Holocaust Legacy Foundation, Inc.
Holocaust Museum and Educational Center
125 Tremont Street
Midtown Cultural District, Boston

Application for Article 80 Small Project Review
Submitted to Boston Planning and Development Agency
June 5, 2023

Applicant/Developer:
Jody Kipnis, Co-founding President and CEO
Holocaust Legacy Foundation, Inc.
P.O. Box 170123
Boston, MA 02116
Phone: (617) 655-2176
Email: jody@holocaustlegacyfoundation.org

Architect:
Jonathan Traficonte, Principal, AIA
Schwartz/Silver Architects, Inc.
75 Kneeland Street
Boston, MA 02111
Phone: (617) 542-6650 x 234
Email: jtraficonte@schwartzsilver.com

Legal Counsel:
Michael P. Ross, Esq.
Prince Lobel Tye LLP
One International Place, Suite 3700
Boston, MA 02110
Phone: (617) 456-8149
Email: mross@princelobel.com

PRINCE LOBEL

June 5, 2023

Mr. James Arthur Jemison, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re:	Article 80 Small Project Review Application
Property Address:	125 Tremont Street, Boston, MA 02108
Applicant:	Holocaust Legacy Foundation, Inc.

Dear Director Jemison:

This firm represents Holocaust Legacy Foundation, Inc. (the "**Applicant**"), the developer of 125 Tremont Street, Boston, MA 02108 (the "**Property**"), in connection with its Small Project Review Application pursuant to Article 80, Section 80-E-2 of the Boston Zoning Code (the "**Code**"). The Applicant proposes the first of its kind project in Boston - a Holocaust Museum and Educational Center (name to be determined) located, appropriately, in the Midtown Cultural District along Boston's historic Freedom Trail. The Museum and Educational Center is expected to bring hundreds of thousands of visitors to Boston each year, and will serve as a powerful and enduring reminder of what can happen when hatred goes unchecked, by fostering an understanding of the value of inclusivity, tolerance, and equality for all.

The Property consists of approximately 4,926 square feet of land and is currently improved by an existing three story, 15,000 square foot brick structure built in 1955 as the Merchants Cooperative Bank Building. Prior to the acquisition of the building by the Applicant, the building most recently served as office space, classrooms, and a convenience store. The Applicant is proposing to construct a six-story, 84.5 foot tall, 32,696 square foot DLT/steel hybrid building that will serve as the museum and educational center. The original 1880s granite foundation was retained in 1955 and will remain in place.

In planning the Proposed Project, a great deal of care and attention was paid to the existing and proposed densities and massing in the surrounding area. The Proposed Project has been specifically designed to complement the architecture of the surrounding community, which boasts both historical structures along the Freedom Trail, and newer structures, such as Suffolk University Law School. The Proposed Project is easily walkable, and accessible by bikes and public transportation, with the MBTA Park Street Green Line station in front of the Property.

Prince Lobel Tye LLP
One International Place
Suite 3700
Boston, MA 02110
TEL: 617 456 8000
FAX: 617 456 8100

Prior to submitting this Article 80 Application for Small Project Review, the Applicant met with the Downtown Business Improvement District; the Downtown Boston Residents' Association; the Freedom Trail Foundation; abutting property owners; elected representatives; and educational institutions. The Applicant conducted extensive outreach to members of local Jewish and other religious communities, including members of the Holocaust Survivor and Descendants communities. The Applicant looks forward to continuing these communications as the process advances.

Thank you for your consideration, and please do not hesitate to contact me with any comments or questions.

Sincerely,

Michael P. Ross
Direct: (617) 456-8149
Email: mross@princelobel.com

Prince Lobel Tye LLP
One International Place
Suite 3700
Boston, MA 02110
TEL: 617 456 8000
FAX: 617 456 8100

www.princelobel.com

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PROJECT DEVELOPMENT TEAM

Applicant/Developer: Contact: Jody Kipnis, Co-founding President and CEO Holocaust Legacy Foundation, Inc. P.O. Box 170123 Boston MA 02116 Phone: (617) 655-2176 Email: jody@holocaustlegacyfoundation.org	**Architect:** Contacts: Jonathan Traficonte, Principal, AIA Stewart Marshall, Architect, AIA Schwartz Silver Architects, Inc. 75 Kneeland Street Boston, MA 02111 Phone: (617) 542-6650 x 234 Email: jtraficonte@schwartzsilver.com smarshall@schwartzsilver.com
Owner's Project Manager: Contact: Tom Goemaat, Principal Tom Goemaat Construction Project Management Inc. 58 Hundreds Road Wellesley, MA 02481 Phone: (617) 839-6280 Email: tgoemaat@tomgcci.com	**Civil Engineers:** Contact: Deb Colbert, PE Senior Project Manager Nitsch Engineering 2 Center Plaza, Suite 430 Boston, MA 02108 Phone: (617) 338-0063 Email: dcolbert@nitscheng.com
General Contractor/Construction Management: Contact: Dan Lebiedz, Vice President, Construction Manager Lee Kennedy Company 21 Quincy Shore Drive Quincy, MA 02171 Phone: (617) 825-6930 Email: dlebiedz@leekennedy.com	**Geotechnical Engineers:** Contact: Harry Berlis, Associate Principal McPhail Associates 2269 Massachusetts Ave. Cambridge, MA 02140 Phone: (617) 848-1420 Email: hberlis@mcphailgeo.com
Building Accessibility/Code Consultants: Contact: Jennifer Sapochetti, Principal JS Consulting Engineer, PLLC 224 N Main Street, Suite 2C Salem, NH 03079 Phone: (603) 327-8650	**Museum Lighting Consultants:** Contact: Matt Zelkowitz, Managing Principal, IALD, LC Available Light 31 State Street, 6th Floor Boston, MA 02109

Email: jsapochetti@jsfirecode.com	Phone: (617) 944-6800 Email: matt@availablelight.com
Structural Engineers: Contact: Michael Auren, Principal, PE Robert Silman Assoc. Structural Engineers, DPC 111 Devonshire Street Boston, MA 02109 Phone: (617) 695-6700 Email: michael.auren@silman.com	**MEPFP Engineers:** Contact: Michael Freliech, Principal, PE Altieri Sebor Wiebor, LLC 171 Milk Street, 3rd Floor Boston, MA 02109 Phone: (617) 468-1800 Email: mfreliech@altierisw.com
AV/IT/Acoustical Engineers: Contact: Alban Bassuet, Associate Principal ARUP 60 State Street Boston, MA 02109 Phone: (617) 864-2987 Email: alban.bassuet@arup.com	**Signage and Wayfinding:** Contact: Andrew Barresi, Principal Roll Barresi & Associates, Inc. 48 Dunster Street Cambridge, MA 02138 Phone: (617) 868-5430 Email: abarresi@rollbarresi.com
Cost Estimating: Contact: Zachary Bergeron, Associate Vermeulens 75 State Street, Suite 100 Boston, MA 02109 Phone: (617) 263-8879 Email: zbergeron@vermeulens.com	**Regulatory Consultant:** Contact: Doug Kelleher, Principal Epsilon Associates, Inc. 3 Mill & Main Place, Suite 250 Maynard, MA 01754 Phone: (978) 897-7100 Email: dkelleher@epsilonassociates.com
Security Contact: Dan Linskey Kroll, LLC 55 East 52nd Street, 17th Floor New York, NY 10055 Phone: (212) 593-1000 Email: daniel.linskey@kroll.com	**Legal Consultants:** Contact: Michael P. Ross, Esq. Prince Lobel Tye LLP One International Place, Suite 3700 Boston, MA 02110 Phone: (617) 456-8149 Email: mross@princelobel.com
Museum Consultant: Contact: Carolynne Harris Carolynne Harris Consulting 1845 W 41st Ave. Denver, CO 80211 Phone: (202) 236-4358 Email: carolynneharris@gmail.com	Contact: Julie B. Ross, Esq. Law Office of Julie B. Ross 1212 Hancock Street, Suite LL10 Quincy, MA 02169 Phone: (617) 335-8712 Email: julie@julierosslaw.com

1. PROJECT SUMMARY

1.1 Introduction

Holocaust Legacy Foundation, Inc. (the "Foundation" or the "Applicant") respectfully submits this Small Project Review Application ("SPRA") in accordance with the requirements of Article 80E of Chapter 665 of the Acts of 1956, the Boston Zoning Code (the "Code" or "BZC") for the development of New England's first Holocaust Museum and Educational Center to be located, at 125 Tremont Street, in the Midtown Cultural District of Downtown Boston.

The Foundation was formed in 2019 when project co-founders Jody Kipnis and Todd Ruderman created and fully funded the Foundation's hallmark program – Holocaust Legacy Fellows – a Holocaust education and travel program to Germany and Poland for high school seniors. Jody and Todd believed that with the right knowledge and understanding of the past, young people can be the agents for change. After the 2020 fellowship was canceled due to the pandemic, and with former Govenor Baker's 2021 signing of the of S.2557, *An Act Concerning Genocide Education,* Jody and Todd knew they had to find a way to make a larger impact. The universal lessons of humanity that can be learned from the Holocaust and other genocides depended on future generations to carry the message forward, underscoring the need for a Holocaust Museum and Educational Center in Boston.

In April 2022, the Foundation purchased the former Merchant's Cooperative Bank building at 125 Tremont Street with the intention of building a museum dedicated to preserving and perpetuating the memory and lessons of the Holocaust for future generations. Situated, appropriately, along Boston's historic Freedom Trail, this vital and timely project will tell the story of the dangers of intolerance, discrimination, and the consequences of unchecked state power. By examining the causes and factors that enabled the Holocaust to occur, visitors will be able to apply those lessons to contemporary issues and work towards creating a more inclusive, tolerant, and just society. The Holocaust Museum and Educational Center – which has not yet been formally named – will connect the past to present-day human rights issues, fostering dialogue and encouraging visitors to actively engage in the fight against prejudice and injustice.

With President Biden's recent announcement of the first ever U.S. National Strategy to Counter Anti Semitism – the most ambitious, comprehensive effort in U.S. history to counter antisemitism – the Holocaust Museum and Educational Center is an extraordinary gift to the City of Boston. Accessible to the public, the vision is for the Museum and Educational Center to serve as a hub for Holocaust and genocide education, as well as educate on the dangers of Anti-semitism, and all forms of prejudice and hate. The museum will be designed to be an interactive educational center that is meant to raise awareness in visitors about their responsibility as participants in a democratic society today.

Through the museum exhibits, the Foundation is dedicated to enhancing the New England Holocaust Memorial and other significant sites along Boston's Historic Freedom Trail, and is expected to bring hundreds of thousands of visitors to the Boston area each year. Most importantly, the Foundation desires to see every New England student visit the museum before they graduate.

1.2 Project Description

The development proposal contemplates the demolition of the existing three-story structure at 125 Tremont Street and building in its place a new, six-story, 84.5 foot tall, 32,696 square foot DLT and steel, sustainably designed building that will serve as a first of its kind Holocaust Museum in Boston. The original 1880s granite foundation was retained in 1955 and will remain in place, maintaining the original 1880s foundational footprint and preserving the historical street-wall envelope of the original structure. Given the nature and use of the proposed Project, the physical building will be strategically developed with materials designed to protect its occupants and visitors, the surrounding neighborhood, and the sensitive and irreplaceable contents within.

The Proposed Project has been specifically designed to reflect the building height, design, massing, and architecture of the surrounding infrastructure, while also emphasizing its importance as a new element to Boston's community. The exterior of the building is constructed of materials such as steel, stone, and wood, designed to be hopeful and inspiring. The building's most prominent feature is the decorative architectural mesh screen that wraps the facade. This screen could have many interpretations from the passersby such as: a curtain pulled back to witness and document the atrocities of the Holocaust; fences that separated Jews within ghettos or concentration camps; and barriers torn down during liberation. The consistent metal fabric curtain is purposely drawn back at two critical moments on the facade. One, at the fifth floor where the visitor will begin their journey through the museum with a view of the State House and Freedom trail, serving as a reminder of the freedoms of living in a democratic society. The other opening is at the bay window on the fourth level, to reveal the visitors walking into an authentic railcar. The European rail system played a crucial role in the implementation of the "Final Solution" to the "Jewish Problem." The passersby will see that moment in the history of the Holocaust when freedom was lost and Jews were brought to killing centers in German-occupied Poland.

The majority of the building will serve as the permanent gallery space of the Museum and Educational Center. As visitors circulate through the interactive and immersive gallery spaces, they will be brought back in time to learn about the history and lessons of the Holocaust, as well as other genocides. One essential element is the Dimensions in Testimony Theater on the second floor. Partnering with the USC Shoah Foundation, the opportunity to engage with holographic Survivors allows the visitor to be an active participant in a real-time conversation with a Survivor, enabling the visitors to be agents of their own learning. In addition to the highly curated galleries, the building will also feature a temporary changing gallery space that will explore relevant current events and other genocides. To truly harness the impact of these galleries

and to align with the framework of the mandatory genocide education act in Massachusetts, two classrooms are located in the museum offering students the opportunity to dive deeper into learning to gain a more meaningful understanding of genocides in their historical context with their teacher or museum staff. An expansive event space located on the sixth floor will be utilized for speaker events, or gatherings such as programs for educators, law enforcement, religious leaders and city leaders to learn and reflect on their role in a democratic society today. This space features views of the Boston Common, the Massachusetts State House, and the Park Street Church. The views from this event space will offer a unique venue for the city of Boston. In addition, the sixth floor will also include office space and a conference room.

It is culturally, historically, and geographically significant that the Museum and Educational Center will be situated along Boston's historic Freedom Trail, along with other notable locations, such as the Massachusetts State House; the Boston Common, inclusive of The Embrace statue; King's Chapel; the Park Street Church; the Old South Meeting House; and more. In contrast to the building it replaces, the proposed new Museum and Educational Center provides a visible open lobby on Tremont Street which will engage passersby, more appropriately adding to the civic dialogue already present along the Freedom Trail.

Table 1-1 Project Development Specifications

Lot Area	4,926 sf
Gross Square Footage	32,696 sf
Livable Square Footage	17,796 sf
Floor Area Ratio	7.0
Number of Floors	6 stories above ground, one lower level
Height	84.5 ft
Lower Level Gross Square Footage	5,538 sf
First Floor Gross Square Footage	4,788 sf
Second Floor Gross Square Footage	1,995 sf
Third Floor Gross Square Footage	4,925 sf
Fourth Floor Gross Square Footage	5,021 sf
Fifth Floor Gross Square Footage	4,925 sf
Sixth Floor Gross Square Footage	4,925 sf
Roof Gross Square Footage	270 sf
Loading Zone	1
Parking Spaces (Employees)	4 offsite spaces
Bike Parking (Employees)	8 spaces
Bike Parking (Visitors)	8 spaces

Table 1-2 Project Program and Square Footage Calculations

Spaces By Type		6 Floors Above Grade - Hi Rise to 85 FT										
	Level	0	1	2	3	3.5	4	4.5	5	6	Roof	Total
	Ceiling Height	14'	21'	14'	18'	14'	18'	14'	14'	14'		
1	**Public Space**											**2,147**
1.1	Vestibule & Security Screening		239									239
1.3	Lobby		864									864
1.4	Registration Desk		78									78
1.6	Lockers		12									12
1.7	Toilets	230		95		95		95		239		754
1.8	Exterior Queuing		600									600
2	**Administration / Event Space**											**3,225**
2.1	Office 1 - Director									124		124
2.2	Meeting Room									191		191
2.3	Open Office									568		568
2.12	Event / Multipurpose									1,428		1,428
2.12	Event / Multipurpose Lobby									514		514
3	**Exhibit Space**											**9,344**
3.1	Permanent Exhibit Gallery			880	1,300	1,043	1,468	1,014	2,672			8,377
3.2	Special Exhibits Gallery		967									967
4	**Education**											**1,225**
4.1	Classroom 1	356										356
4.2	Classroom 2	369										369
4.2	Classroom Queueing	500										500
5	**Museum Operations and Services**											**948**
5.1	Loading / Bike Storage		203									203

5.3	Workshop / Storage	428										428
5.5	Staff Locker/ Coat Room			15								15
5.6	Staff Break Room			255								255
5.7	Staff Shower			47								47
6	**Building Utilities**											**2,454**
6.1	Custodial	16								65		81
6.2	Mechanical Penthouse										*2,498*	
6.3	Electrical Room	318										318
6.4	ATS Room	79										79
6.5	IT Room											0
6.6	AV/ IDF Room					89		89	68	52		298
6.8	MDF	138										138
6.9	Sprinkler Room	152										152
6.10	Fuel Storage	186										186
6.1	Chase Space	18	70	70	33	37	33	37	70	70		438
6.12	Elevator Control Room	125										125
6.13	Fire Command Center		211									211
6.14	Fire Protection	251										251
6.15	Storm Water	177										177
	Total Net Program	3,343	2,844	1,362	1,333	1,264	1,501	1,235	2,810	3,251		**19,300**
7	**Circulation and Other Grossing**											**13,396**
7.1	Elevator 1	50	50		50		50		50	50		300
7.2	Elevator 2	98	98		98		98		98	98		588
7.3	North Egress Stair	183	183		183		183		183	183		1,098
7.4	South Egress Stair	183	183		183		183		183	183	203	1,301
7.5	Exhibit Stair		492		492		492		492			1,968
7.7	Exterior Walls	591	197	110	110	110	110	120	246	296	*75*	1,890
7.8	Interior Walls	739	443	354	274	354	356	295	493	493		3,801

7.9	General Circulation	356	293	190	122	250	125	237	380	380		2,333
	Building Area (Enclosed)	5,600	4,800	2,025	2,950	2,050	3,150	1,950	4,950	4,950	271	**32,696**
	Effective Grossing Factor											**1.71**
	Exhibit Percentage											**29%**
	"Liveable" Sqft											**17,964**
	Bike Parking Spaces (Visitors)											**8**
	Bike Parking Spaces (Employees)											**8**

1.3 Existing Conditions

The property (Parcel ID No. 0304754000) consists of approximately 4,926 square feet of land and is currently improved by an existing three story (three stories above grade, one story below grade), approximately 15,000 square foot brick structure built in 1955 as the Merchants Cooperative Bank Building. Prior to its acquisition the Foundation, the building most recently served as a 7-Eleven store and a Fed-Ex office on the first floor, and offices for an English-as-a-Second-Language program on the second, and third floors. The building presently serves as temporary headquarters for the Holocaust Legacy Foundation, and a portion of the roof is being rented to T-Mobile for antenna space.

