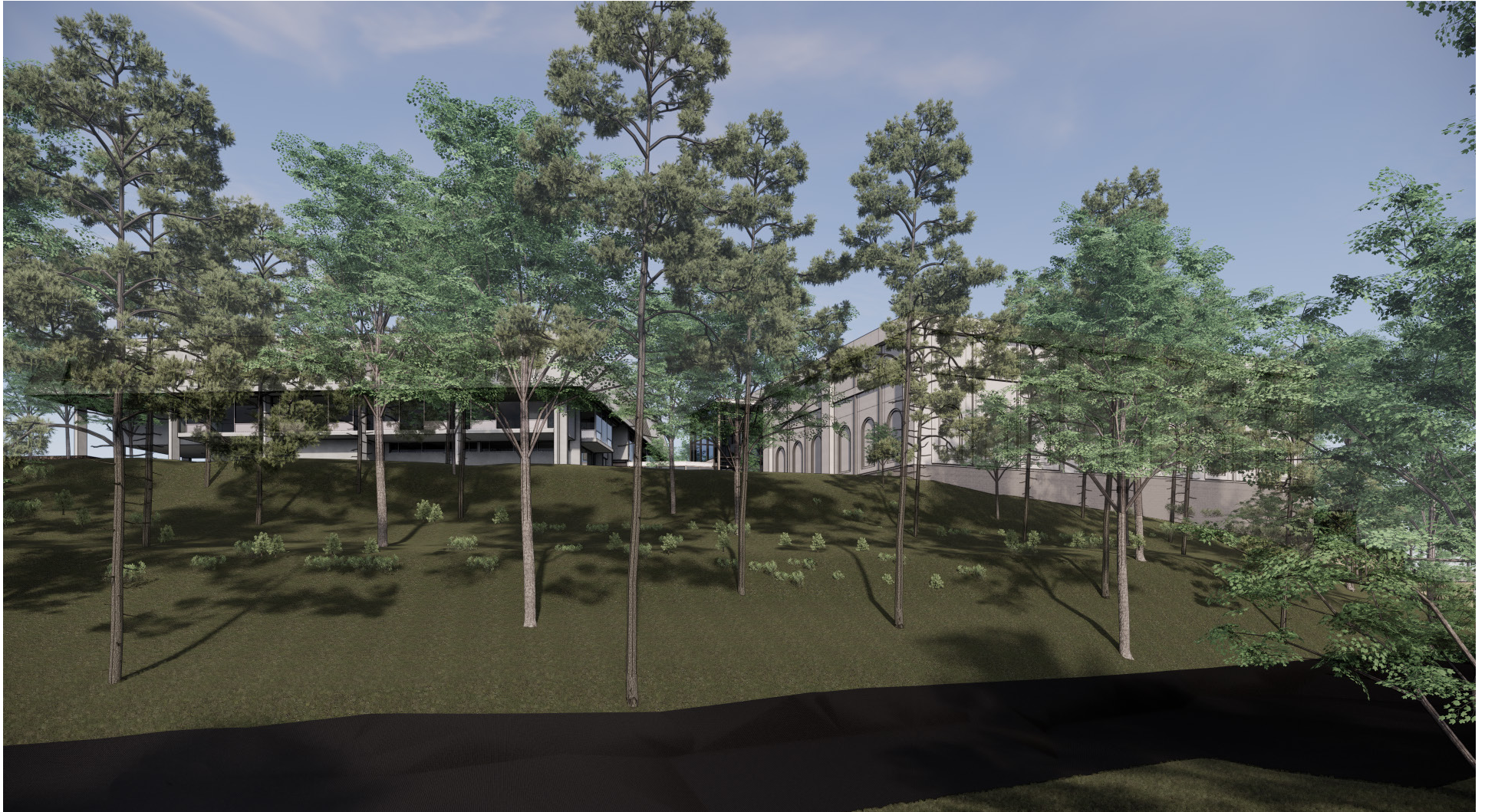




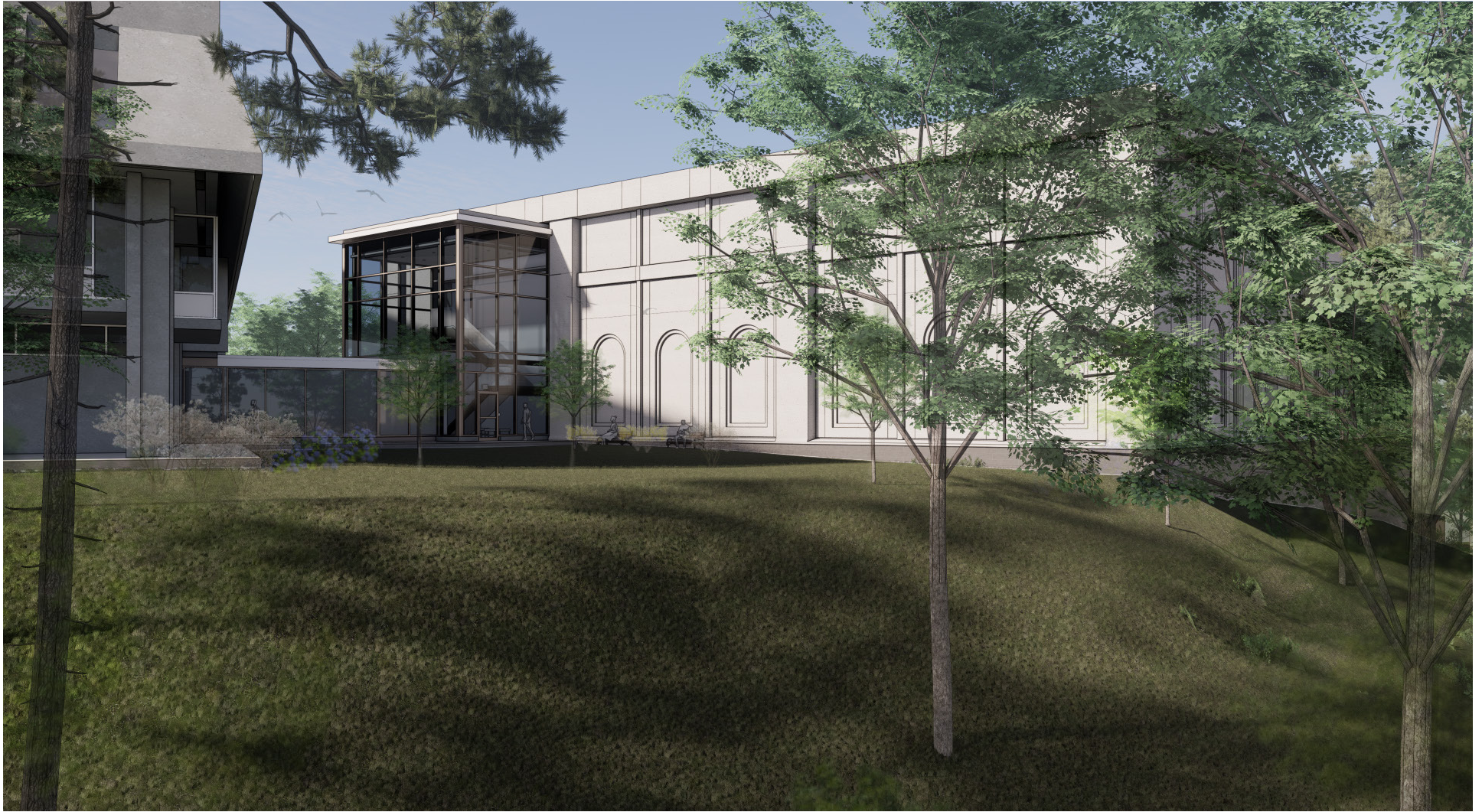














## Chapter 3

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# ENVIRONMENTAL

# CHAPTER 3: ENVIRONMENTAL

## 3.1 INTRODUCTION

This chapter contains a summary of potential environmental impacts from the Project and the Proponent's mitigation plans.

## 3.2 TREE MANAGEMENT

The overall vision for the Brighton Campus includes a mix of academic, cultural, athletic, and other supporting uses in a wooded open-space setting. The University will manage the Project Site in a way that is compatible with the natural resources of the area and the surrounding residential neighborhoods, while respecting the character of the existing buildings.

Approximately 47 trees will be removed from the Project Site. These trees consist primarily of oak species (Black, Northern Red, Pin) and Eastern Hemlock. Adjacent woodlands between the proposed building site and Lake Street consisting of approximately 90 trees with an average DBH of 15" will be preserved, providing a protected buffer between the new construction and adjacent residential neighborhood. Summary data regarding the species, size, health and condition is based on a 2021 Tree Inventory and Condition Assessment completed by the Davey Resource Group.

The proposed building site has been an unmanaged woodland since the Catholic Archdiocese owned the property and continues to be unmanaged today. As a result, the majority of the stand is in fair to poor condition. Many of the oak species have dead or dying limbs, root problems, or decaying wood. The hemlocks suffer from hemlock woolly adelgid which is cost prohibitive to treat adequately. Although some are in fair condition today, they will require removal in the near future as a result of this decay and disease. Table 3-1 provides a sample of the inventory data collected and analyzed by Davey Resource Group in 2021.

**Table 3-1: Tree Inventory Data**

Species	DBH	Condition	Primary Defect
Cherry, Black ( <i>Prunus serotina</i> )	7	Fair	Dead and Dying Parts
Oak, Black ( <i>Quercus velutina</i> )	26	Fair	Dead and Dying Parts
Oak, Northern Red ( <i>Quercus rubra</i> )	13	Fair	Dead and Dying Parts
Cedar, Northern White ( <i>Thuja occidentalis</i> )	7	Dead	None

Species	DBH	Condition	Primary Defect
Oak, Pin ( <i>Quercus palustris</i> )	21	Fair	Dead and Dying Parts
Hemlock, Eastern ( <i>Tsuga canadensis</i> )	19	Dead	None
Tree of Heaven ( <i>Ailanthus altissima</i> )	21	Fair	Weakly Attached Branches and Codominant Stems
Hemlock, Eastern ( <i>Tsuga canadensis</i> )	14	Dead	None
Oak, Black ( <i>Quercus velutina</i> )	16	Fair	Broken And/Or Hanging Branches
Spruce, Blue ( <i>Picea pungens</i> )	9	Fair	Dead and Dying Parts