The Property fronts along Tremont Street and is situated across from the Boston Common. This portion of Tremont Street is populated with a mixture of commercial, residential, and academic uses. The Property borders Hamilton Place, a private way, along the left side; Suffolk University Law School further to the left of the Property; and 127 Tremont Street – a mixed-use condominium building per City of Boston Assessing – to the right. The project site also borders the project site for the BPDA Board-approved development project (a boutique hotel) to be built at 7-9 Hamilton Place directly in the rear. The Property is within the Zone of Influence of the Park Street MBTA station and the subterranean right of way. A separate license application has been submitted to the MBTA, and has been docketed as No. 17309.

The site is located within the Boston Common Public Garden Protection Area in the Midtown Cultural District, within a restricted parking district.[1] As a result of the density and centrality of the location and the availability of public and other modes of transportation, the site plan does not contemplate on-site parking. The site abuts the MBTA Park Street Green Line Station and is a short walk from the MBTA Government Center Green Line Station. The MBTA No. 43 Ruggles/Park Street and Tremont Street Bus Line runs directly in front of the Project site.

[1] There is no off-street parking requirement. BZC, Art. 38, Sec. 22.

2.0 COMMUNITY OUTREACH AND ENGAGEMENT

In January of 2021, the Applicant initially met with then City Councilor Michelle Wu, and has since briefed Mayor Wu's senior staff. As of the date of this Application, the Applicant has engaged both the local and national community through meetings with elected officials, community leaders and educational institutions to introduce and discuss the project through personal meetings and group presentations. Specifically, in November of 2021, the Applicant held a community meeting inviting the leaders of local educational institutions and New England Jewish organizations. Then in March 2023, the Applicant held a meeting inviting the Holocaust Survivor Community including second and third generations.

The following are the names of the local community stakeholders who have been part of the outreach effort:

- Edward Flynn, President, Boston City Council;
- Aaron Michlewittz, Massachusetts State Representative;
- Rishi Shukla, Co-founder and Leadership Team member, Downtown Boston Residents' Association;
- Downtown Boston Business Improvement District, Senior Staff;
- Suzanne Taylor, Executive Director, Freedom Trail Foundation;
- Rabbi Marc Baker, President and CEO, Combined Jewish Philanthropies of Greater Boston;
- Dr. Rachel Fish, Founding Executive Director, Kraft Foundation to Combat Anti Semitism*;
- Joshua Kraft, President, Kraft Family Philanthropies and New England Patriots Foundation;
- Lora Tarlin, Executive Director of Schechter Holocaust Services Program, Jewish Family and Children's Services;
- Deborah Coltin, President and Executive Director, Lappin Foundation;
- Roger Brooks, President and CEO, Facing History and Ourselves*;
- Robert Trestan, Executive Director, Anti-Defamation League, New England*;
- Jeremy Burton, Executive Director, Jewish Community Relations Council of Greater Boston;
- Emily Reichman, Director of Community Engagement, Jewish Community Relations Council of Greater Boston;
- Steven Schimmel, Executive Director, Jewish Federation of Central Massachusetts;
- Allyson Guertin, Executive Director, Jewish Federation of New Hampshire;
- Barry Shrage, Past President and CEO, Combined Jewish Philanthropies and Current Professor of the Practice, Brandeis University;

- Father Charles Gallagher, Associate Professor of History, Boston College, and Author of *Nazi's of Copley Square*;
- Marisa Kelly, President, Suffolk University;
- John Nucci, Senior Vice President of the Office of External Affairs, Suffolk University;
- John Keenan, President, Salem State University;
- Christopher Mauriello, Director, Center for Holocaust and Genocide Studies, Salem State University;
- Ambassador Meron Rueben, Consulate General of Israel to New England;
- Susan Adler, Executive Director, Jewish Film Festival;
- Janet Stein Calm, President, American Association of Jewish Holocaust Survivors of Greater Boston;
- Lisa Einstein, Vice President, Boston 3G, and other members of the Boston 3G group;
- Noelle Trent, Upcoming President and CEO, Museum of African American History;
- Ronald Druker, President, The Druker Company, Ltd.; and
- Joshua Fedderman, Director of Project Development, City Realty Group.

On a regional level, the applicant initially met and is working closely with Dr. Michael Berenbaum, an American scholar, professor, rabbi, writer, and filmmaker, who specializes in the study of the Holocaust. He served as Deputy Director of the President's Commission on the Holocaust (1979–1980), Project Director of the United States Holocaust Memorial Museum (USHMM) (1988–1993), and Director of the USHMM's Holocaust Research Institute (1993–1997). The applicant has met with several executive directors of Holocaust Museums across the country and has a partnership with USC Shoah Foundation founded by Steven Spielberg.

The following are the names of the regional community stakeholders:

- Ellen Germain, Special Envoy for Holocaust Issues, U.S.Department of State;
- Miriam Asnes, Senior Advisor, Office of the Special Envoy for Holocaust Issues, Bureau of European and Eurasian Affairs, U.S. Department of State;
- Senior Staff, United States Holocaust Memorial Museum; and
- Kori Street, Executive Director, USC Shoah Foundation*.

The Applicant looks forward to continued outreach with local and regional organizations of all denominations, elected officials, and residents as the process advances.

* Title and position at time of meeting

3.0 NEIGHBORHOOD AND SITE CONTEXT

Figure 3-1 ArcGIS Neighborhood Map

Figure 3-2 Project Site – 125 Tremont Street

Figure 3-3 Aerial View of Project Site

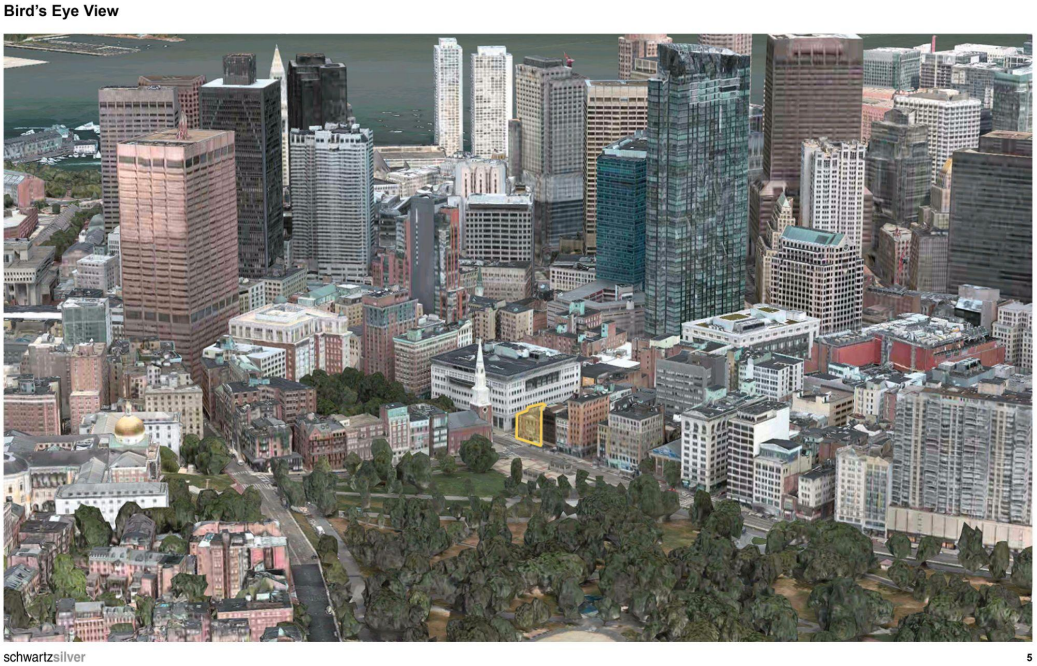
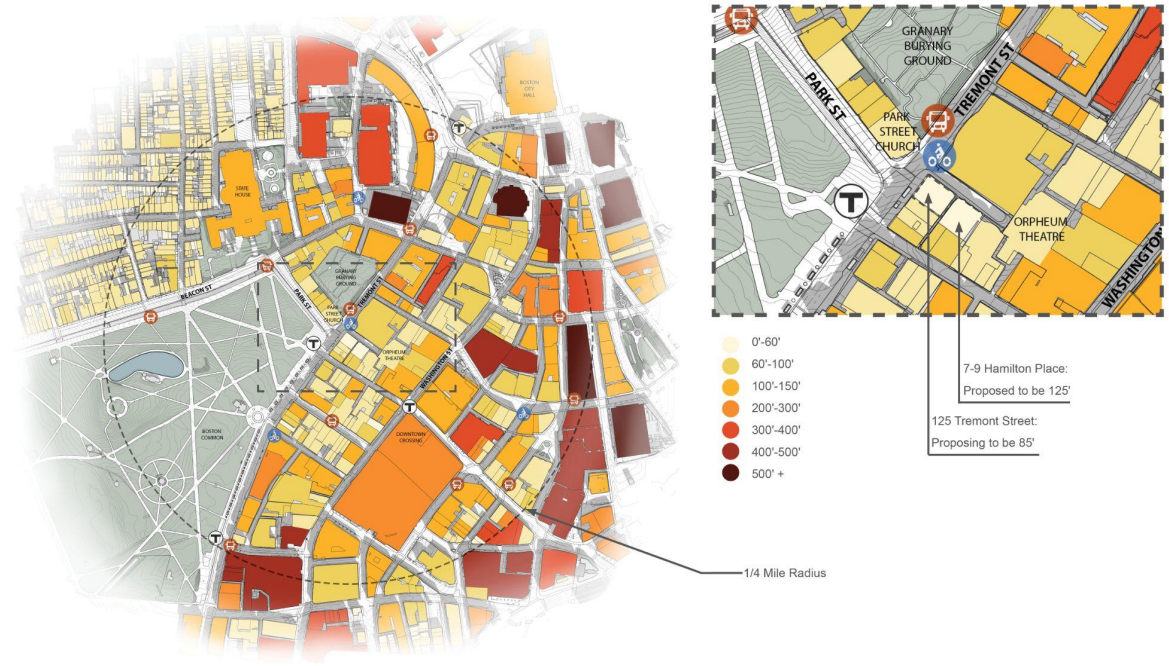


Figure 3-4 Neighborhood Circulation and District Map

Figure 3-5 Neighborhood Building Type Map

Figure 3-6 Neighborhood Building Height Map



4.0 EXISTING SITE PHOTOGRAPHS

Figure 4-1 Site View from Park Street Church, 125 Tremont Street, Boston, MA

Figure 4-2 Site View from Boston Common, 125 Tremont Street, Boston, MA

Figure 4-3 Site View from Hamilton Place, 125 Tremont Street, Boston, MA

Additional Building Photos:

Figure 4-4 and Figure 4-5 North Elevation Details - Hamilton Place

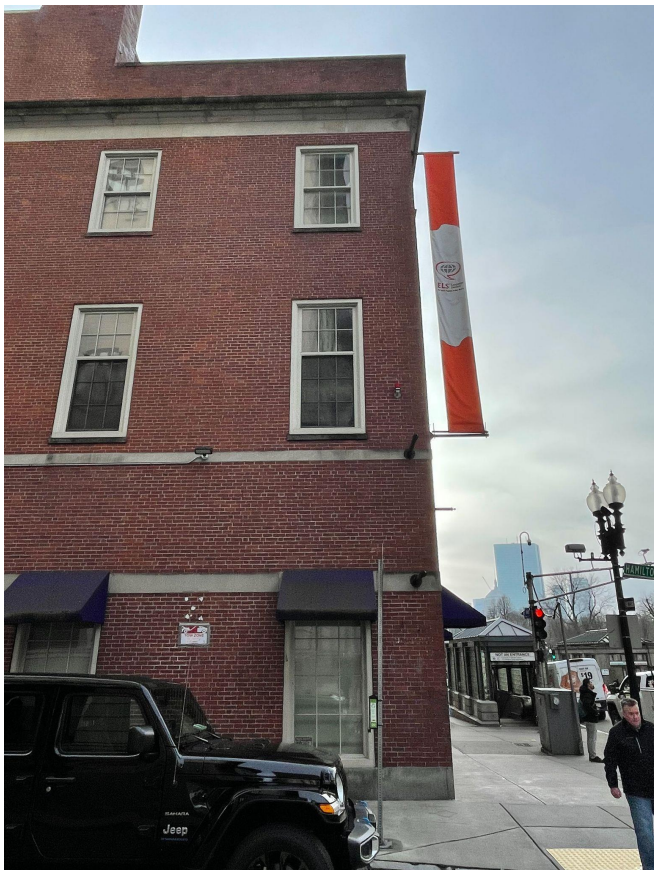


Figure 4-6 and Figure 4-7 West Elevation Details - Tremont Street

Figure 4-8 and Figure 4-9 West Elevation Details - Tremont Street

5.0 ADDITIONAL SITE CONTEXT PHOTOGRAPHS

Figure 5-1 Site Context: 120 Tremont Street, Boston, MA
Photo Taken: 12/28/22

Figure 5-2 and Figure 5-3 Site Context: 127 & 128 Tremont Street, Boston, MA
Photos Taken: 12/28/22

Figure 5-4 and Figure 5-5 Site Context: 129 Tremont Street & 1 Park Street, Boston, MA
Photos Taken: 12/28/22

Figure 5-6 Site Context: 7-9 Hamilton Place, Boston, MA
Photo Taken: 12/28/22

Figure 5-7 Site Context: 3 Hamilton Place, Boston, MA
Photo Taken: 01/03/22

Figure 5-8 Site Context: 1 Hamilton Place, Boston, MA
Photo Taken: 12/28/22

6.0 ZONING ANALYSIS

Figure 6-1 Zoning Map

The Proposed Project is located in the Midtown Cultural District, in the Boston Common and Public Garden Protection Area Zoning Subdistrict (See BZC, Art. 38 and Appendix B.2; Art. 38, Sec. 5; and Art. 3-1(c) and Appendix A). The property is located in a Restricted Parking (Overlay) District.[2] It is intended that the Proposed Project be built as-of-right, therefore, we do not anticipate the necessity of relief from Zoning Board of Appeals.

As previously mentioned, the proposed building boasts many distinctive and unique features, including a decorative architectural mesh screen surface ornamentation that flows around the building facade, and a projecting bay window that will reveal visitors walking onto an authentic railcar. The passersby from the street level will see that moment in the history of the Holocaust when freedom was lost and victims were brought to killing centers in German-occupied Poland.

The bottom edge of the decorative mesh screen surface ornamentation will sit at 14' above the ground level. The screen undulates across the facade, varying 12" to 18", as permitted under Art. 38, Sec. 19(4)(a) of the Code.

Additionally, the projecting bay window housing the railcar measures 29' vertically along Tremont Street and 26' vertically along Hamilton Place. The bay extends into the setback by 5' feet on both facades, as permitted under Art. 38, Sec. 19(4)(c) of the Code.

[2] Zoning Districts, City of Boston, Map 1A, Midtown Cultural District, March 6, 1989 <https://www.bostonplans.org/getattachment/b18f73cd-59bc-4945-8e55-fb39d7f3747a/>.

The design of the new building will follow the existing building alignment to adhere to the street wall continuity on the block, as prescribed by BZC Art 38-19(1).

The use of the property as a museum is consistent with allowed uses in the Midtown Cultural District, and is, in fact, a preferred and encouraged use, pursuant to BZC, Art. 38, Appendix B.

Table 6-1 Use and Dimensional Regulations:

Pursuant to BZC, Art. 38, Sec. 7, Sec. 18 and Appendix B to Art. 38, the use regulations and dimensional requirements for the Boston Common and Public Garden Protection Area Subdistrict of the Midtown Cultural District are as follows:

Boston Common and Public Garden Protection Area	**Allowed**	**Proposed Project**	**Zoning Relief Required?**
Use	Museum, Cultural	Museum[3], Cultural[4]	No
Minimum Lot Size	None	None	No
Additional Lot Area	None	None	No
Maximum Floor Area Ratio	8.0[5]	7.0	No
Maximum Building Height	125 feet	84.5 feet	No
Usable Open Space	None	None	No
Minimum Lot Width	None	None	No
Minimum Lot Frontage	None	None	No
Minimum Front Yard	None	None	No
Minimum Side Yard	None	None	No
Minimum Rear Yard	None	None	No
Street Wall Continuity	125 feet but at 90 feet must set back by 10 feet BZC, Article 38-19(1)	N/A, building height is below 90' with no required setback	No
Minimum Number of Parking Spaces (on site and off-street)	Not required	0	No
Off-Street Loading Requirements	1	1	No

[3] Use Item 20ID, BZC, Art. 8, Sec. 7, Table A.
[4] BZC, Art. 38, Appendix B.2.
[5] Article 38-8 (1)(c) allows for up to a 1.0 increase in FAR for non-profit cultural uses for a total FAR of 9.0.

Table 6-2 Anticipated Permits and Further Public Review

Agency	Approval Required
Boston Civic Design Commission	Design Review
Boston Fire Department	Permits for demolition, approval of fire safety equipment, final building permit sign-offs
Boston Planning and Development Agency	Article 80E Small Project Review Application
Boston Inspectional Services Department	ISD Refusal Letter Building Permits Certificate of Occupancy Site Cleanliness Permit Any other construction-related permits
Boston Landmarks Commission	Article 85 Demolition Delay Approval
Boston Parks Department	Design Review
Boston Public Works Department/Public Improvement Commission	Curb cut improvements Cornices/overhang Sidewalk surface conditions
Boston Transportation Department	Construction Management Plan Traffic Management Plan
Boston Water and Sewer Commission	Site Plan Approval for Water and Sewer Connections
Mass. Department of Environmental Protection	Any environmental permits or sign-offs
MBTA	ROW/ZOI License
State or Federal	Any state or federal permits or sign-offs

7.0 PROJECT COMPONENTS:

7.1 Traffic, Loading and Parking Management

The Proposed Project has been thoughtfully designed to minimize vehicular traffic by encouraging and accommodating alternate modes of transportation, such as public transportation, transportation services, bikes and pedestrian traffic. Given its central location in the Midtown Cultural District, within a restricted parking district[6], on-site parking is not contemplated as part of the project.

Due to the nature of the use of the Proposed Project as a museum, it is necessary that a fair amount of building square footage remain available for exhibits and accessible visitor traffic throughout the museum. Additionally, the Applicant intends to create a designated Loading Zone on Hamilton Place. The Loading Zone will be used to deliver and retrieve exhibitions and

[6] See footnote 2.

materials to and from the museum. The Applicant will make all efforts to limit such deliveries and retrievals to early morning and evening hours so as not to interfere with existing traffic operations, however, given that Hamilton Place is a Private Way, owned in fee by the Applicant, the Applicant does not foresee that placement of the Loading Zone on Hamilton Place will negatively impact existing traffic operations in the vicinity of the museum in any way.

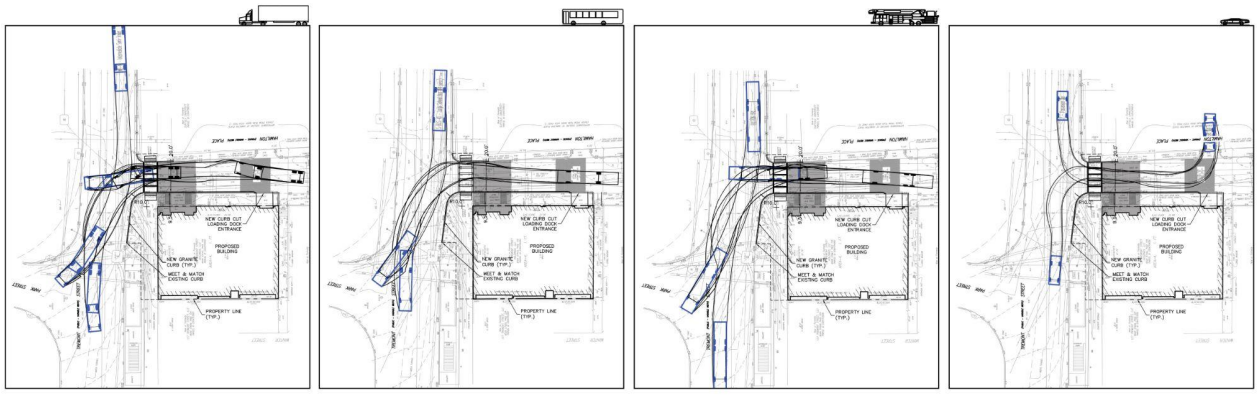
The Project site abuts the MBTA Park Street Green Line station and is a short walk from the Government Center Green Line Station. Additionally, the site is accessible via the MBTA's No. 43 Ruggles/Park Street and Tremont Street bus lines. The area is easily accessed on-foot and via bicycle. The project fronts along Tremont Street and proposes to use Tremont Street as the primary pedestrian and bike access to the building.

Visitors traveling by motor vehicle have numerous options for parking in the vicinity, such as parking lots and garages. Additionally, the Proposed Project will offer clean and convenient bike facilities to encourage travel by bike. This will include 8 bike parking spaces for employees located inside the facility, and 8 bike parking spaces for visitors located along Tremont Street. In order to maximize bike parking spaces and avoid disrupting the flow of pedestrian traffic, the visitor bike parking spots are located south of the existing MBTA headhouse. The Proposed Project is also in close proximity to a 14-bike /4 dock BlueBikes bike share hub, which is located at the intersection of Hamilton Place and Tremont Street, as well as an additional 12-bike/1 dock BlueBike hub at Tremont Street and West Street. The Applicant will have a dedicated staff person who will work with the City and visitors to the museum to ensure that the transportation impact of visitors to the museum is carefully mitigated. The Proposed Project will also be developed to provide proper public safety and functionality.

The Applicant has identified an area along Park Street, proximate to the Proposed Project where buses will load and unload. The Applicant is currently reviewing the same with the Boston Transportation Department.

The Applicant has engaged Nitsch Engineering Inc. to draft a Traffic Assessment Plan, which will be submitted to the appropriate agencies.

Figure 7-1 Vehicle Turning Movement Sketch



WB-40 Truck | School Bus | City of Boston Fire Truck | Passenger Vehicle

Figure 7-2 Survey

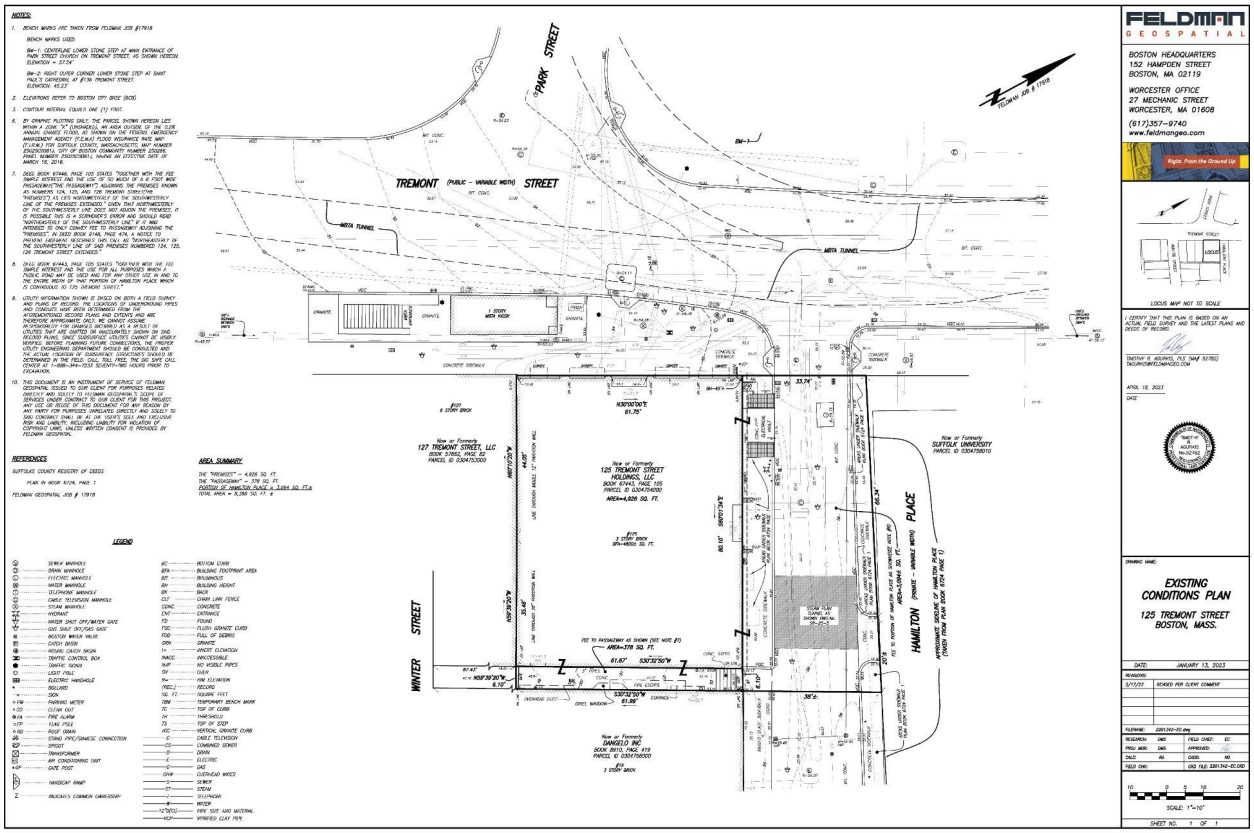


Figure 7-3 Proposed Visitor Bike Parking Plan and Rendering

7.2 Construction Management

The Applicant has engaged Lee Kennedy Company, Inc. as its general contractor. The company is experienced in managing and constructing complex projects in core areas of the city. In addition, a Construction Management Plan shall be submitted to the appropriate agency. Proper pre-construction planning and outreach will be conducted with the neighborhood to ensure successful construction of the project. Signage and other precautions will be conducted for the safety of the community. Coordination with other construction occurring in nearby locations will be prioritized.

7.3 Project Impact and Mitigation, Monitoring

The Proposed Project has been thoughtfully designed to minimize the impact to the surrounding neighborhood and community before, during and after construction. Building within the existing footprint, maintaining the existing granite foundation, and designing a modest building height and profile are just a few of the measures the Applicant has intentionally incorporated into the Project's design to minimize the Project's impact. The Applicant will have a dedicated staff person who will establish consistent, ongoing procedures for evaluating and re-evaluating the effectiveness of any and all mitigation measures related to the Project, including, but not limited to. construction management, traffic management, parking management, and post-construction aspects. The Applicant will work with the City and the community to regularly intake feedback and recommendations to improve upon and revise any and all mitigation measures.

8.0 ENVIRONMENTAL PROTECTION

8.1 Building

The structure of the building is designed to be a sustainable and low carbon system. Rather than structuring the building with a high carbon and heavy system such as concrete, the system used is a dowel laminated timber (DLT) and steel hybrid. The efficient steel frame will be used with DLT floor slabs to minimize the building's carbon footprint. DLT is a renewable resource with low embodied energy and a more sustainable cradle-to-gate life cycle. When constructed, DLT requires no nails and does not contain any glue or VOC's. This ensures that there is no off-gassing to improve the air quality in the building. This innovative floor slab also provides acoustical absorption which will limit the use of added acoustical material.

To mitigate heat island effect, the white membrane roof provides a high Solar Reflective Index (SRI) for heat island reduction. The thermal envelope is to be efficient and includes a R-31 roof, R-15 walls and U-0.25 triple glazing. The window-to-wall ratio of 17% will aid in the reduction of energy consumption and solar heat gain. The high performing envelope and strategically placed glazing minimizes the heating and cooling demand of the project, allowing it to meet the Stretch Code and minimize GHG emissions. A stormwater retention system is being included in the design to aid in the handling of rainwater from major storm events.

The primary design strategy to meet the Stretch Code is replacing the current fossil-fuel system to an all-electric, heat pump based heating system. The air source VRF has a coefficient of performance (COP) advantage over the baseline furnace heating, resulting in a significant reduction in heating energy. In addition to these reductions, the new ERV system can dramatically reduce the ventilation heating load compared to the baseline. Other energy end uses that experience savings are interior lighting, space cooling, fans and domestic hot water heating. The energy savings in lighting are due to an overall reduced lighting power density compared to ASHRAE 90.1-2019 (See Appendix G of ASHRAE document). Space cooling savings are due to the higher cooling efficiency of the VRF compared to the baseline direct expansion (DX) cooling. Fan energy savings are from decoupling ventilation from space conditioning. The ERV will provide only the necessary amount of outdoor air to ventilate all the spaces, while fan coil units will provide heating and cooling. This arrangement can significantly reduce energy consumption. They also take up significantly less space, allowing for smaller ducts in the ceiling plenum. Domestic hot water savings are from low flow water fixtures.

8.2 Waste Management

It is anticipated that the building demolition will create approximately 50,000 cubic feet of debris. The General Contractor will take an active role in managing the processing and recycling of construction waste and will have in-place a Construction Waste Management Plan (CWMP) for the entirety of the project. The CWMP will require the General Contractor to contract with a licensed waste hauler that has off-site sorting capabilities. All construction debris will be taken off-site by the waste hauler, sorted as either recycled debris or waste debris and sent

to the proper recycling center or waste facility. Construction debris shall be wetted and covered to minimize airborne dust particles. At all times, the Applicant will ensure that waste management activities are in compliance with the requirements of the City and the regulations of the Department of Environmental Protection.

8.3 Shadow Analysis

At a height of 84.5 feet tall, the Proposed Project sits well below the 125-foot building height allowed by right under BZC, Art. 38, Sec. 7. As such, the Proposed Project fully complies with the Boston Common Shadow Law, as amended.[7] Specifically, the Applicant has conducted a comprehensive Shadow Analysis, and has determined that no net "new shadow" as defined by the Boston Common Shadow Law, as amended, will be created upon the Boston Common by the Proposed Project, as further referenced in Appendix I.[8]

9.0 URBAN DESIGN

9.1 Introduction

The Proposed Project presents a unique opportunity for the establishment of a first-of-its-kind Holocaust Museum and Educational Center in Boston. Such is a preferred, and in fact, welcome cultural use within the Midtown Cultural District.[9] The museum will be an historical asset and treasure that will bring hundreds of thousands of individuals to Boston each year and will serve as a powerful reminder of what can happen when hatred and discrimination go unchecked.

The Proposed Project's use as a museum and educational center comports with other cultural uses in the immediate neighborhood, and will be architecturally compatible with the surrounding structures.

The physical structure maintains the original 1880 foundational footprint thus maintaining the historical street-wall envelope of the original structure and creates further street wall continuity as prescribed in Article 38 of the Code, thereby maintaining an important part of the urban fabric.[10] The building has been thoughtfully designed to reflect the building height, design, massing and architecture of the surrounding infrastructure, enhancing the urban design features of the Boston Common and Public Garden Protection Area Zoning Subdistrict, while offering its own distinguishing features. For example, a pronounced bay window will signal the

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[7] An Act Protecting Certain Public Commons, 1990 Mass. Acts 362, December 21, 1990, *as amended by* An Act Protecting Sunlight and Promoting Economic Development in the City of Boston, 2017 Mass. Acts 57, July 28, 2017.
[8] Id.
[9] BZC, Art. 38-1 and Art. 38, Appendix B.
[10] BZC, Art. 38-19.1

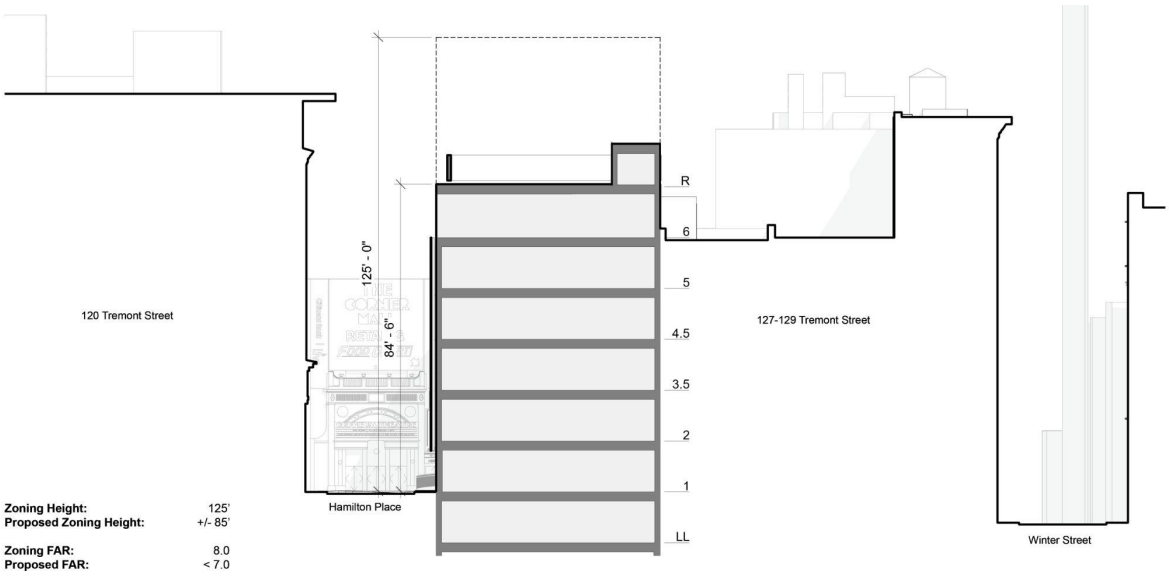
significance of the structure, and the decorative architectural mesh screen will further enhance the urban fabric, providing a modern contrast to the historical character of the nearby structures.

The Proposed Project sits well within the allowable dimensional requirements as prescribed by Article 38 Zoning regulations within the code, with no consequential shadow impact on the Boston Common in the form of any net "New Shadow" as defined by the Boston Common "Shadow Law".[11]

As indicated in the Zoning Analysis, above, the Proposed Project is consistent with the applicable Zoning requirements of the District, and the Applicant does not anticipate needing relief from the Zoning Board of Appeals.

9.2 Urban Design Drawings

Figure 9-1 Urban Analysis - Transverse Section



[11] See footnote 7.