Oak, Black ( <i>Quercus velutina</i> )	32	Poor	Missing Or Decayed Wood
Oak, Black ( <i>Quercus velutina</i> )	34	Dead	None
Maple, Japanese ( <i>Acer palmatum</i> )	12	Good	None
Hemlock, Eastern ( <i>Tsuga canadensis</i> )	12	Dead	None
Linden, Littleleaf ( <i>Tilia cordata</i> )	21	Fair	Weakly Attached Branches and Codominant Stems
Spruce, Blue ( <i>Picea pungens</i> )	16	Fair	Dead and Dying Parts
Dogwood, Flowering ( <i>Comus florida</i> )	7	Fair	Dead and Dying Parts
Hemlock, Eastern ( <i>Tsuga canadensis</i> )	9	Poor	Dead and Dying Parts
Oak, Black ( <i>Quercus velutina</i> )	19	Fair	Dead and Dying Parts
Oak, Black ( <i>Quercus velutina</i> )	17	Fair	Dead and Dying Parts
Oak, Black ( <i>Quercus velutina</i> )	27	Fair	Dead and Dying Parts

The proposed tree removals and planned replacements in and around the Project Site are illustrated in **Figure 3-1** (Proposed Tree Removal and Replacement). Forty-seven trees, ranging in size from 5" to 39" caliper for a total of 967 caliper inches will be removed and 77 new trees, incorporating native species, of 4" caliper will be planted around the new building footprint.

The tree canopy cover on the Brighton Campus is currently at approximately 35%. As shown in **Figure 3-2** (Potential Brighton Campus Tree Replacement Locations), various locations on the Brighton Campus have been identified for replanting of trees to balance the amount of canopy lost with new canopy cover and a goal of maintaining 35% healthy tree canopy cover.

Specifically, oak species such as Northern Red, Black, English and Pin oak will be planted as replacements. In addition, it is the University's desire and intent to plant large specimen trees, such as American Beech, Chestnut and Elm that will mature into large, stately campus trees with tremendous canopies, long lives, and interesting character.

### 3.3 TRANSPORTATION

Overall levels of vehicular traffic to the Project are anticipated to be low. As detailed in the attached estimated trip generation, the proposed Catholic Religious Archives Project will entail an inconsequential change in staffing (less than 5 new staff) and represents an ancillary facility to the existing Library with immaterial change in trip activity representing less than 10 vehicle-trips during peak traffic periods. See **Attachment A** (Estimated Trip Generation).

For servicing, vendors, deliveries and general vehicular access, the access route will be via the campus "Spine Road" off the main entrance on Commonwealth Avenue. While occasional delivery activities to the Catholic Religious Archives building may occur, such deliveries are not expected to materially increase the estimated vehicle trips associated with the Project.