Figure 9-2 West Elevation - Tremont Street Diagram

Figure 9-3 West Elevation - Tremont Street

Figure 9-4 North Elevation - Tremont Street

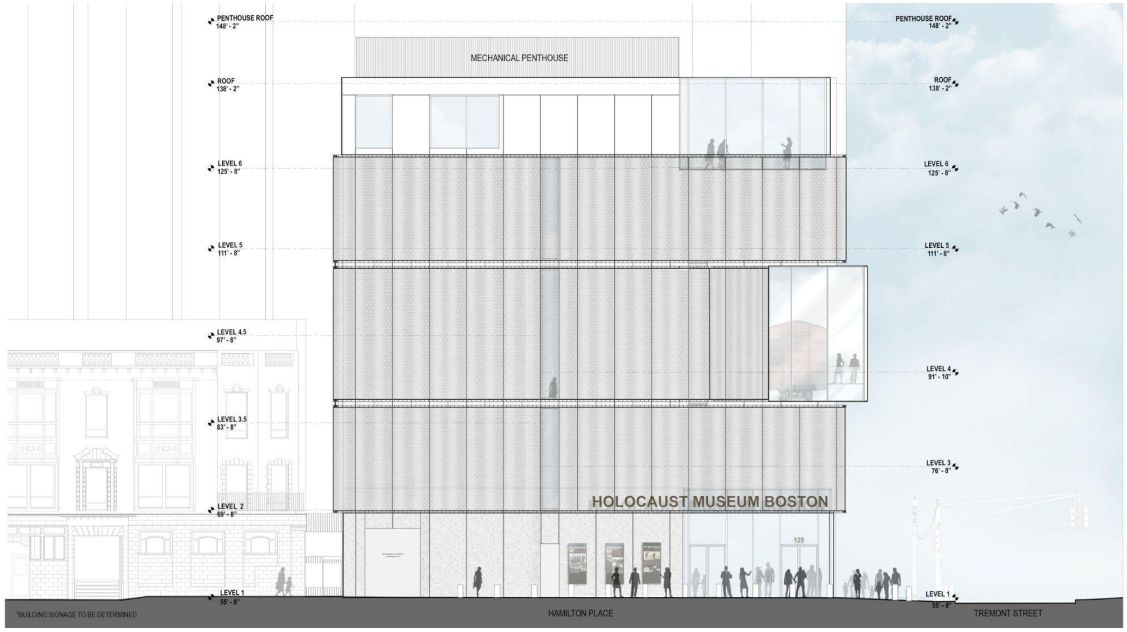


Figure 9-5 East Elevation - Private Alley

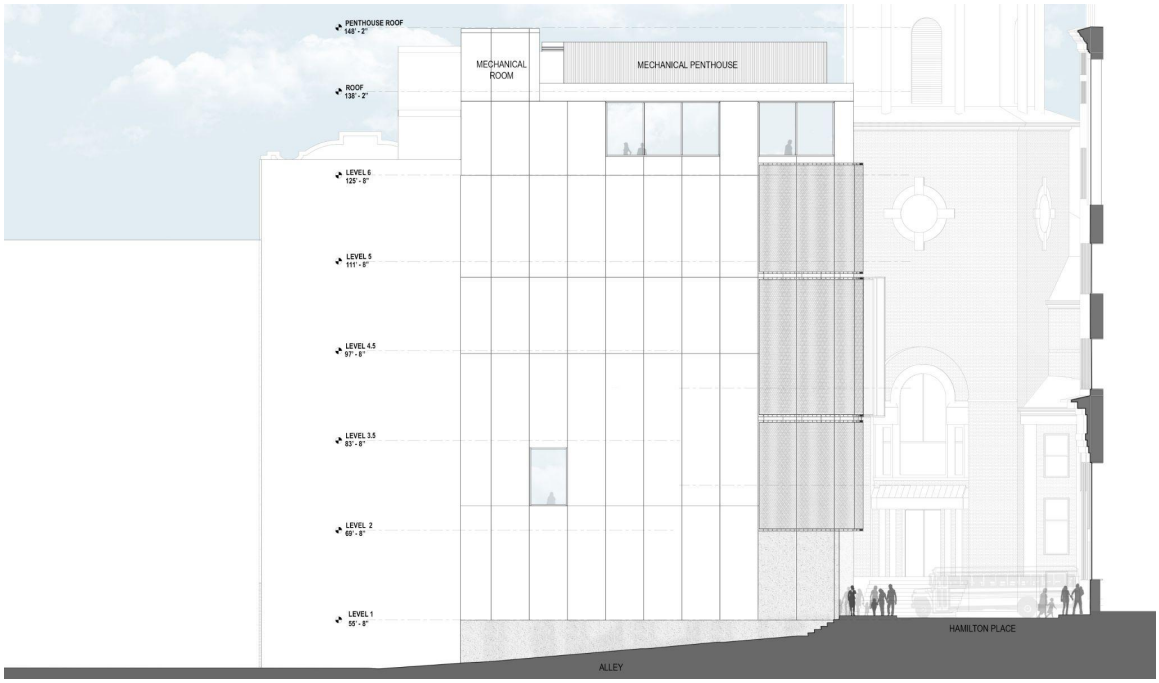


Figure 9-6 Facade Details of the Stainless Steel Metal Curtain

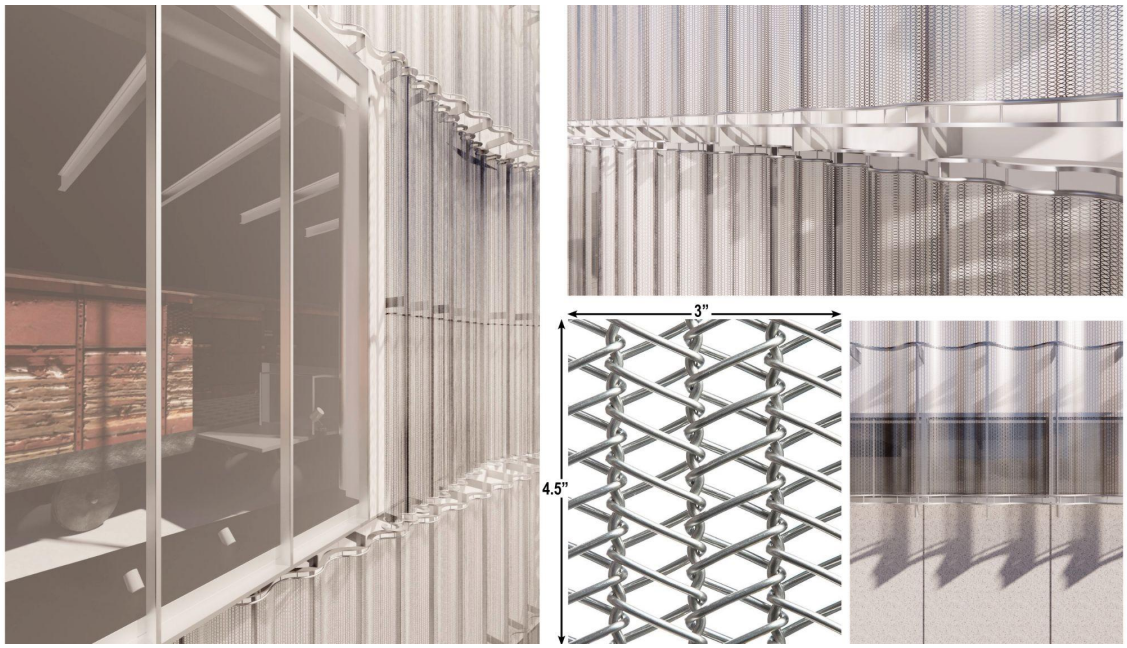


Figure 9-7 Exterior Surface Relief - Tremont Street

Figure 9-8 Exterior Surface Relief - Hamilton Place

Figure 9-9 Exterior View - Entry at Tremont Street

Figure 9-10 Exterior View - From Tremont Street

Figure 9-11 Exterior View - From Park Street

Figure 9-12 Exterior View - From the Boston Common

9.3 Landscape

The Project's landscape and entry has been intentionally designed to reflect the building's prominent urban setting, creating an inviting and aesthetically pleasing space. An expansive, 200 square foot, covered entry is located on the corner of the building to avoid interference with pedestrian traffic along Tremont Street, while also emphasizing the prominence of the entry from Tremont Street. The sidewalk along this corner and down Hamilton Place is to be expanded by 75 square feet to offer a larger queuing area at the entry. This new sidewalk will also be raised from the street edge, which is safer than the current sidewalk conditions, which are flush with the pavement. A new crosswalk will also be added to improve the experience of pedestrians and museum visitors.

Given both the prominent location and sensitive nature of the Proposed Project, the landscape surrounding the museum has been carefully designed to ensure the safety of the Museum's occupants and invaluable contents. In consideration of the congested pedestrian sidewalks around the site, the design also maximizes the safety and efficiency of pedestrian

traffic along Tremont Street and Hamilton Place. This includes design elements such as widening the sidewalk on Hamilton Place, adding thin and simple stainless steel bollards along the street edge, integrating engraved white granite walls designed as barriers, and replacing an old grate with a new universally accessible stainless steel grate walk-off mat. Additional elements of the landscape such as expansive glazing at the lobby and engravings on the stone facade are designed to engage the building and its story with the public.

Figure 9-13 Urban Analysis - Site Plan

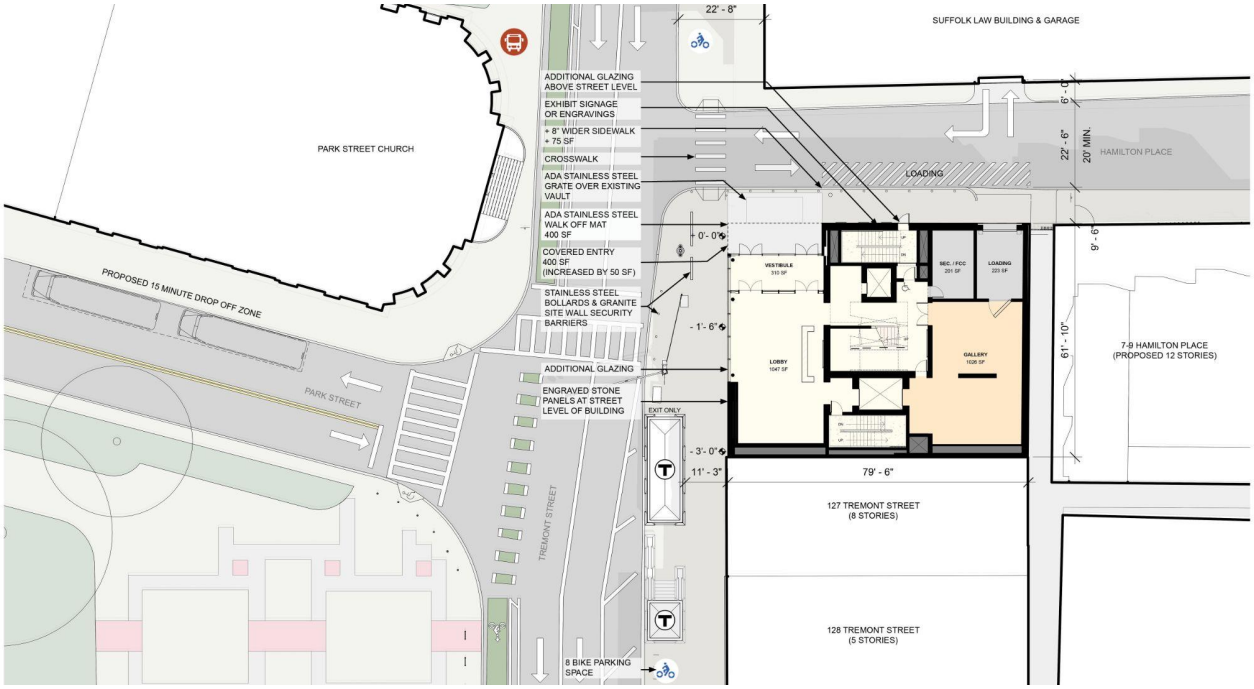


Figure 9-14 Landscape Axonometric Diagram

9.4 Floor Plans

Figure 9-15 Existing Foundation & Property Line

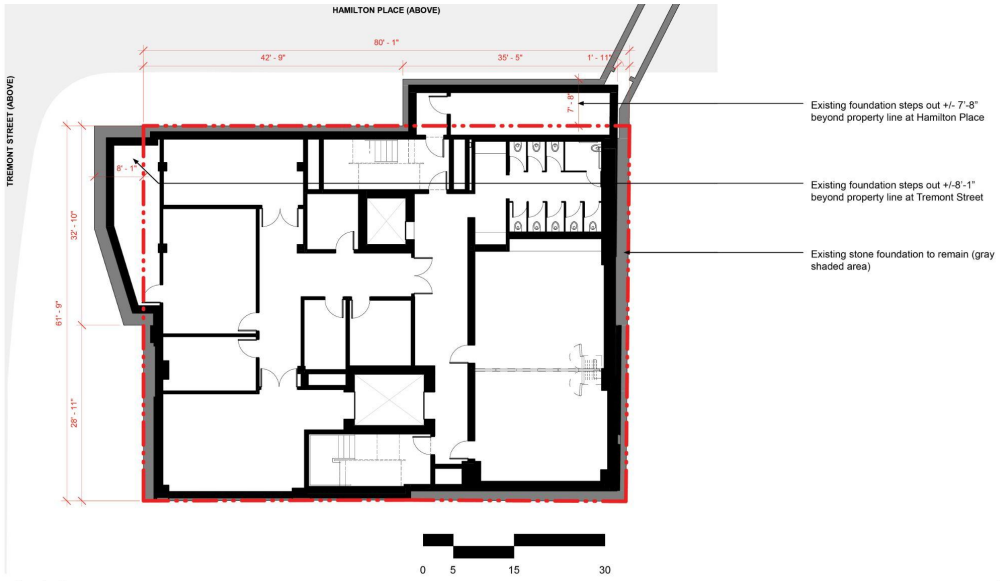
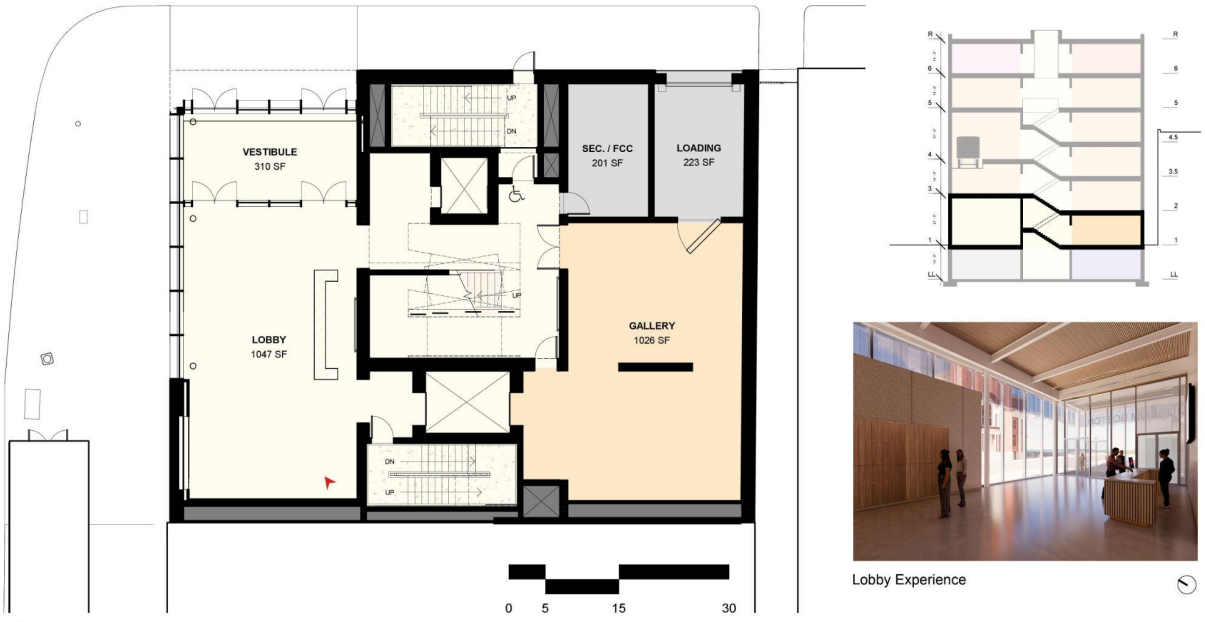


Figure 9-16 Floor Plan - Lower Level

Figure 9-17 Floor Plan - Level 1



Lobby Experience

Figure 9-18 Floor Plan - Level 2

Figure 9-19 Floor Plan - Level 3 & 3.5

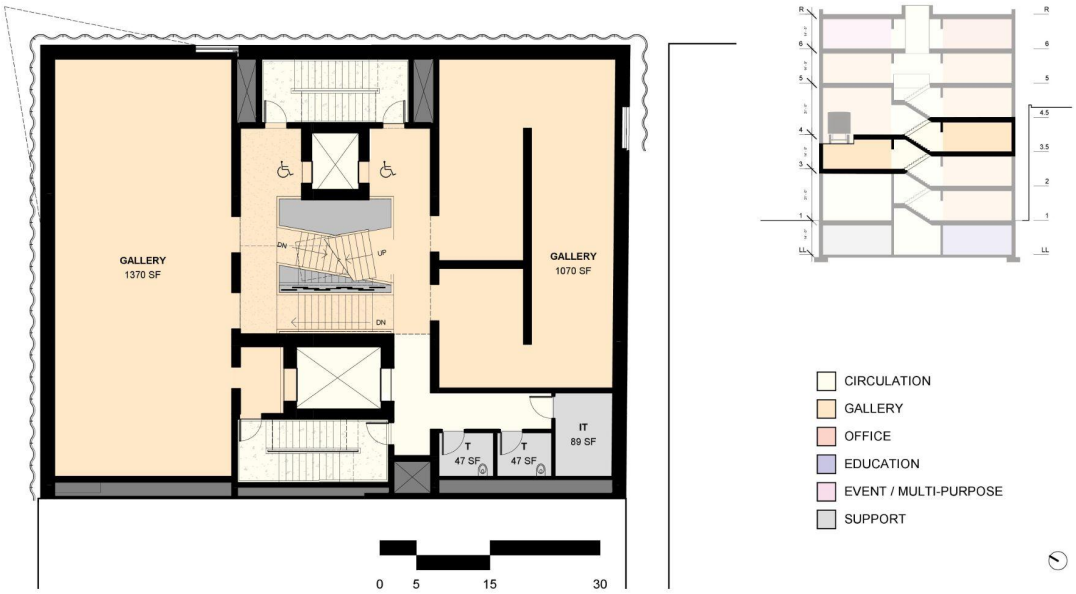
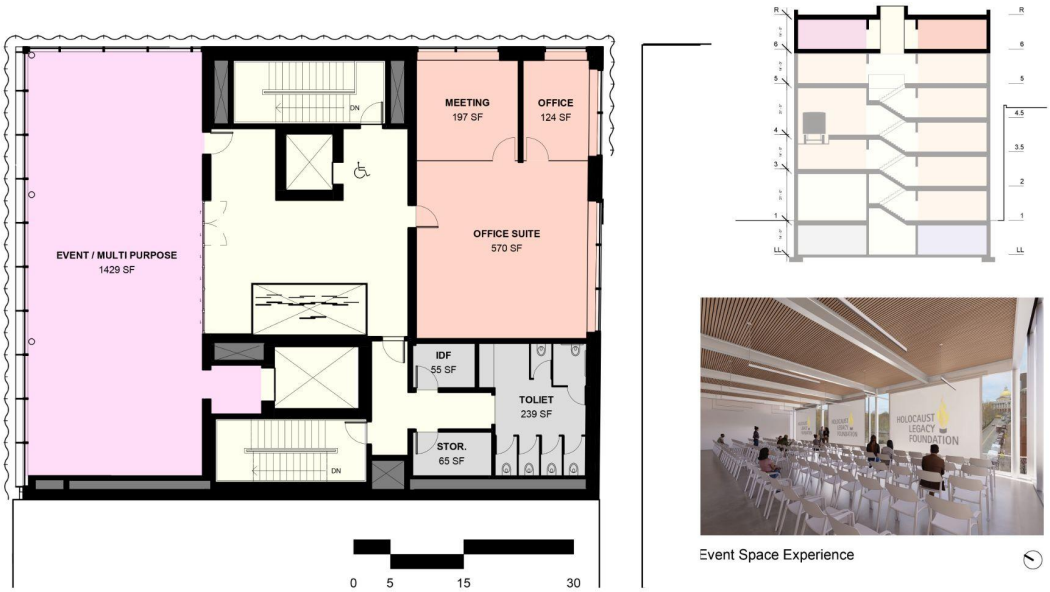


Figure 9-20 Floor Plan - Level 4 & 4.5

Figure 9-21 Floor Plan - Level 5

Figure 9-22 Floor Plan - Level 6



10.0 SECURITY

Given the sensitive nature of the Proposed Project, and the safety of the museum's occupants and visitors, the surrounding neighborhood, and of course, the museum's invaluable contents, the Applicant has engaged a security consultant. The security consultant will advise the applicant on all aspects of the Proposed Project as they relate to safety and security and will assist the Applicant in developing an ongoing security plan for the museum.

11.0 HISTORIC RESOURCES COMPONENT

The Proposed Project structure will retain the original 1880 foundational footprint, and the Applicant intends to leave the original 1880's granite foundations in place, thus maintaining the historical street-wall envelope of the original structure and maintaining the existing street wall continuity as prescribed in BZC Art. 38.

12.0 INFRASTRUCTURE SYSTEMS COMPONENT

The building water and sewage usage is expected to be similar to the existing building. The new building introduces approximately 3 new water closets, and 4 new lavatories accounting for all restrooms, kitchenettes/break rooms, and janitor closets in the building. Based on the modest increase it is expected that the existing 15" combined sewer on Tremont and 8" water supply off Hamilton Place will be sufficient. The proposed building's roof footprint is approximately equal to the existing roof footprint, therefore the collected stormwater is not expected to be significantly increased. In addition, a stormwater retention system is being included in the design to aid in the handling of rainwater from major storm events. The sewer and water connections will be coordinated with BWSC.

The electrical system is being upgraded from a 2000 amp 3-Phase 208 Wye service to a new 2500 amp 3-Phase 208 Wye service. There is an underground vault on Hamilton Place with a transformer feeding multiple adjacent buildings including 125 Tremont Street indirectly via a second manhole located on Tremont street. The building electrical loads are being coordinated with Eversource to determine the available system capacity based on the existing infrastructure."

12.1 Climate Resiliency Component

Climate Resiliency Checklist has been submitted on 6/02/23

12.2 Smart Utilities Component

Smart Utilities Checklist has been submitted on 6/02/23

Figure 12-1 Smart Utilities Plan

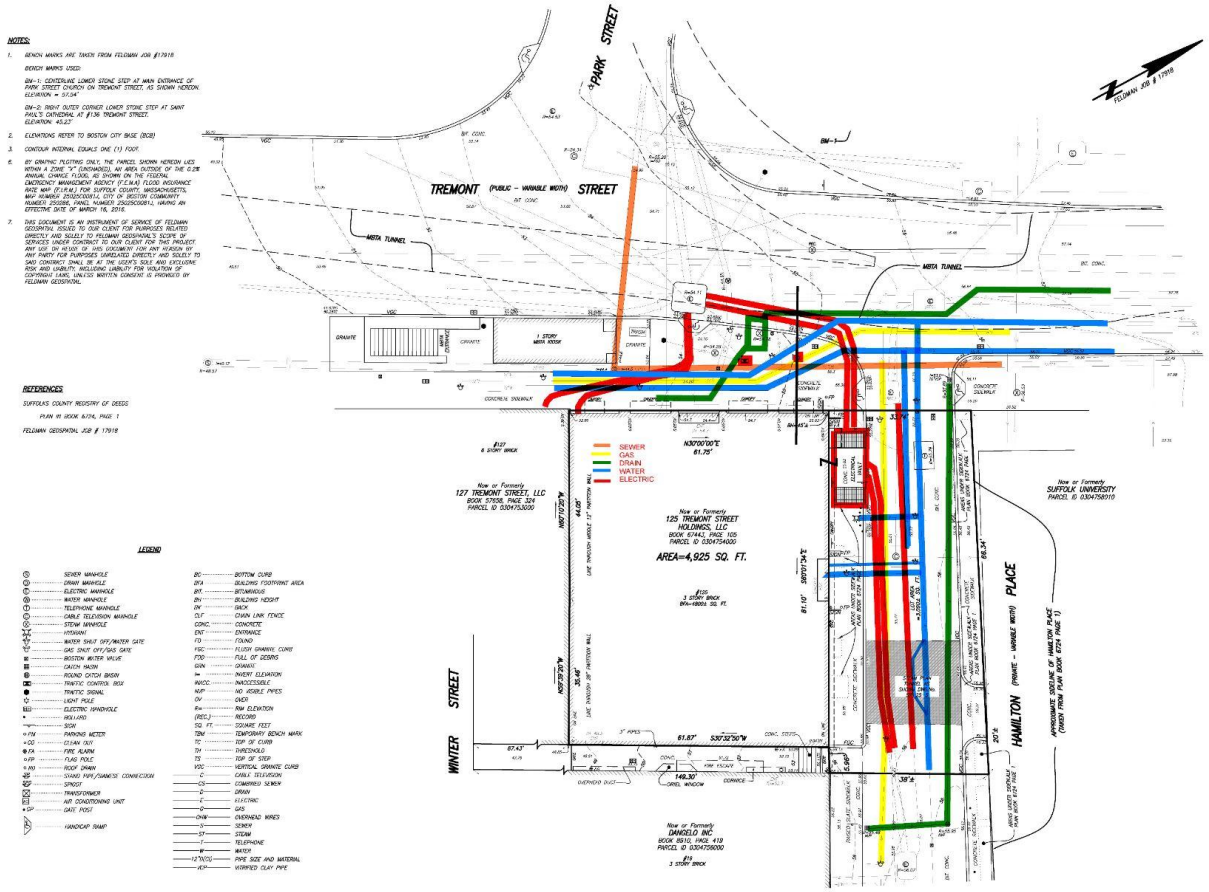
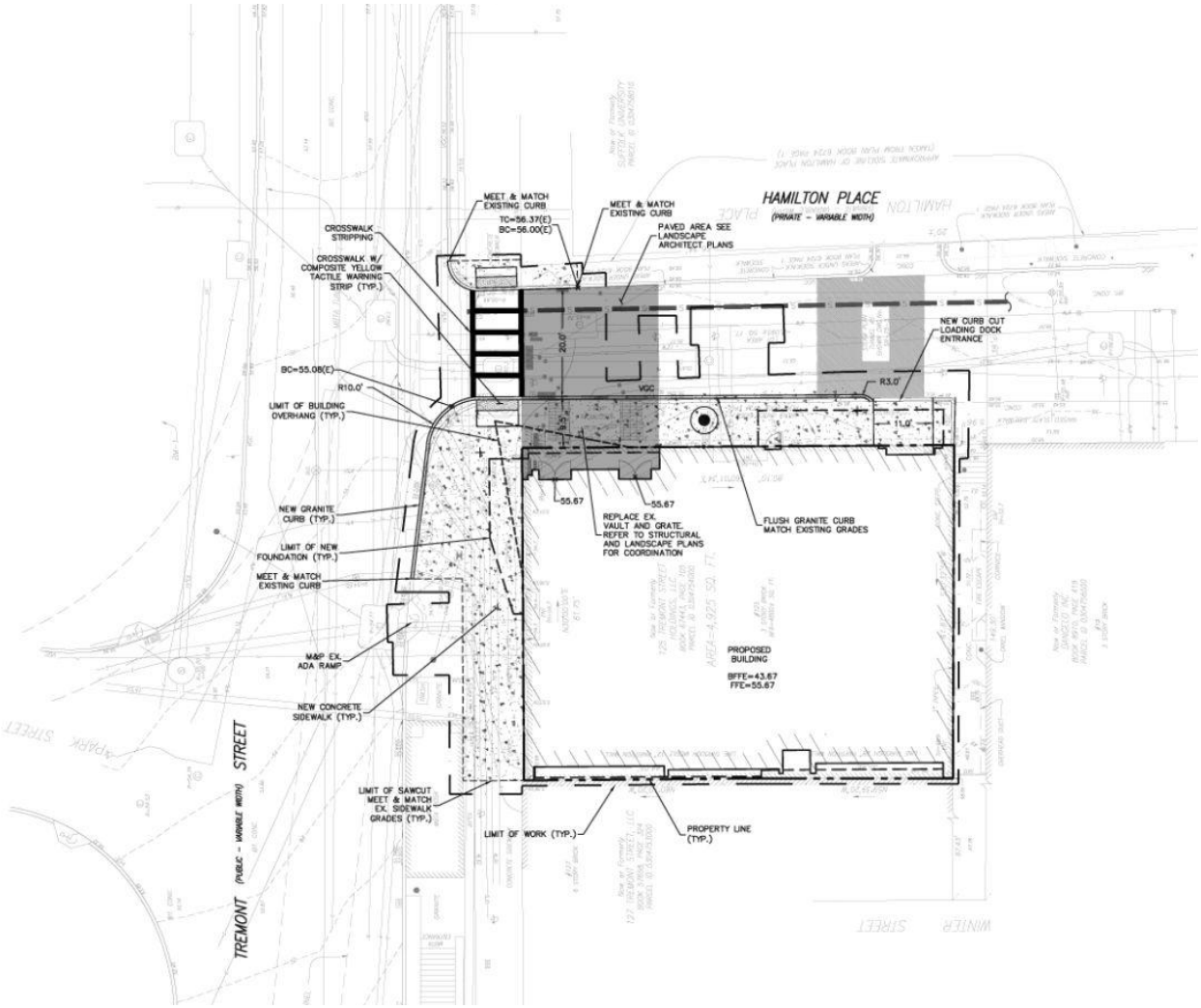


Figure 12-2 Survey



13.0 COORDINATION WITH GOVERNMENT AGENCIES

13.1 Architectural Access Board Requirements

This Proposed Project is designed to comply with the requirements of the Massachusetts Architectural Access Board, 521 CMR. The Proposed Project will also be designed to comply with the Standards of the Americans with Disabilities Act. Refer to Appendix II for our Article 80 Accessibility Checklist and accessible egress plans. In addition, the Proposed Project has been designed to allow for members of the accessibility community to fully experience the exhibits.

13.2 Massachusetts Environmental Policy Act

Based on a review of the Proposed Project as submitted per this Application, the development of the Proposed Project will not trigger review by the MEPA Office of the Executive Office of Energy and Environmental Affairs.

PROJECT CERTIFICATION

This form has been circulated to the Boston Planning And Development Agency as required by Article 80E of the Boston Zoning Code.

HOLOCAUST LEGACY FOUNDATION, INC.

Jody Kipnis
Co-founding President and CEO
Applicant

6//5/2023
Date

Michael P. Ross, Esq.
Preparer

June 5, 2023
Date

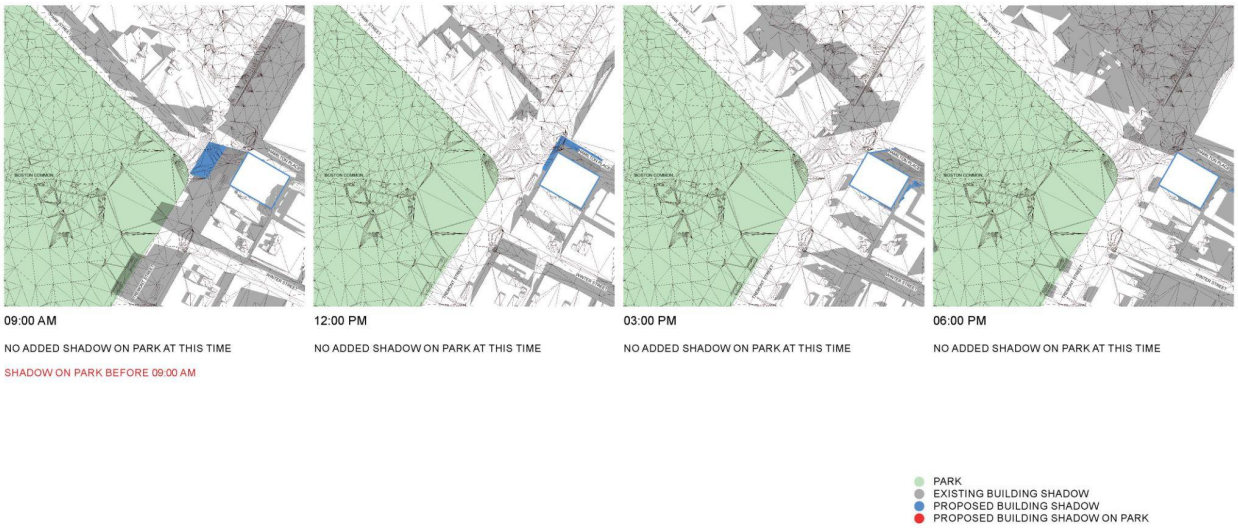
APPENDIX

i. SHADOW STUDIES

Figure **i-1**
Shadow Study - Spring & Autumn Equinox

Figure **i-2**
Shadow Study - Winter Solstice

Figure **i-3**
Shadow Study - Summer Solstice



HOLOCAUST LEGACY FOUNDATION

To preserve and perpetuate the memory and lessons of the Holocaust for future generations

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
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/
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
10. City of Boston – Public Improvement Commission Sidewalk Café Policy
    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 polices 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

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

Today's Date:	Your Name and Title: Jonathan Traficonte, Architect, Schwartz Silver Architects

1. Project Information:

If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	Holocaust Legacy Foundation Holocaust Museum and Education Center
Project Address(es):	125 Tremont Street, Boston, MA 02108
Total Number of Phases/Buildings:	1
Primary Contact: (Name / Title / Company / Email / Phone):	Jody Kipnis / Co-founding President and CEO / Holocaust Legacy Foundation, Inc. / Jody@holocaustlegacyfoundation.org / 978-985-1927
Owner / Developer:	Holocaust Legacy Foundation
Architect:	Schwartz Silver Architects
Civil Engineer:	Nitsch Engineering
Landscape Architect:	Landworks Studio, Inc.
Code Consultant:	JS Consulting Engineer, PLLC
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: _____

2. Building Classification and Description:

This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project? See below:

Site Area:	4925 SF	Building Area:	32,696 GSF
First Floor Elevation:	55'-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 substantial benefit for persons with disabilities? Have you met	**(1) OR (2)**

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+	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other	Other: Assembly	
List street-level uses of the building:	Lobby, temporary gallery, loading, security office, fire command center			