### 3.4 ENVIRONMENTAL SUSTAINABILITY

The Project will be designed to minimize environmental impacts while supporting the building's primary purpose of preserving institutional records and documents. The University is committed to an integrative sustainability planning process and a high-performance building design. See **Figure 3-3** (LEED Scorecard). Sustainability goals for the Project include:

- Achieving a minimum of "Silver" level certifiable under the LEEDv4 Building Design & Construction Rating System,
- Minimizing energy use and greenhouse gas emissions through zero net energy ready design,
- Maximizing water efficiency,
- Reducing waste and the negative impacts of building materials, and
- Enhancing indoor air quality and optimizing conditions to preserve archival collections.



In addition, sustainability performance targets have been selected for key aspects of the project. The following targets have been tracked:

- Energy use intensity (EUI) of 62 kBtu/sf-yr, which is equivalent to a 49% reduction below 2023 Stretch Code,
- Outdoor water use reduction of 50% (or more) compared to the LEED baseline, and
- Diversion of 50% (or more) of construction and demolition waste and/or construction waste intensity of 15 pounds/square foot (or less).

### **3.5 HEATING AND COOLING**

The Project is designed to operate with an all-electric heating and cooling system. No fossil fuels will be combusted on-site during regular operation. The building is intended to be run with tight temperature and humidity requirements to protect the long-term integrity of the archives. The airside system consists of two air handling units, one per floor, to provide six air changes per hour to the general collection area. A small dedicated outdoor air unit with heat recovery is provided for all outdoor air ventilation and pressurization needs. The all-electric heating and cooling systems consist of heat recovery chillers for primary use to cover simultaneous heating and cooling needs and air source heat pumps for all additional heating and cooling needs.

### **3.6 NOISE**

The Boston Air Pollution Control Commission regulates noise in the City of Boston based on zoning and land use classification. The regulations set fixed noise limits for daytime and nighttime use of equipment serving the building (for residential areas, a maximum level of 60 dBA for daytime use, and 50 dBA for nighttime use is required, and for commercial areas a maximum level of 65 dBA). These levels are limits for equipment sound assessed at the property lines of the Project Site. The limits apply to equipment which operates on a significant basis to serve the building, such as air conditioning equipment and fans. In addition to the overall sound level requirements, the regulations list specific octave band frequency limits for daytime and nighttime periods.

The primary sources of exterior sound for the Project are site-mounted air-source heat pumps and the new generator. The Library has a chiller located behind a wooden fence. An acoustic survey of the existing site and proposed equipment was conducted. Based on the data obtained, the sound produced by proposed mechanical equipment associated with the project will comply all applicable noise regulations (City of Boston and Massachusetts Department of Environmental Protection (“MassDEP”)) and is not expected to create noise impacts at nearest residential receptors.

### **3.7 WATER QUALITY**

During construction, best management practices (BMPs) will be used to limit the transportation of sediment off-site. The Contractor will implement BMPs to minimize pollutant runoff. The Contractor will also use the following water quality related measures:

- Complying with all federal, state, and local codes, ordinances, and regulations; governing the on-site discharge of construction dewatering effluent;
- Using perimeter hay bales and silt fencing measures to prevent silt or soil from being transported off-site;
- Using catch basin inlet protection devices to prevent silt or soil from entering existing catch basins;
- Using temporary gravel entrance berms at the main exits from the Project Site;
- Isolating and protecting stockpiled materials;
- Properly containing concrete waste debris by utilizing concrete washout setups and disposing of concrete waste appropriately;
- Monitoring the proper use of tarpaulin covered trucks to prevent spillage;
- Performing good housekeeping practices by storing trash and debris in properly maintained dumpsters; and
- Street sweeping paved areas and any potentially impacted adjacent portions of local streets entering and exiting the Project Site.

The Project's stormwater management design improves water quality by employing best management practices and utilizes both natural and structural water quality treatment options. See Section 4, Infrastructure, for additional information.

### **3.8 SOLID AND HAZARDOUS WASTE**

There is no known hazardous waste on the Project Site. The Proponent is committed to recycling approximately 75% of all construction and demolition waste materials generated during the construction of this Project. The Proponent has also committed to recycling at least half of non-construction and demolition waste and will implement an on-going recycling program tailored to the needs and users of the Project.

## **3.9 CONSTRUCTION IMPACTS**

### **3.9.1 CONSTRUCTION MANAGEMENT PLAN (CMP)**

In compliance with the City of Boston's Construction Management Program, a Construction Management Plan ("CMP") will be submitted to the Boston Transportation Department ("BTD"). This plan will include detailed information about construction activities, specific construction mitigation measures, and construction materials access and staging area plans to minimize impacts on the neighborhood.

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

### **3.9.2 CONSTRUCTION TRUCK ROUTES**

All construction vehicles will use Commonwealth Avenue to access the Project Site. There will be no construction vehicles on neighborhood side streets.

### **3.9.3 CONSTRUCTION STAGING AREAS**

All construction staging will be on the University's Brighton Campus, away from adjacent residential areas.

### **3.9.4 CONSTRUCTION WORKER PARKING**

Contractors will be able to purchase on-campus parking passes for a limited amount of spaces located in the surface parking lots located directly east of the Library for construction management staff and workers. Additionally, construction management staff and workers will be encouraged to utilize public transportation or carpool.

The number of workers required for the construction of the Project will vary depending upon the stage of construction. Construction workers will typically arrive and depart prior to peak traffic conditions. The construction trips are not expected to substantially impact traffic conditions.

The general contractor will be responsible for educating all construction workers about public transit options and encouraging carpooling. As part of the program to promote public transportation, the following will be implemented:

- Posting transit schedules and maps at the Project Site
- Distributing informational brochures regarding public transportation

- Notifying all subcontractors and suppliers of the worker access/parking limitations and options

### **3.9.5 CONSTRUCTION AIR QUALITY/DUST**

Short-term air quality impacts from fugitive dust may be expected during the removal of soil materials and during the early phases of the Project Site preparation activities. The construction contract for the Project will require the contractor 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, 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 when possible, and periodic cleaning of roadways and sidewalks in the vicinity of the Project Site when necessary to reduce dust accumulation.

### **3.9.6 CONSTRUCTION NOISE IMPACTS**

Intermittent increases in noise levels will occur in the short term during the construction of the new building. Work will comply with the requirements of the City of Boston Noise Ordinance. The Project will comply with the City of Boston Noise and Work Ordinance. Normal work hours will be from 7:00 A.M. to 6:00 P.M., Monday through Friday, along with Saturdays as needed to maintain the Project schedule.

Efforts will be made to minimize the noise impact of construction activities, including appropriate mufflers on all equipment such as air compressors and welding equipment, maintenance of intake and exhaust mufflers, turning off idling equipment, replacing specific operations and techniques with less noisy ones, and scheduling equipment operations to synchronize the noisiest operations with times of highest ambient noise levels.