3. Accessibility of Existing Infrastructure:

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.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The project is in the Midtown Cultural District in the Boston Common and Public Garden Protection Area Zoning Subdistrict. It is located near many historical structures along the Freedom Trail, as well as newer structures such as Suffolk University Law School. The area is easily walkable and accessible by bicycle and public transportation. The site is relatively level along Hamilton Place, but slopes downward along Tremont Street.
List the surrounding accessible MBTA transit lines and their proximity to development site, including commuter rail, subway stations, and bus stops:	The site is in close proximity to the Red and Green train lines at MBTA Park Street Station (200 feet) and near MBTA bus lines 15, 39, 43, 57, and SL5. Other nearby stations include Downtown Crossing (0.2 miles), Government Center (0.3 miles), State Street (0.4 miles), Boylston Street (0.3 miles).
List surrounding institutions and their proximity: hospitals, public housing, elderly and disabled housing, educational facilities, others:	Hospitals: Tufts Medical Center (0.5 miles), Mass General Hospital (0.8 miles) Educational Facilities: Suffolk Law School (200 feet), Sawyers Business School (0.2 miles), Emerson College (0.4 miles)
List surrounding government buildings and their proximity: libraries, community centers, recreational facilities, and related facilities:	Government: MA State House (0.1 miles) Libraries: Mildred F. Sawyer Library (0.1 miles), Boston Athenaeum (0.2 miles), Congregational Library (0.2 miles), Chinatown Branch Library (0.4 miles) Police: Boston Police District A-1 (0.5 miles) Fire: Boston Fire Department Engine 10, Tower 3, Rescue 1, Division 1 (0.6 miles) Open Space: Boston Common (200 feet), Granary Burial Grounds (470 feet)

4. Surrounding Site Conditions – Existing:

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

Is the development site within a formally recognized historic district? ***If yes,*** which one?	**YES** **NO**
Are there existing sidewalks and pedestrian ramps at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp slopes, dimensions, materials, and physical condition:	**YES** **NO** The existing sidewalk at Hamilton Place is 8'-8" wide with a 0.6% slope. The concrete is in decent condition but has two metal grates over an electrical vault that are not ADA compliant. The existing sidewalk at Tremont Street grows in depth from the corner to 22'-4" but is obstructed by an MBTA exit headhouse and other infrastructure. The maximum continuous path of travel width is 11'-3" with a 4.5% slope. The concrete is marked by sitework paint.
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA/MAAB compliant (with yellow composite detectable warnings, cast in concrete)? ***If yes,*** provide description and photos. If ***no,*** explain plans for compliance:	**YES** **NO** Existing sidewalks with be replaced with new concrete sidewalks at both Hamilton Place and Tremont Street. A new ADA grate will replace the non-compliant grate over the existing electrical vault. The design will include detectable warnings at crosswalks. While the slope cannot be significantly altered, the building entrance is placed at the corner of Hamilton Place where the slope is level. All sitework will be developed to meet ADA/MAAB standards.
5. Surrounding Site Conditions – Proposed *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.*	
Are the proposed sidewalks consistent with Boston Complete Streets? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard. Explain:	**YES** **NO** Tremont Street and Hamilton Place are most closely categorized as Downtown Commercial, though Hamilton dead ends at a theater and is narrow. Tremont runs parallel to Boston Common with two lanes of traffic and a bike lane.
What are the total dimensions and slopes of the proposed sidewalks? List the widths of each proposed zone: Frontage, Pedestrian and Furnishing Zone:	**Frontage:** The property line runs 61'-9" along Tremont Street. **Pedestrian:** Tremont Street will remain at its current dimensions noted above. The surface will be concrete. **Furnishing:** The existing traffic light and control box will remain. New bollards and small site walls will be placed along the perimeter so as not to obstruct the pedestrian way. They are required for physical security.

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?	**Frontage:** The property line runs 80'-1" along Hamilton Place. **Pedestrian:** Hamilton Place is intended to be expanded to 9'-6" wide to improve pedestrian circulation and limit the distance of the crosswalk. The surface will be mostly concrete with ADA compliant grating at and around an existing electrical vault. **Furnishing:** New bollards will be placed near the curb. They are required for physical security.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	**[YES]** **NO** Physical barriers are required to protect lives and property. Simple stainless steel bollards will be placed at the curb line to protect from vehicular attacks. Short granite site walls are intended to protect the corner, provide visual interest for pedestrians, and mark the corner entrance. Both bollards and site walls will be designed to be unobtrusive, not diminishing existing circulation paths.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	**YES** **[NO]**
Will any portion of this project be going through the Public Improvement Commission (PIC)? ***If yes,*** identify PIC actions and provide details:	**[YES]** **NO** The Applicant anticipates appearing before the PIC to seek approval for the following items: expansion of Hamilton Place sidewalk; replacement of existing sidewalks with new sidewalks at both Hamilton Place and Tremont Street; replacement of existing grate with a new universally accessible stainless steel grate walk-off mat; widening of the existing sidewalk along Hamilton Place necessitating relocation of the curb cut on Hamilton Place; a new curb cut at the loading door on Hamilton Place; air rights relating to a projecting/protruding bay window which sits at the corner of the Tremont Street front entrance façade and the Hamilton Place façade; stainless steel bollards along the street edge; engraved white granite walls designed as protective barriers on Tremont Street.

6. Building Entrances, Vertical Connections, Accessible Routes, and Common Areas:
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).

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 ***not accessible***, explain:	**YES** **NO** All building entrances will be accessible. The main entrance, egress exits, and zoning are placed at corner and along Hamilton so that entry and exit are level without the need for ramps.
Are all building entrances well-marked with signage, lighting, and protection from weather?	**YES** **NO**
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 ***not integrated and accessible***, explain:	**YES** **NO** One large elevator carries all group and individual visitors to the top exhibit level. Visitors then move downward through exhibit levels via either an ADA compliant elevator or a communicating stair that share the same features through exhibit levels. There is one artifact/exhibit experience that requires elevational change and is accessible via ADA compliant ramps up and down. Both elevators and two egress stairs connect all levels.
Are all common spaces in the development located on an accessible route? Describe:	**YES** **NO** All common spaces are located on an accessible route.
Are all of the common spaces accessible for persons with mobility impairments? (Examples: community rooms, laundry areas, outdoor spaces, garages, decks/roof decks):	**YES** **NO**
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:	All common spaces are designed with accessible furnishings and countertops.
If this project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package:	N/A
7. Accessible Housing Units (If applicable) – Residential Group 1, Group 2, and Hospitality Guestrooms	

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.	
What is the total number of proposed housing units or hotel rooms for this development?	N/A
If a residential development, 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?	N/A
If a residential development, 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*):	N/A
If a residential development, how many fully built-out ADA (MAAB Group 2) units will there be? (*requirement is 5%*):	N/A
If a residential development, how many units will be built-out as ADA/MAAB sensory units? (*requirement is 2%*):	N/A
If a residential development, how many of the fully built-out ADA (MAAB Group 2) units will also be IDP units? ***If none***, explain:	N/A
If a hospitality development, 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.)? ***If yes,*** provide details and location of equipment:	N/A
Do the proposed housing and hotel	N/A

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.). ***If yes,*** explain:	
8. Accessible Parking: *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.*	
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:	Parking is not provided.
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:	N/A
Will visitor parking be provided? If ***yes,*** where will the accessible visitor parking be located?	**YES** **NO**
Has a drop-off area been identified? ***If yes,*** where is it located, and is it wheelchair accessible?	**YES** **NO** The drop-off area is at the corner of Tremont and Park Street and is accessible.
9. Community Impact: *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.*	
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? ***If yes,*** describe:	**YES** **NO** LEED is not pursued on the project but the project is designed to prioritize accessibility.

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?	**YES** **NO** LEED is not pursued on the project, but the project is designed to prioritize accessibility.
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)? ***If yes,*** describe:	**YES** **NO**
Will any public transportation infrastructure be affected by this development, during and/or post-construction (Examples: are any bus stops being removed or relocated)? ***If yes***, has the proponent coordinated with the MBTA for mitigation? Explain:	**YES** **NO**
During construction, will any on-street accessible parking spaces be impacted (during and/or post-construction)? **If yes,** what is the plan for relocating the spaces?	**YES** **NO**
Has the proponent reviewed these plans with the City of Boston Disability Commission Architectural Access staff? ***If no,*** will you be setting up a meeting before filing?	**YES** **NO** We will schedule a meeting during the SPRA review period.

10. Attachments

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.

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. **See attached Accessibility Plans**
Provide a diagram of the accessible route connections through the site, including distances. **See attached Accessibility Plans**
Provide a diagram the accessible route to any roof decks or outdoor space (if applicable). **N/A**
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. **N/A**
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. **See attached.** • **Accessible Entrance** • **Accessible Vertical Circulation**

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, or contact our Architectural Access staff at:

ADA@boston.gov | patricia.mendez@boston.gov | 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

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
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/
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
10. City of Boston – Public Improvement Commission Sidewalk Café Policy
    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 polices 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

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

Today's Date:	Your Name and Title: Jonathan Traficonte, Architect, Schwartz Silver Architects

1. Project Information:

If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	Holocaust Legacy Foundation Holocaust Museum and Education Center
Project Address(es):	125 Tremont Street, Boston, MA 02108
Total Number of Phases/Buildings:	1
Primary Contact: (Name / Title / Company / Email / Phone):	Jody Kipnis / Co-founding President and CEO / Holocaust Legacy Foundation, Inc. / Jody@holocaustlegacyfoundation.org / 978-985-1927
Owner / Developer:	Holocaust Legacy Foundation
Architect:	Schwartz Silver Architects
Civil Engineer:	Nitsch Engineering
Landscape Architect:	Landworks Studio, Inc.
Code Consultant:	JS Consulting Engineer, PLLC
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: _____

2. Building Classification and Description:

This section identifies preliminary construction information about the project including size and uses.

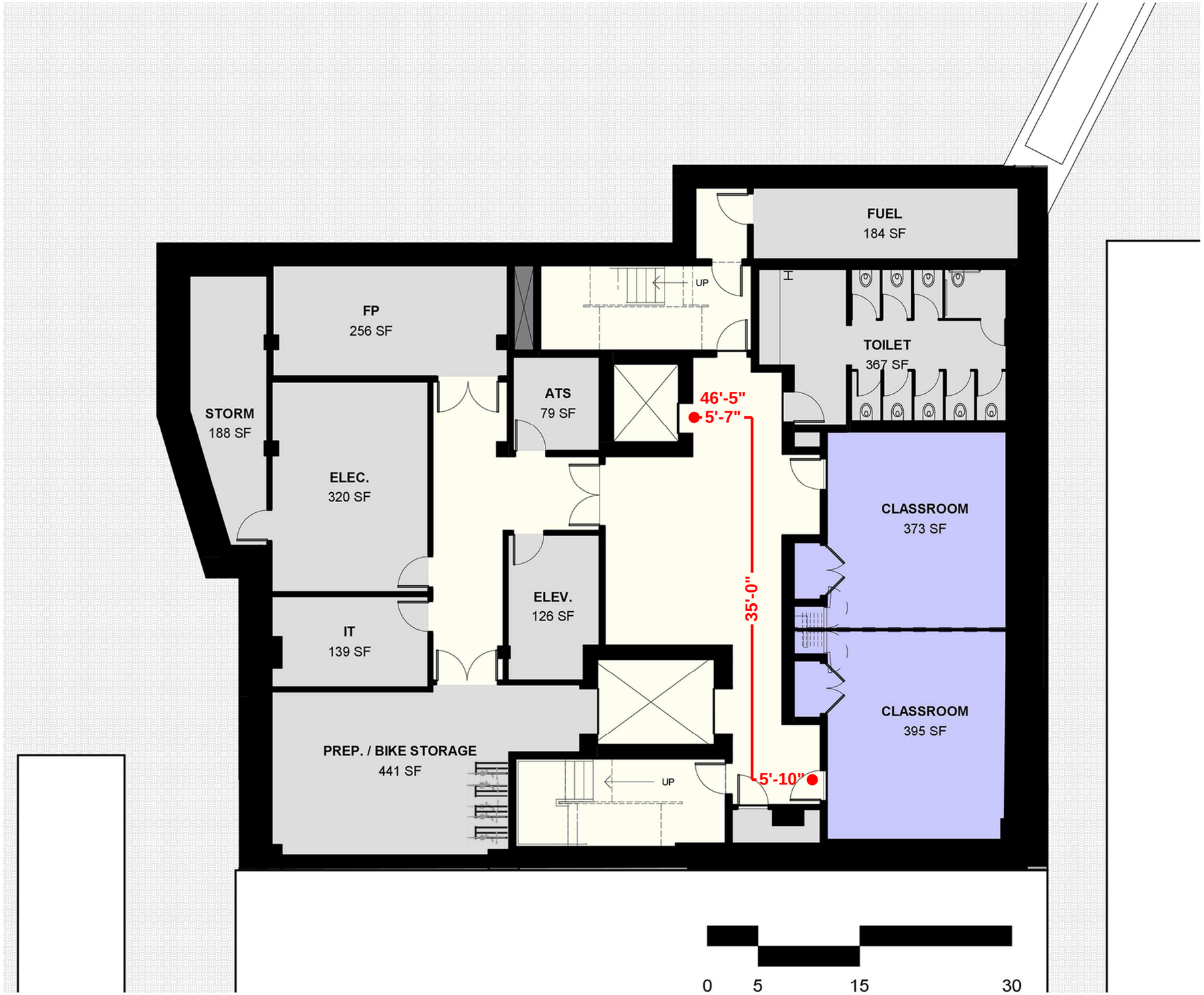
What are the dimensions of the project? See below:

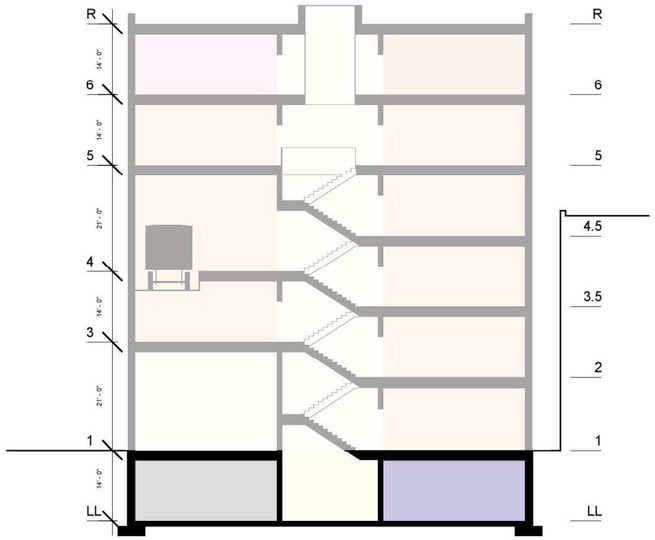
Site Area:	4925 SF	Building Area:	32,696 GSF
First Floor Elevation:	55'-8"	Any below-grade space	Yes / No

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 substantial benefit for persons with disabilities? Have you met	**(1) OR (2)**

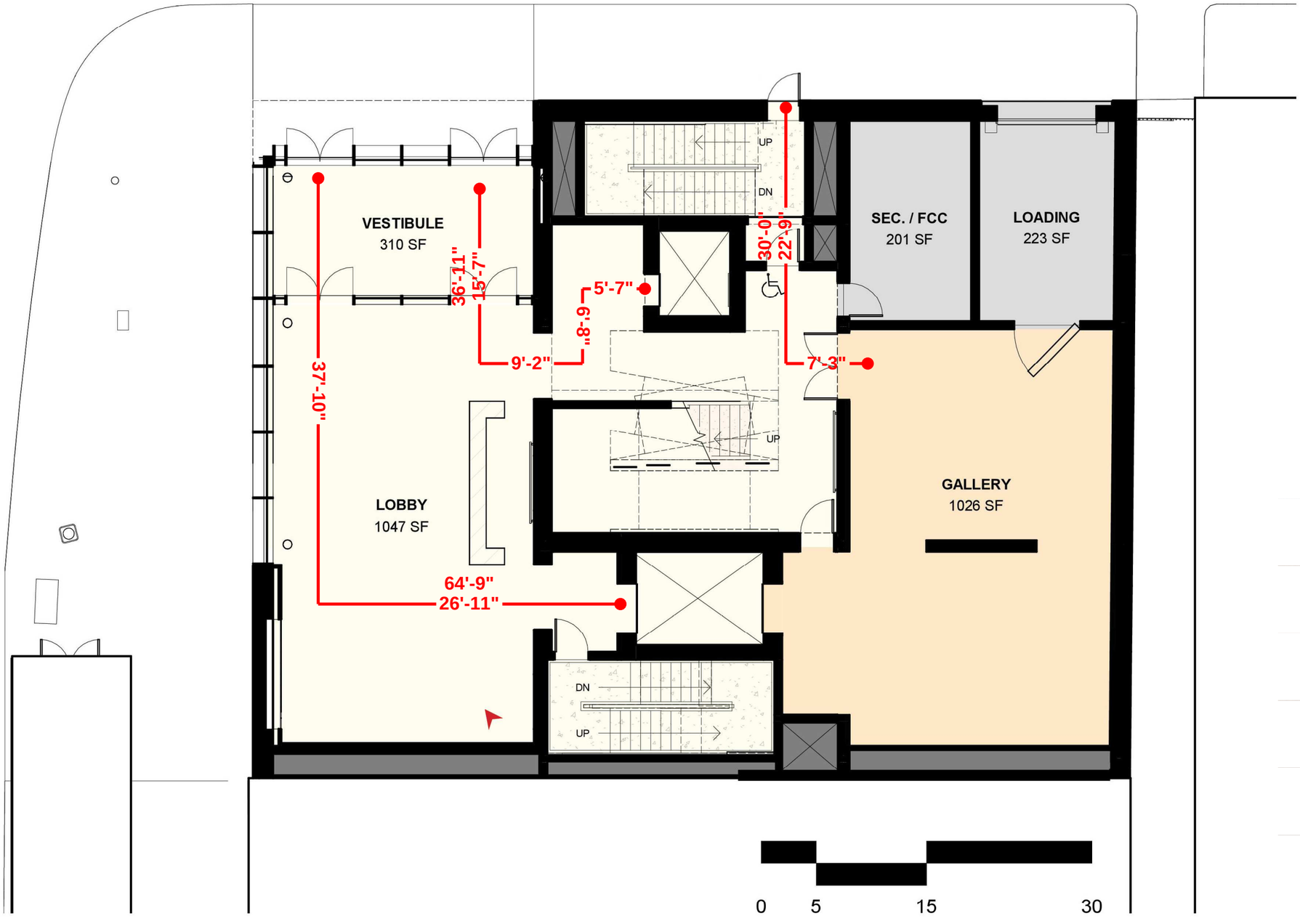
Accessibility Plan - Lower Level

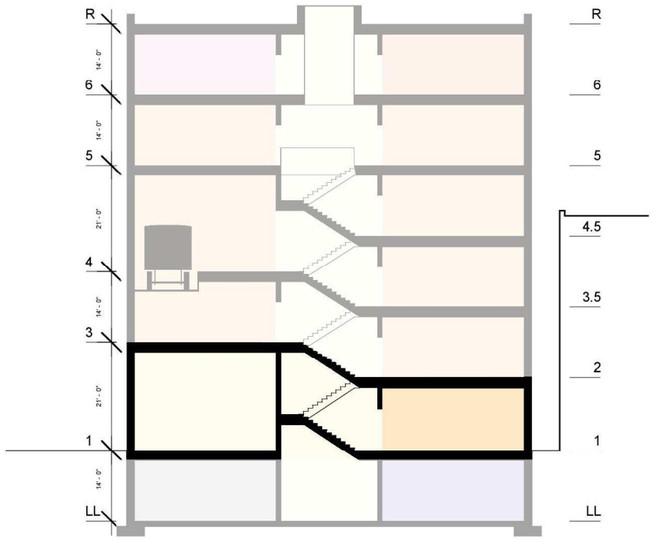




- CIRCULATION
- GALLERY
- OFFICE
- EDUCATION
- EVENT / MULTI-PURPOSE
- SUPPORT

Accessibility Plan - Level 1





- CIRCULATION
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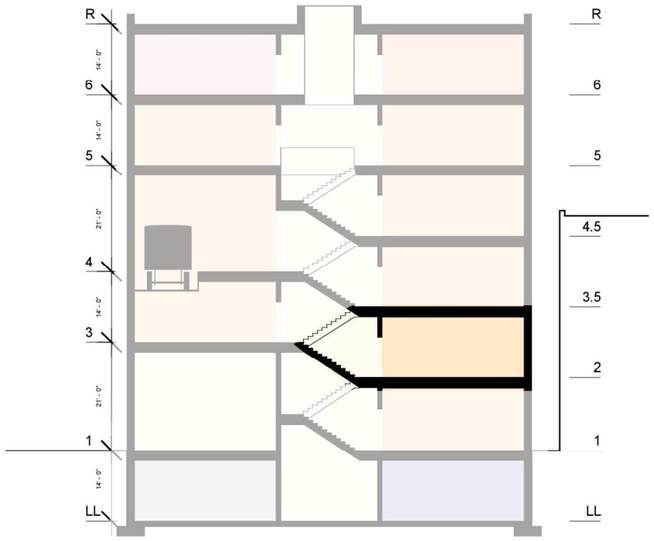
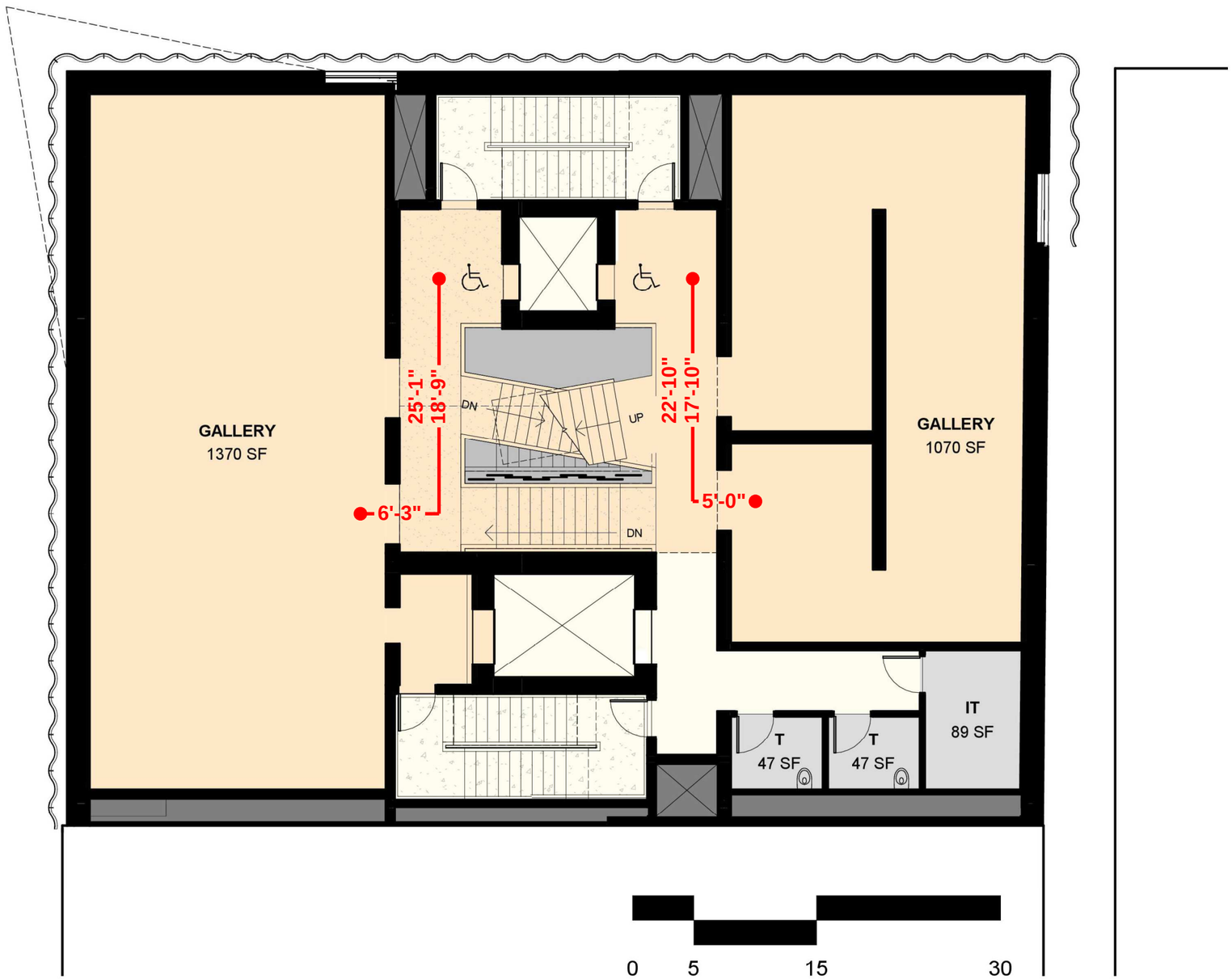
- EVENT / MULTI-PURPOSE
- SUPPORT

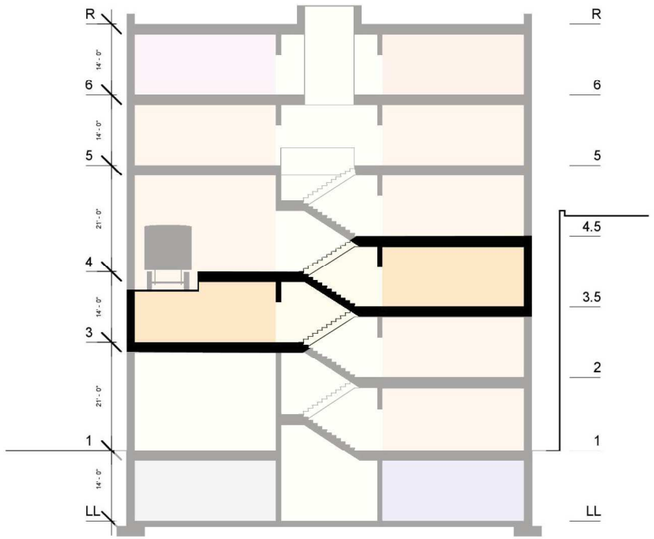
Accessibility Plan - Level 2



- CIRCULATION
- GALLERY
- OFFICE
- EDUCATION
- EVENT / MULTI-PURPOSE
- SUPPORT

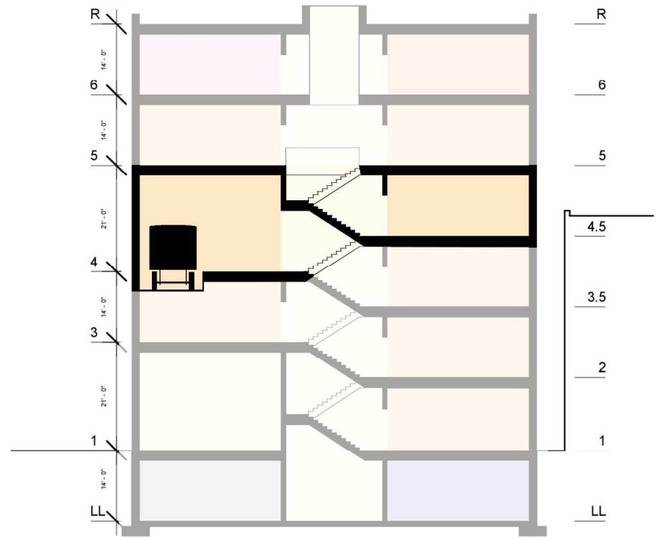
Accessibility Plan - Level 3 & 3.5





- CIRCULATION
- GALLERY
- OFFICE
- EDUCATION
- EVENT / MULTI-PURPOSE
- SUPPORT

Accessibility Plan - Level 4 & 4.5



- CIRCULATION
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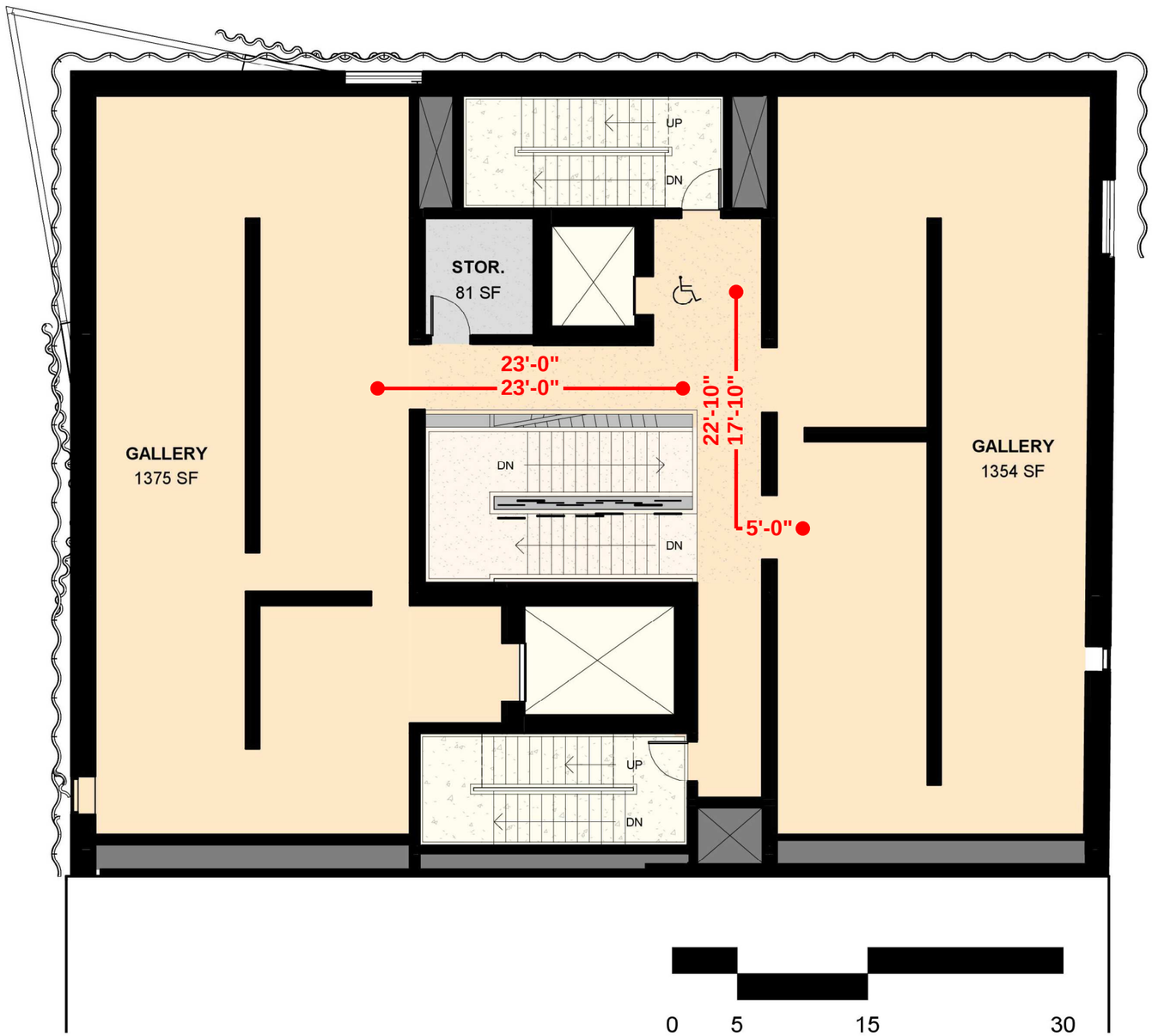
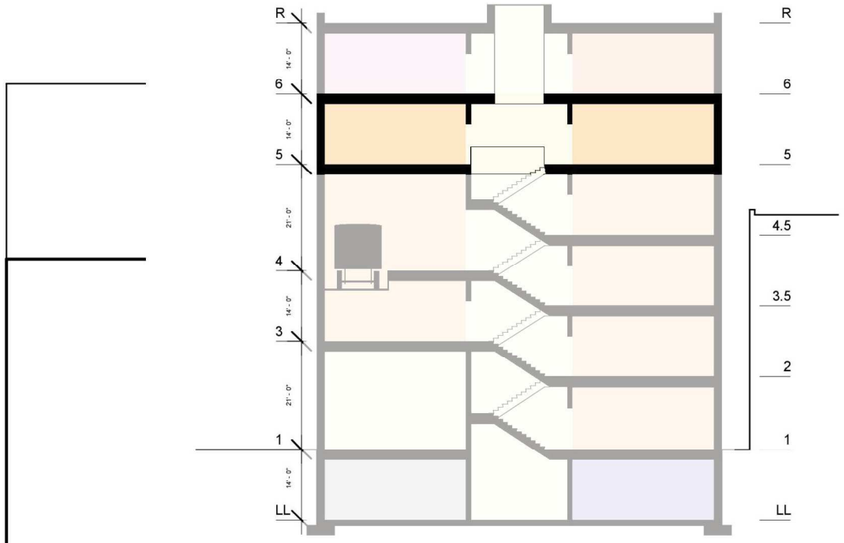
- OFFICE
- EDUCATION
- EVENT / MULTI-PURPOSE
- SUPPORT

Accessibility Plan - Level 5





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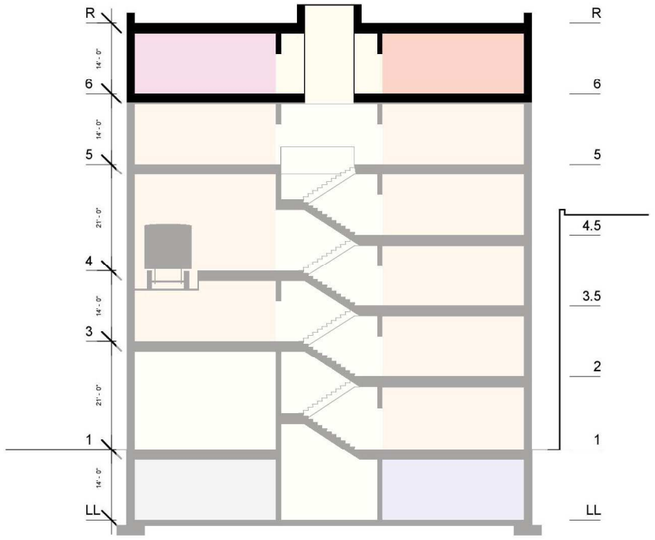
- EDUCATION
- EVENT / MULTI-PURPOSE
- SUPPORT