### **3.9.7 SEDIMENT CONTROL MEASURES**

During construction, erosion and sediment control measures will be implemented to minimize the transport of Project Site soils to off-site areas and Boston Water and Sewer Commission ("BWSC") storm drain systems. The existing catch basins will be protected with filter fabric or other catch basin inlet protection devices 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:

- Straw bales and/or silt fence/tube barriers will be installed at the base of stockpiled soils and at erosion-prone areas throughout the construction phase of the Project;
- Erosion controls will be maintained and replaced as necessary to ensure 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; and
- Erosion controls will be maintained and replaced as necessary until the installation of pavements and/or the establishment of stabilized vegetation at the Project Site.







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

**Project Checklist**

Project Name: Boston College Catholic Religious Archives

Date: 7/1/2024

Y	?	N			
1			Credit	Integrative Process (v4.1)	1
<b>8</b>	<b>0</b>	<b>8</b>	<b>Location and Transportation</b>		<b>16</b>
		16	Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
1		1	Credit	High Priority Site	2
4		1	Credit	Surrounding Density and Diverse Uses (v4.1)	5
2		3	Credit	Access to Quality Transit (v4.1)	5
		1	Credit	Bicycle Facilities	1
		1	Credit	Reduced Parking Footprint (v4.1)	1
		1	Credit	Green Vehicles	1
<b>3</b>	<b>1</b>	<b>6</b>	<b>Sustainable Sites</b>		<b>10</b>
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
	1	1	Credit	Site Development - Protect or Restore Habitat (v4.1)	2
		1	Credit	Open Space (v4.1)	1
		3	Credit	Rainwater Management	3
2			Credit	Heat Island Reduction	2
		1	Credit	Light Pollution Reduction	1
<b>4</b>	<b>0</b>	<b>7</b>	<b>Water Efficiency</b>		<b>11</b>
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		4	Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1
<b>23</b>	<b>3</b>	<b>7</b>	<b>Energy and Atmosphere</b>		<b>33</b>
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
6			Credit	Enhanced Commissioning	6
14		4	Credit	Optimize Energy Performance	18
1			Credit	Advanced Energy Metering	1
2			Credit	Demand Response (Pilot)	2
		3	Credit	Renewable Energy Production	3
		1	Credit	Enhanced Refrigerant Management	1
		2	Credit	Green Power and Carbon Offsets	2

Y	?	N			
<b>5</b>	<b>3</b>	<b>5</b>	<b>Materials and Resources</b>		<b>13</b>
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		5	Credit	Building Life-Cycle Impact Reduction (v4.1)	5
1	1		Credit	Building Product Disclosure - Environmental Product Declarations (v4.1)	2
1	1		Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials (v4.1)	2
1	1		Credit	Building Product Disclosure and Optimization - Material Ingredients (v4.1)	2
2			Credit	Construction and Demolition Waste Management (v4.1)	2

Y	?	N			
<b>9</b>	<b>2</b>	<b>5</b>	<b>Indoor Environmental Quality</b>		<b>16</b>
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
2			Credit	Enhanced Indoor Air Quality Strategies	2
3			Credit	Low-Emitting Materials (v4.1)	3
1			Credit	Construction Indoor Air Quality Management Plan	1
1	1		Credit	Indoor Air Quality Assessment (v4.1)	2
	1		Credit	Thermal Comfort	1
2			Credit	Interior Lighting (v4.1)	2
		3	Credit	Daylight (v4.1)	3
		1	Credit	Quality Views (v4.1)	1
		1	Credit	Acoustic Performance	1

Y	?	N			
<b>6</b>	<b>0</b>	<b>0</b>	<b>Innovation</b>		<b>6</b>
1			Credit	Innovation: Green Building Education	1
1			Credit	Innovation: LEED O&M Starter Kit	1
1			Credit	Innovation: Purchasing Lamps	1
1			Credit	Exemplary Performance: Low Emitting Materials	1
1			Credit	Innovation: Pilot Credit: GridOptimal Building	1
1			Credit	LEED Accredited Professional	1

Y	?	N			
<b>1</b>	<b>0</b>	<b>3</b>	<b>Regional Priority</b>		<b>4</b>
		1	Credit	Regional Priority: Renewable Energy	1
		1	Credit	Regional Priority: Building Life-Cycle Impact Reduction	1
		1	Credit	Regional Priority: Indoor Water Use Reduction	1
1			Credit	Regional Priority: Optimize Energy Performance	1

<b>60</b>	<b>9</b>	<b>41</b>	<b>TOTALS</b>		<b>Possible Points: 110</b>
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Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110



# Chapter 4

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## INFRASTRUCTURE

# CHAPTER 4: INFRASTRUCTURE

## 4.1 INTRODUCTION

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

The Project includes construction of a new addition to the Library with associated site improvements. Site Plan approval and a General Service Application are required from the Boston Water and Sewer Commission (“BWSC”) for modifications to the existing drainage system. No work is proposed for the existing water or sewer services. Existing and proposed utilities within the limit of work are privately owned by Boston College.

## 4.2 WATER SYSTEM

### 4.2.1 PROPOSED WATER SERVICES

The Project will tie into existing water service lines fed by the Campus water loop from BWSC and metered outside of the project area.

A new 6” water service will supply the new building. The water service will be piped through a water meter located just inside the foundation wall. The street service shall be protected by reduced pressure backflow preventers.

The Project is not anticipated to have significant increases in water consumption as the program demand is minimal.

### 4.2.2 WATER SUPPLY CONSERVATION AND MITIGATION MEASURES

The Project will incorporate water use reduction measures including low-flow toilets and faucet aerators. The University will continue to emphasize water efficient landscaping by using underground sprinkler systems with water sensors for landscape irrigation and incorporating native plants in new landscape and planting plans.

## **4.3 WASTEWATER**

### **4.3.1 PROPOSED SEWER SYSTEM**

The Project will tie into existing sanitary sewer service lines.

A new sanitary waste and vent system will collect all waste from the toilet rooms, mechanical equipment and floor drains and convey it to the municipal sewer mains outside the building.

The Project is not anticipated to have significant increases in sewer consumption as the program demand is minimal. Sewage generation, based on MassDEP Title 5 guidelines of 75 gallons per day (“gpd”) per 1,000 sf of office use, is an estimated 3,375 gpd (45,000 sf x 75gpd/1000sf). BWSC Sewer Use Regulations require projects generating more than 15,000 gpd to mitigate the potential impacts on the sewer system by removing unrelated infiltration and inflow (“I/I”) presently flowing through the system. However, the Project is well below this threshold.

No new sewer services are proposed for the Project. The existing service will be maintained and is adequate to serve the facility.

### **4.3.2 SEWER SYSTEM CONSERVATION AND MITIGATION MEASURES**

The Project will incorporate water use reduction measures including low-flow toilets and faucet aerators.

## **4.4 STORM DRAINAGE SYSTEM**

### **4.4.1 EXISTING STORM DRAINAGE SYSTEM**

The existing stormwater system on the Brighton Campus is owned and maintained by Boston College. BWSC owns and maintains the stormwater systems in the public streets surrounding the Brighton Campus. The Brighton Campus network discharges into the BWSC storm drainage systems in Glenmont Road and Greycliff Road.

Currently, there is minimal management of the stormwater within the Project Site.

### **4.4.2 PROPOSED STORM DRAINAGE SYSTEM**

The Project stormwater system is designed to promote the groundwater recharge/infiltration and limit stormwater runoff. Stormwater runoff from the building and new impervious surfaces will be collected by catch basins and area drains and directed to subsurface infiltration chamber systems. The bioretention basin located near the Lake Street entrance will discharge to the existing BWSC stormwater system

near the entrance. The stormwater management system will be designed to meet the MassDEP Stormwater Management Standards using a combination of conventional and Low Impact Development (“LID”) Best Management Practices (“BMPs”) including deep sump and hooded catch basins, a bioretention basin, subsurface infiltration chambers, and proprietary water quality units.

Bioretention basins located at the site walls north of the building will be planted depressions underlain with well-drained planting soils and a stone underdrain system. The surface depression is sized to contain the water quality volume for the runoff directed to the basins.

The landscape and site design for the Project Site is designed to improve vehicular, service and pedestrian access while providing landscape restoration, screening of the proposed building and enhancing on-site stormwater management. The proposed Project Site interventions are designed to blend the new building into the steep slope and adjacent wooded context while providing grading adjustments as required for accessible entries for building access and adjusted road widths for service and emergency vehicle access.

A new retaining wall west of the access drive will allow for this widened roadway access. Additional retaining walls will be introduced at north of the site to accommodate accessible pedestrian egress, allow for additional planting areas, and to improve stormwater management.

#### **4.4.3 STORMWATER QUALITY DURING CONSTRUCTION**

During construction, temporary erosion and sediment controls will be installed to protect the existing drainage system. Controls will include inlet protection and perimeter controls to eliminate the migration of sediment off-site.

### **4.5 ENERGY AND TELECOMMUNICATIONS SERVICES**

The buildings on the Brighton Campus are supplied with natural gas by National Grid via Commonwealth Avenue, Lake Street, and Foster Street. The Brighton Campus is served by individual building transformers operated directly by Eversource. The Boston College campus is supplied with telecommunications carrier service from Crown Castle, Astound, and Lumen 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

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## ESTIMATED TRIP GENERATION


## MEMORANDUM

**DATE:** July 10, 2024

**TO:** Katie Moniz  
Fort Point Associates  
31 State Street, Third Floor  
Boston, MA 02109

**FROM:** Robert J. Michaud, P.E. – Managing Principal  
Daniel A. Dumais, P.E. – Senior Project Manager

**RE:** **Proposed STM Library Expansion – Catholic Religious Archives (CRA) Building**  
Boston College Brighton Campus



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MDM Transportation Consultants, Inc. (MDM) has evaluated potential trip generation characteristics of the proposed expansion of the School of Theology and Ministry (STM) library at 117 Lake Street to include the Catholic Religious Archives (CRA) building. Programmatic assumptions and resulting trip estimates are summarized below. MDM concludes that the proposed CRA building will entail an inconsequential change in staffing (less than 5 new staff) and represents an ancillary facility to the existing STM library with immaterial change in trip activity representing less than ten (10) vehicle-trips during peak traffic periods.

### PROGRAMMATIC ASSUMPTIONS

Key programmatic assumptions are as follows:

- *Existing STM Library.* The existing STM library comprises approximately 54,000 sf of gross floor area and is supported by approximately 6 staff. This facility, while physically located within the BC Brighton Campus, supports campus-wide academic research and publication activities involving trips made by various travel modes including inter-campus walking and bike trips, off-campus housing walking trips and (to a lesser degree) vehicular trips that are principally generated by library support staff who have access to on-campus parking.

- *CRA Facility.* The proposed CRA facility represents a less than 45,000 sf expansion of the STM library with the principal function of serving to house/store relevant historical materials and conservation activities for historical records/exhibits that will augment the STM library resources. Proposed staffing will include a CRA Director and several supporting staff for a total of not more than 5 additional staff. The CRA is not expected to independently generate unique visitor activity per se, but rather as a repository for records and conservation activities that is ancillary to existing STM library operations. No increase or change in campus parking is proposed as a component of the CRA facility; limited additional staff as noted will be accommodated within the existing campus parking supply and no vehicular-based visitor trips are anticipated beyond current STM library operations which principally involve non-auto mode trip making.

## TRIP GENERATION SUMMARY

The trip generation for the proposed CRA facility is expected to principally entail non-auto mode trips generated by inter-campus travel by students and staff or trips generated to/from nearby off-campus housing that include walking, biking, BC shuttles or public transportation. Vehicular-based trip making will essentially be associated with staff ranging from 3 to 5 additional personnel beyond current STM library staffing levels. As such, anticipated vehicular trips (conservatively assuming that all new CRA staff drive, do not use public transportation, and are exclusive to the CRA facility) would be approximately 5 vehicle-trips per hour or less during peak staff arrival/departure periods. While occasional delivery activities for CRA materials may occur, such deliveries are not expected to materially add to this number or would occur randomly throughout daytime periods. Likewise, visitor-related trips arriving/departing that are specific to the CRA facility are not expected to be material and if occur may be considered ancillary to typical day-to-day operations and trips for the existing STM library facility operations.

A more generic means of estimating vehicular trip activity for the CRA is based on application of trip generation rates for a library use published in the Institute of Transportation Engineers (ITE) *Trip generation*<sup>1</sup> 11<sup>th</sup> Edition, Land Use Code (LUC) 590 - Library. The application of ITE trip rates in this case is considered highly conservative, as the database of surveyed sites includes both public and private library facilities that are not necessarily located within a multi-modal academic campus setting. The application of ITE trip rates assuming a facility staffing of not more than 5 personnel and no credit or adjustment for mode share is presented in **Table 1**.

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<sup>1</sup> *Trip Generation*, 11<sup>th</sup> Edition, Institute of Transportation Engineers, Washington DC, 2021.

**TABLE 1**  
**TRIP-GENERATION SUMMARY (All Trip Types and Modes)**

Period/Direction	Library <sup>1</sup>
<i>Weekday Morning Peak Hour</i>	
Entering	4
<u>Exiting</u>	<u>1</u>
Total	5
<i>Weekday Evening Peak Hour</i>	
Entering	14
<u>Exiting</u>	<u>15</u>
Total	29
<i>Weekday Daily</i>	278

Source: ITE *Trip Generation*, 11<sup>th</sup> Edition; 2021.

<sup>1</sup>Based on ITE LUC 590 applied to 5 staff. No adjustment for mode shares that are anticipated to include walking, biking, shuttle and public transportation trips which are expected to represent the vast majority of trips generated.

As summarized in **Table 1**, the proposed development is estimated to generate approximately 5 vehicle trips (4 entering and 1 exiting) during the weekday morning peak hour and 29 vehicle trips (14 entering and 15 exiting) during the weekday evening peak hour. On a daily basis, the proposed development is estimated to generate approximately 278 vehicle trips on weekdays and with 50 percent (139) entering and exiting over a 24-hour period. MDM emphasizes that these trip estimates represent a highly conservative basis for assessment since trips are not adjusted for academic campus characteristics that involve significant non-auto trip making involving inter-campus travel by walking, biking, shuttle or public transportation. Consideration of these alternative trip modes would likely result in the vast majority of vehicular trips being attributed to staff, which per above summary would represent approximately 5 or fewer vehicle trips per hour on weekdays with the balance of trips made by other travel modes. However, even considering this conservative methodology of estimating trips, the relative change in traffic for the campus and area roadways due to CRA operations is de minimus and inconsequential.

## CONCLUSIONS

MDM concludes that the proposed CRA building will entail an inconsequential change in staffing (less than 5 new staff) and represents an ancillary facility to the existing STM library with immaterial change in trip activity representing less than ten (10) vehicle-trips during peak traffic periods. Using alternative and highly conservative ITE trip rates and methodology, resulting trip activity for the CRA facility is de minimus and inconsequential to campus operations or travel on area roadways.



## Appendix B

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# ACCESSIBILITY CHECKLIST

## **ARTICLE 80 – ACCESSIBILITY CHECKLIST**

### **A Requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process**

The Mayor's Commission for Persons with Disabilities works to reduce architectural barriers that impact accessibility in Boston's built environment. This Checklist is intended to ensure that accessibility is planned at the beginning of projects, rather than after a design is completed. It aims to ensure that projects not only meet minimum MAAB/ADA requirements, but that they create a built environment which provides equitable experiences for all people, regardless of age or ability.

All BPDA Small or Large Project Review, including Institutional Master Plan modifications, must complete this Checklist to provide specific detail and data on accessibility. An updated Checklist is required if any project plans change significantly.

For more information on compliance requirements, best practices, and creating ideal designs for accessibility throughout Boston's built environment, proponents are strongly encouraged to meet with Disability Commission staff prior to filing.

#### **Accessibility Analysis Information Sources:**

1. Age-Friendly Design Guidelines - Design features that allow residents to Age in Place  
<https://www.enterprisecommunity.org/download?fid=6623&nid=3496>
2. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design  
[http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
3. Massachusetts Architectural Access Board 521 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
4. Massachusetts State Building Code 780 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
5. Massachusetts Office of Disability – Disabled Parking Regulations  
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
6. MBTA Fixed Route Accessible Transit Stations  
[http://www.mbta.com/riding\\_the\\_t/accessible\\_services/](http://www.mbta.com/riding_the_t/accessible_services/)
7. City of Boston – Complete Street Guidelines  
<http://bostoncompletestreets.org/>
8. City of Boston – Mayor's Commission for Persons with Disabilities  
<http://www.boston.gov/disability>
9. City of Boston – Public Works Sidewalk Reconstruction Policy  
[http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
10. City of Boston – Public Improvement Commission Sidewalk Café Policy  
[http://www.cityofboston.gov/images\\_documents/Sidewalk\\_cafes\\_tcm3-1845.pdf](http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf)
11. International Symbol of Accessibility (ISA)  
<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/guidance-on-the-isa>
12. LEED – Pilot Credits for Social Equity and Inclusion  
<https://www.usgbc.org/articles/social-equity-pilot-credits-added-leed-nd-and-leed-om>

#### **Glossary of Terms:**

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional requirements set forth by MAAB 521 CMR: Section 8.4
3. **Age-Friendly** – Implementing structures, settings and policies that allow people to age with dignity and respect in their homes and communities
4. **Housing – Group 1 Units** – Residential Units that contain features which can be modified without structural change to meet the specific functional needs of an occupant with a disability, per MAAB 521 CMR: Section 9.3
5. **Housing – Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
6. **Ideal Design for Accessibility** – Design which meets, as well as exceeds, compliance with AAB/ADA building code requirements
7. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
8. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way in Boston. For more information visit: <https://www.boston.gov/pic>
9. **Social Equity LEED Credit** – Pilot LEED credit for projects that engage neighborhood residents and provide community benefits, particularly for persons with disabilities

**Article 80 | ACCESSIBILITY CHECKLIST – Updated October, 2019**

10. **Visitability** – A structure that is designed intentionally with no architectural barriers in its common spaces (entrances, doors openings, hallways, bathrooms), thereby allowing persons with disabilities who have functional limitations to visit

<b>Today's Date:</b> July 12, 2024		<b>Your Name and Title: Katie Moore, Environmental Planner</b>		
<b>1. Project Information:</b> <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>				
Project Name:		Catholic Religious Archives, Boston College		
Project Address(es):		117 Lake Street, Boston MA, 02135		
Total Number of Phases/Buildings:		1 Building		
Primary Contact: (Name / Title / Company / Email / Phone):		Thomas J. Keady, Jr., Vice President for Governmental & Community Affairs, Boston College, <a href="mailto:thomas.keady@bc.edu">thomas.keady@bc.edu</a> , 617-552-4787		
Owner / Developer:		Trustees of Boston College		
Architect:		Shepley Bulfinch		
Civil Engineer:		Nitsch Engineering		
Landscape Architect:		Studio 2112 Landscape Architecture		
Code Consultant:		Code Red Consultants		
Accessibility Consultant (If you have one):				
What stage is the project on the date this checklist is being filled out?		SPRA / PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved or other: _____
<b>2. Building Classification and Description:</b> <i>This section identifies preliminary construction information about the project including size and uses.</i>				
What are the dimensions of the project? See below:				
Site Area:		92,100 SF	Building Area: 45,000 GSF	
First Floor Elevation:		El. 143.8	Any below-grade space: Yes / No	
What is the construction classification?		New Construction	Renovation	Addition Change of Use
Do you anticipate filing any variances with the MAAB (Massachusetts Architectural Access Board) due to non-compliance with 521 CMR?		YES NO		
If yes, is the reason for your MAAB variance: (1) technical infeasibility, OR (2) excessive and unreasonable cost without		(1) OR (2)		

**Article 80 | ACCESSIBILITY CHECKLIST – Updated October, 2019**

substantial benefit for persons with disabilities? Have you met with an accessibility consultant or Disability Commission to try to achieve compliance rather than applying for a variance? Explain:				
What are principal building uses? (using IBC definitions, select all appropriate that apply):	Residential – One - Three Unit	Residential - Multi-unit, Four+	<b>Institutional</b>	<b>Educational</b>
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other	Other:	
List street-level uses of the building:	<b>Building entrance for staff to processing, support, and collections spaces.</b>			
<p><b>3. Accessibility of Existing Infrastructure:</b>  <i>This section explores the proximity to accessible transit lines and institutions. Identify how the area surrounding the development is accessible for people with mobility impairments, and analyze the existing condition of the accessible routes to these sites through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	<b>The Project Site is located on Boston College’s (BC’s) Brighton Campus, adjacent to the Theology and Ministry Library. The campus has a varying topography with elevation ranging from 44’-209’.</b>			
List the surrounding accessible MBTA transit lines and their proximity to development site, including commuter rail, subway stations, and bus stops:	<b>The Project Site is located approximately 0.4 miles away from the Boston College MBTA Green Line stop. The nearest MBTA bus stops are approximately 0.5 miles away. Bus Route 57 and Route 501 stops at Washington Street-Brock Street and Bus Route 57 stops at Washington Street-Lake Street. The nearest BC Shuttle stop is at Greycliff Hall, approximately 0.3 miles away, along the Commonwealth Avenue Route.</b>			
List surrounding institutions and their proximity: hospitals, public housing, elderly and disabled housing, educational facilities, others:	<b>The Project is bordered by St. John’s Seminary to the north and other BC properties within the Brighton Campus to the east and south.</b>			
List surrounding government buildings and their proximity: libraries, community centers,	<b>BC athletics fields are located north of the Project Site.</b>			

recreational facilities, and related facilities:	
<p><b>4. Surrounding Site Conditions – Existing:</b>  <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
Is the development site within a formally recognized historic district? <b>If yes</b> , which one?	<p><b>NO</b></p>
Are there existing sidewalks and pedestrian ramps at the development site? <b>If yes</b> , list the existing sidewalk and pedestrian ramp slopes, dimensions, materials, and physical condition:	<p><b>YES</b>  <b>A concrete sidewalk exists on the Project Site’s eastern side that connects to St. John’s Seminary and the Brighton Campus. This sidewalk is outside the limit of work for the Project.</b></p>
Are the sidewalks and pedestrian ramps existing-to-remain? <b>If yes</b> , have they been verified as ADA/MAAB compliant (with yellow composite detectable warnings, cast in concrete)? <b>If yes</b> , provide description and photos. <b>If no</b> , explain plans for compliance:	<p><b>YES</b>  <b>The existing sidewalk on the Project Site’s eastern side is outside of the Project scope and will remain.</b></p>
<p><b>5. Surrounding Site Conditions – Proposed</b>  <i>This section identifies the proposed condition of the sidewalks and pedestrian ramps around the development site. Ideal sidewalk width contributes to lively pedestrian activity, allowing people to walk side by side and pass each other comfortably walking alone, in pairs, or using a wheelchair or walker.</i></p>	
Are the proposed sidewalks consistent with Boston Complete Streets? <b>If yes</b> , choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard. Explain:	<p><b>NO</b></p>
What are the total dimensions and slopes of the proposed sidewalks? List the widths of each proposed	<p><b>The proposed sidewalks on the north of the building and from the building’s accessible entrance to the accessible parking will not exceed 5% slope and</b></p>

**Article 80 | ACCESSIBILITY CHECKLIST** – Updated October, 2019

<p>zone: Frontage, Pedestrian and Furnishing Zone:</p>	<p><b>will be a minimum of 5 feet wide. New accessible spaces to the Project are compliant. The proposed sidewalk extension along the western side of the Theology and Ministry Library between the new and existing accessible spaces follows slope of the road and is not compliant.</b></p>
<p>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?</p>	<p><b>The sidewalk is on Boston College property and will be cast in place concrete.</b></p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <b>If yes</b>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p><b>NO, not applicable</b></p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p><b>NO</b></p>
<p>Will any portion of this project be going through the Public Improvement Commission (PIC)? <b>If yes</b>, identify PIC actions and provide details:</p>	<p><b>NO</b></p>
<p><b>6. Building Entrances, Vertical Connections, Accessible Routes, and Common Areas:</b>  <i>The primary objective in ideal accessible design is to build smooth, level, continuous routes and vertical connections that are integrated with standard routes, not relocated to alternate areas. This creates universal access to all entrances and spaces, and creates equity for persons of all ages and abilities by allowing for “aging in place” and “visitability” (visiting neighbors).</i></p>	
<p>Are all of the building entrances accessible? Describe the accessibility of each building entrance: flush condition, stairs, ramp, lift, elevator, or other. If all of the building entrances are <b>not accessible</b>, explain:</p>	<p><b>YES</b></p> <p><b>There are three entrances to the proposed building and all are accessible. The primary point of entry to the building will be from the existing Theology and Ministry Library through an accessible connector. This entrance enters the building through Level 1 and an elevator serves Level 1 and Level 2 floors from this entrance. The loading and receiving zone entrance on Level 1 is at</b></p>

**Article 80 | ACCESSIBILITY CHECKLIST** – Updated October, 2019

	<p><b>grade with the accessible parking spaces that are directly west of the entrance. This entrance also provides access to the elevator serving Levels 1 and 2 and the connector to the Theology and Ministry Library. The lower level entrance to the building service equipment will be gated and flush with the pavement.</b></p>
<p>Are all building entrances well-marked with signage, lighting, and protection from weather?</p>	<p><b>YES</b></p>
<p>Are all vertical connections located within the site (interior and exterior) integrated and accessible? Describe each vertical connection (interior and exterior): stairs, ramp, lift, elevator, or other. If all the vertical connections are <i>not integrated and accessible</i>, explain:</p>	<p><b>YES</b></p> <p><b>The elevator in the lobby of the proposed building provides access to the Levels 1 and 2 of the building. The connector between the proposed building and existing Theology and Ministry Library includes a stair for access between Level 1 and Level 2. The corridor between the existing and proposed buildings has ample space for access between the processing room and archive for building staff.</b></p> <p><b>Mechanical and service rooms on the lower level of the proposed building will have at-grade access by cast-in-place concrete sidewalks to the interior rooms. An egress stair at the north provides access to the lower level, Level 1 and Level 2.</b></p>
<p>Are all common spaces in the development located on an accessible route? Describe:</p>	<p><b>YES</b></p> <p><b>Circulation throughout the building will be accessible</b></p>
<p>Are all of the common spaces accessible for persons with mobility impairments? (Examples: community rooms, laundry areas, outdoor spaces, garages, decks/roof decks):</p>	<p><b>YES</b></p>
<p>What built-in features are provided in common public spaces? (Examples: built-in furnishings such as tables, seating; countertop heights, outdoor grills and benches). Are these accessible? Do benches and seats have armrests? Describe:</p>	<p><b>No site features or built-in furniture are proposed.</b></p>

**Article 80 | ACCESSIBILITY CHECKLIST** – Updated October, 2019

<p><b>If this project is subject to Large Project Review/Institutional Master Plan</b>, describe the accessible routes way-finding / signage package:</p>	<p>N/A</p>
<p><b>7. Accessible Housing Units (If applicable) – Residential Group 1, Group 2, and Hospitality Guestrooms</b>  <i>In order to create accessible housing and hospitality rooms, this section addresses the number of accessible units that are proposed for barrier-free housing and hotel rooms in this development.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for this development?</p>	<p>N/A</p>
<p><b>If a residential development</b>, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	<p>N/A</p>
<p><b>If a residential development</b>, will all units be constructed as MAAB Group 1* units, which have blocking and other built-in infrastructure that makes them adaptable for access modifications in the future? (*this is required in all new construction):</p>	<p>N/A</p>
<p><b>If a residential development</b>, how many fully built-out ADA (MAAB Group 2) units will there be? (requirement is 5%):</p>	<p>N/A</p>
<p><b>If a residential development</b>, how many units will be built-out as ADA/MAAB sensory units? (requirement is 2%):</p>	<p>N/A</p>
<p><b>If a residential development</b>, how many of the fully built-out ADA (MAAB Group 2) units will also be IDP units? <b>If none</b>, explain:</p>	<p>N/A</p>



**Article 80 | ACCESSIBILITY CHECKLIST** – Updated October, 2019

<p><b>If a hospitality development</b>, how many of the accessible units will feature a wheel-in shower? Will accessibility features and equipment be built in or provided (built-in bench, tub seat, etc.)? <b>If yes</b>, provide details and location of equipment:</p>	<p>N/A</p>
<p>Do the proposed housing and hotel units that are standard, non-ADA units (MAAB Group 1) have any architectural barriers that would prevent entry or use of the space by persons with mobility impairments? (Example: stairs or thresholds within units, step up to balcony, etc.). <b>If yes</b>, explain:</p>	<p>N/A</p>
<p><b>8. Accessible Parking:</b>  <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirements and the Massachusetts Office of Disability Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage? Will they be mechanically stacked? Explain:</p>	<p><b>There will be a total of approximately 49 parking spaces associated with the Project. The Project will incorporate two service parking spaces along the building and two accessible parking spaces to the west of the building. The balance of the parking spaces will be in existing at-grade parking lots located directly east from the Project.</b></p>
<p>How many of these parking spaces will be designated as Accessible Parking Spaces? How many will be “Van Accessible” spaces with an 8 foot access aisle? Describe:</p>	<p><b>There will be two accessible parking spaces to the west of the building, including one van accessible space.</b></p>
<p>Will visitor parking be provided? If <b>yes</b>, where will the accessible visitor parking be located?</p>	<p><b>NO</b></p>
<p>Has a drop-off area been identified? <b>If yes</b>, where is it located, and is it wheelchair accessible?</p>	<p><b>No, there is no designated drop-off area. The accessible parking is located less than 200 linear feet to an accessible building entrance.</b></p>
<p><b>9. Community Impact:</b>  <i>Accessibility and inclusion extend past required compliance with building codes to providing an overall development that allows full and equal participation of persons with disabilities and older adults.</i></p>	

**Article 80 | ACCESSIBILITY CHECKLIST** – Updated October, 2019

<p>Has the proponent looked into either of the two new LEED Credit Pilots for (1) Inclusion, or (2) Social Equity – with a proposal that could increase inclusion of persons with disabilities? <b>If yes</b>, describe:</p>	<p><b>NO</b></p>
<p>These new LEED Pilot Credits may be awarded for filling out this checklist and evaluating ways to add features to your design that will increase equity for persons with disabilities. Have you looked at this list to assess the feasibility of adding any of these features?</p>	<p><b>NO</b></p>
<p>Is this project providing funding or improvements to the surrounding neighborhood or to adjacent MBTA Station infrastructure? (Examples: adding street trees, building or refurbishing parks, adding an additional MBTA elevator or funding other accessibility improvements or other community initiatives)? <b>If yes</b>, describe:</p>	<p><b>NO</b></p>
<p>Will any public transportation infrastructure be affected by this development, during and/or post-construction (Examples: are any bus stops being removed or relocated)? <b>If yes</b>, has the proponent coordinated with the MBTA for mitigation? Explain:</p>	<p><b>NO</b></p>
<p>During construction, will any on-street accessible parking spaces be impacted (during and/or post-construction)? <b>If yes</b>, what is the plan for relocating the spaces?</p>	<p><b>NO</b></p>
<p>Has the proponent reviewed these plans with the City of Boston</p>	<p><b>The Project has not been reviewed.</b></p>

**Article 80 | ACCESSIBILITY CHECKLIST** – Updated October, 2019

Disability Commission Architectural Access staff? <b>If no</b> , will you be setting up a meeting before filing?	
<p><b>10. Attachments</b></p> <p><i>Include a list of all documents you are submitting with this Checklist – drawings, diagrams, photos, or any other materials that describe the accessible and inclusive elements of this project.</i></p>	
Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.	
Provide a diagram of the accessible route connections through the site, including distances.	
Provide a diagram the accessible route to any roof decks or outdoor space (if applicable).	
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.	
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>	

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to ensure that all buildings, sidewalks, parks, and open spaces are welcoming and usable to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions about this checklist, or for more information on best practices for improving accessibility and inclusion, visit [www.boston.gov/disability](http://www.boston.gov/disability), or contact our Architectural Access staff at:

[ADA@boston.gov](mailto:ADA@boston.gov) | [patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov) | [sarah.leung@boston.gov](mailto:sarah.leung@boston.gov) | 617-635-3682 (phone) | 617-635-2726 (fax) | 617-635-2541 (tty)

The Mayor's Commission for Persons with Disabilities  
 Boston City Hall, One City Hall Square, Room 967, Boston MA 02201

**Updated: October, 2019**