Accessibility Plan - Level 6



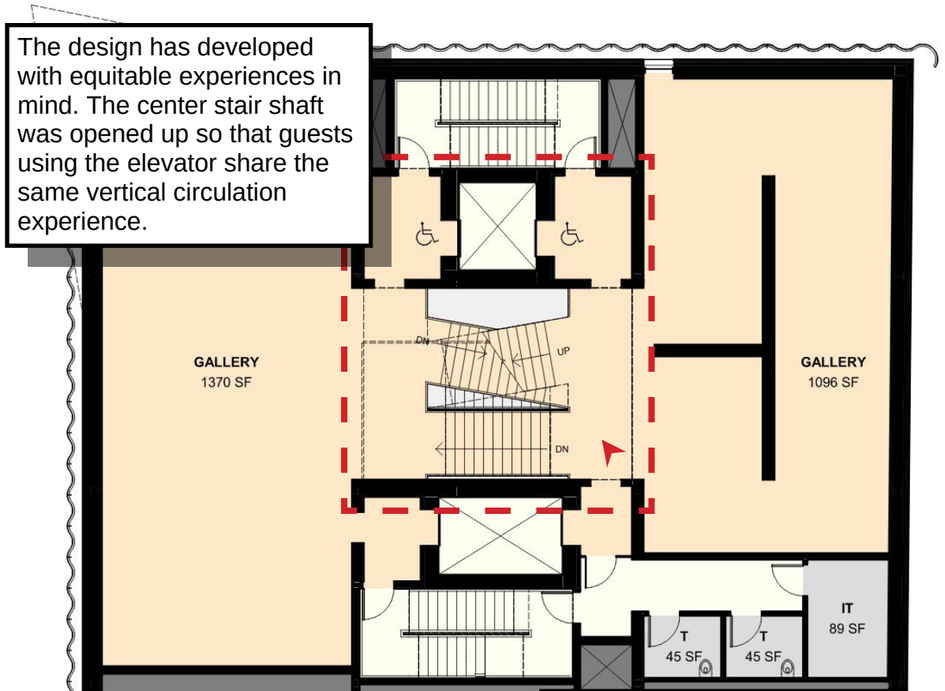
- CIRCULATION
- GALLERY
- OFFICE
- EDUCATION
- EVENT / MULTI-PURPOSE
- SUPPORT

Accessible Entrance

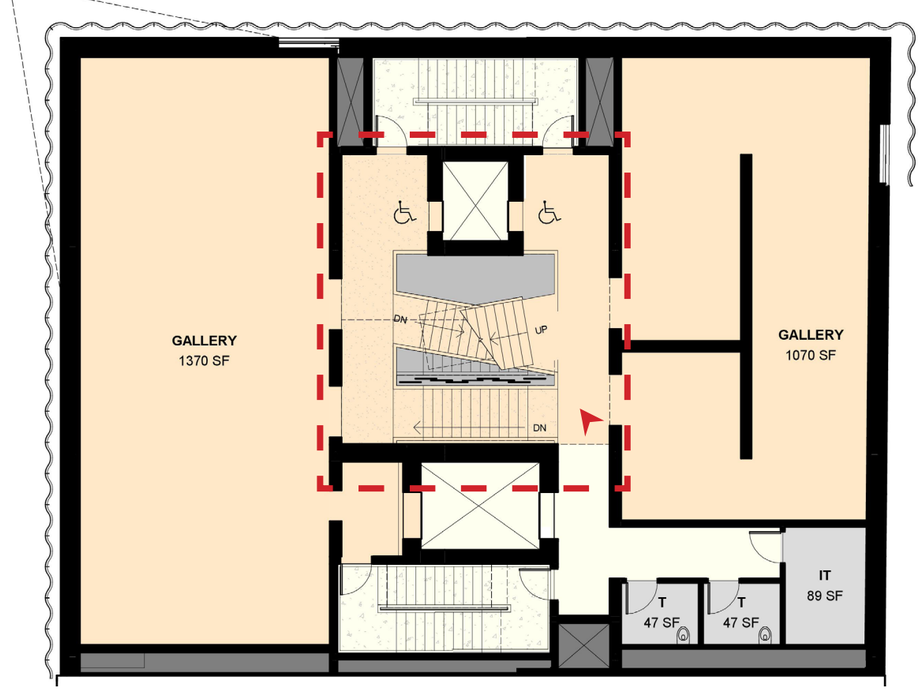
The main entrance is located at the corner of the site where the topography is level. The first floor elevation is level with the exterior grade, allowing both the main entrance and egress to be accessible. The entrance also provides overhead cover for protection from weather.

Accessible Vertical Circulation

The design has developed with equitable experiences in mind. The center stair shaft was opened up so that guests using the elevator share the same vertical circulation experience.



Previous Plan



Proposed Plan

Previous Stair Experience

Proposed Stair Experience

Boston Smart Utilities Checklist

Date Submitted:	06/02/2023
Submitted by:	dcolbert@nitscheng.com

Background

The Smart Utilities Checklist will facilitate the Boston Smart Utilities Steering Committee's review of:

a) compliance with the Smart Utilities Policy for Article 80 Development Review, which calls for the integration of five (5) Smart Utility Technologies (SUTs) into Article 80 developments

b) integration of the Smart Utility Standards

More information about the Boston Smart Utilities Vision project, including the Smart Utilities Policy and Smart Utility Standards, is available at: www.bostonplans.org/smart-utilities

Note: Any documents submitted via email to travis.anderson@boston.gov will not be attached to the pdf form generated after submission, but are available upon request.

Part 1 - General Project Information

1.1 Project Name	Holocaust Legacy Foundation Museum
1.2 Project Address	125 Tremont Street
1.3 Building Size (square feet) **For a multi-building development, enter total development size (square feet)*	26600
1.4 Filing Stage	Initial Filing (i.e., PNF)
1.5 Filing Contact Information	
1.5a Name	Deborah L. Colbert, PE

Boston Smart Utilities Checklist

1.5b Company	Nitsch Engineering
1.5c E-mail	dcolbert@nitscheng.com
1.5d Phone Number	8572068705

1.6 Project Team

1.6a Project Owner/Developer	Holocaust Legacy Foundation
1.6b Architect	Schwartz Silver Architects
1.6c Permitting	Epsilon/Nitsch Engineering
1.6d Construction Management	Lee Kennedy Company

Part 2 - District Energy Microgrids

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet.

Note on submission requirements timeline:

Feasibility Assessment Part A should be submitted with PNF or any other initial filing.

Feasibility Assessment Part B should be submitted with any major filing during the Development Review stage (i.e., DPIR)

District Energy Microgrid Master Plan Part A should be submitted before submission of the Draft Board Memorandum by the BPDA Project Manager (Note: Draft Board Memorandums are due one month ahead of the BPDA Board meetings)

District Energy Microgrid Master Plan Part B should be submitted before applying for a Building Permit

Please email submission to travis.anderson@boston.gov

2.1 Consultant Assessing/Designing District Energy Microgrid (if applicable)	N/A
2.2 Latest document submitted	

Boston Smart Utilities Checklist

2.3 Date of latest submission	
2.4 Which of the following have you had engagement/review meetings with regarding District Energy Microgrids? (select all that apply)	
2.5 What engagement meetings have you had with utilities and/or other agencies (i.e., MA DOER, MassCEC) regarding District Energy Microgrids? (Optional: include dates)	
2.6 Additional Information	

Part 3 - Telecommunications Utilidor

Fill out this section if the proposed project's total development size is equal to or greater than 1.5 million square feet OR if the project will include the construction of roadways equal to or greater than 0.5 miles in length.

Please submit a map/diagram highlighting the sections of the roads on the development area where a Telecom Utilidor will be installed, including access points to the Telcom Utilidor (i.e., manholes)

Please email submission to travis.anderson@boston.gov

3.1 Consultant Assessing/Designing Telecom Utilidor (if applicable)	N/A
3.2 Date Telecom Utilidor Map/Diagram was submitted	
3.3 Dimensions of Telecom Utilidor (include units)	

Boston Smart Utilities Checklist

3.3a Cross-section (i.e., diameter, width X height)	
3.3b Length	
3.4 Capacity of Telecom Utilidor (i.e., number of interducts, 2 inch (ID) pipes, etc.)	
3.5 Which of the following have you had engagement/review meetings with regarding the Telecom Utilidor? (select all that apply)	
3.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding the Telecom Utilidor? (Optional: include dates)	
3.7 Additional Information	

Part 4 - Green Infrastructure

Fill out this section if the proposed project's total development size is equal to or greater than 100,000 square feet.

Please submit a map/diagram highlighting where on the development Green Infrastructure will be installed.

Please email submission to travis.anderson@boston.gov

4.1 Consultant Assessing/Designing Green Infrastructure (if applicable)	N/A; however, we were asked to submit
4.2 Date Green Infrastructure Map/Diagram was submitted	06/02/2023

Boston Smart Utilities Checklist

4.3 Types of Green Infrastructure included in the project (select all that apply)	Dry Wells, Permeable Paving
4.4 Total impervious area of the development (in square inches)	1164816
4.5 Volume of stormwater that will be retained (in cubic inches)* **Note: Should equal to at least "Total impervious area (entered in section 4.4)" times "1.25 inches"*	1164816
4.6 Which of the following have you had engagement/review meetings with regarding Green Infrastructure? (select all that apply)	none at this filing
4.7 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Green Infrastructure? (Optional: include dates)	none at this filing
4.8 Additional Information	

Part 5 - Adaptive Signal Technology (AST)

Fill out this section if as part of your project BTD will require you to install new traffic signals or make significant improvements to the existing signal system.

Please submit a map/diagram highlighting the context of AST around the proposed development area, as well as any areas within the development where new traffic signals will be installed or where significant improvements to traffic signals will be made.

Please email submission to travis.anderson@boston.gov

Boston Smart Utilities Checklist

5.1 Consultant Assessing/Designing Adaptive Signal Technology (if applicable)	N.A
5.2 Date AST Map/Diagram was submitted	
5.3 Describe how the AST system will benefit/impact the following transportation modes	
5.3a Pedestrians	
5.3b Bicycles	
5.3c Buses and other Public Transportation	
5.3d Other Motorized Vehicles	
5.4 Describe the components of the AST system (including system design and components)	
5.5 Which of the following have you had engagement/review meetings with regarding AST? (select all that apply)	
5.6 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding AST? (Optional: include dates)	
5.7 Additional Information	

Part 6 - Smart Street Lights

Fill out this section if as part of your project PWD and PIC will require you to install new street lights or make significant improvements to the existing street light system.

Please submit a map/diagram highlighting where new street lights will be installed or where improvements to street lights will be made.

Boston Smart Utilities Checklist

Please email submission to travis.anderson@boston.gov

6.1 Consultant Assessing/Designing Smart Street Lights (if applicable)	N/A
6.2 Date Smart Street Lights Map/Diagram was submitted	
6.3 Which of the following have you had engagement/review meetings with regarding Smart Street Lights? (select all that apply)	
6.4 What engagement meetings have you had with utilities and/or other agencies (i.e., State agencies) regarding Smart Street Lights? (Optional: include dates)	
6.5 Additional Information	

Part 7 - Smart Utility Standards

The Smart Utility Standards set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The Smart Utility Standards are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities. The Smart Utility Standards will serve as the baseline for discussions on any deviations from the standards needed/proposed for any given utility infrastructure.

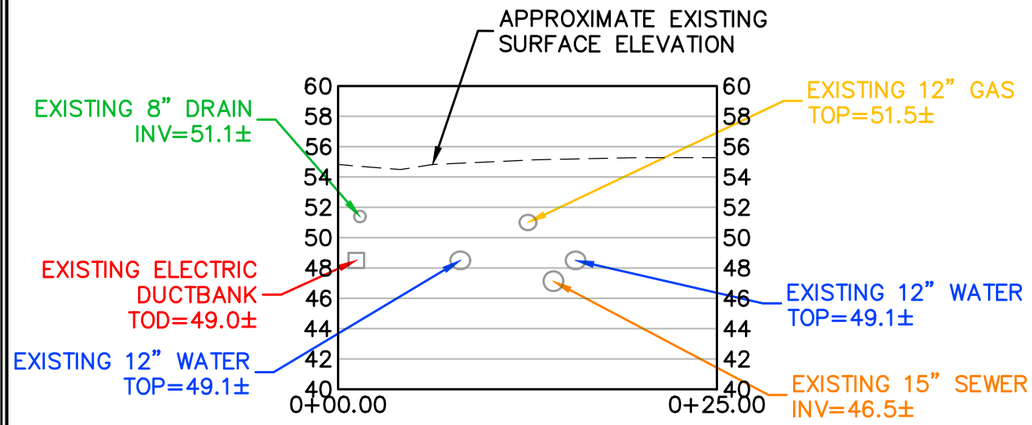
Please submit typical below and above grade cross section diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please submit typical below and above grade lateral diagrams of all utility infrastructure in the proposed development area (including infrastructure related to the applicable SUTs).

Please email submission to travis.anderson@boston.gov

Boston Smart Utilities Checklist

7.1 Date Cross Section Diagram(s) was submitted	06/02/2023
7.2 Date Lateral Diagram(s) was submitted	06/02/2023
7.3 Additional Information	

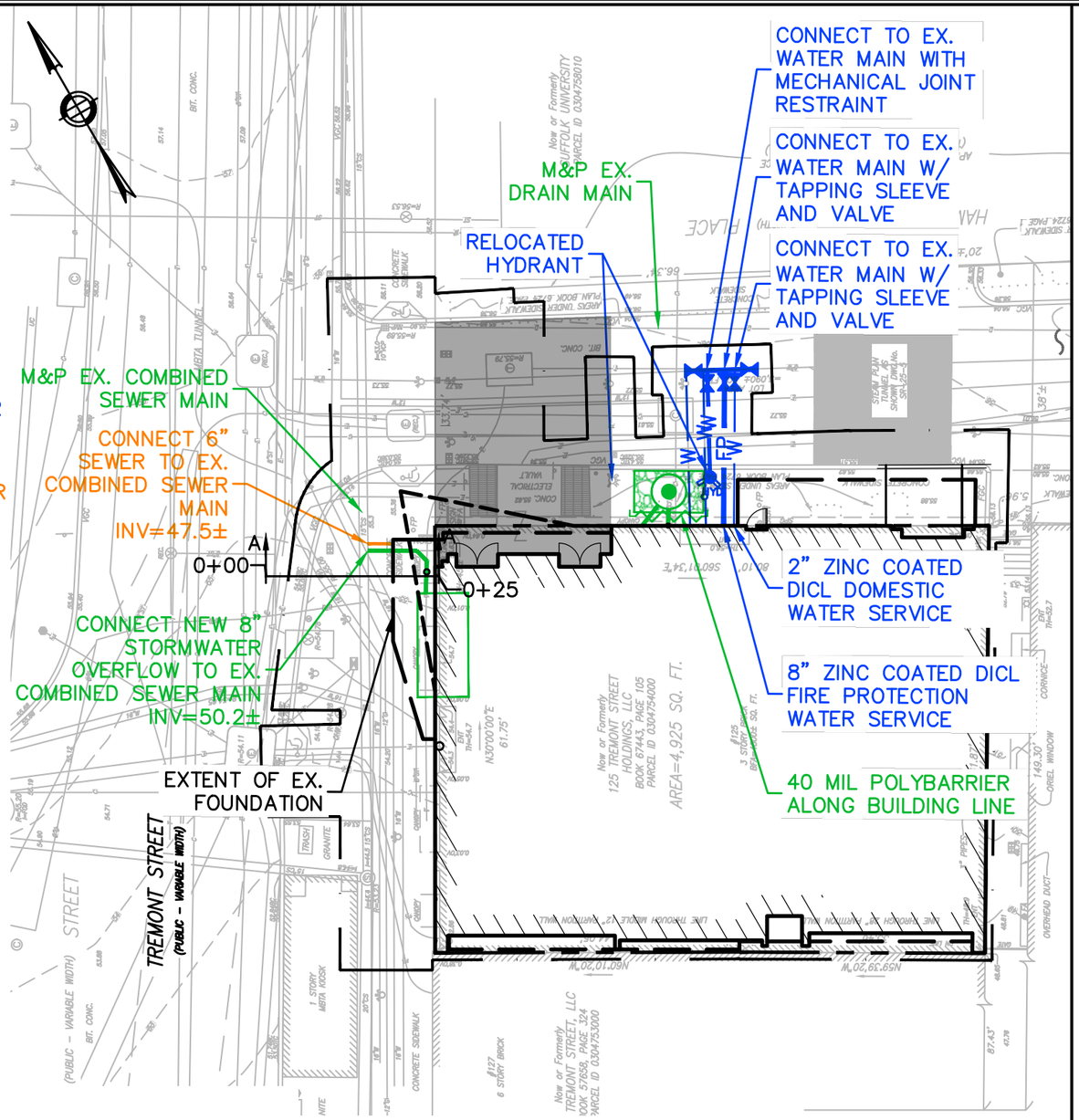


UTILITY SECTION TREMONT STREET SECTION A–A

SCALE:
HORZ. 1" = 10'
10 5 0 10 20
VERT. 1" = 1'

NOTES:

1. EXISTING UTILITIES SIZES AND ELEVATIONS ARE ASSUMED. ACTUAL LOCATIONS MAY DIFFER.
2. ALL WATER LINES ARE ASSUMED TO BE 5.5' BELOW GRADE. ACTUAL LOCATION MAY DIFFER.
3. ALL ELECTRIC/TELECOM/GAS LINES ARE ASSUMED TO BE 2.5' BELOW GRADE. ACTUAL LOCATIONS MAY DIFFER.
4. THIS PLAN CONTAINS RECORD INFORMATION THAT IS NOT VERIFIED UNDERGROUND. ALL UTILITY INFORMATION IS BASED ON RECORD INFORMATION AND UTILITIES ARE APPROXIMATE.
5. ELEVATIONS REFER TO BOSTON CITY BASE.



PROFILE PLAN VIEW

SCALE:
1" = 20'
20 10 0 20 40

LEGEND

D	DRAIN
S	SEWER
W	WATER
FP	FIRE PROTECTION

Nitsch Engineering
www.nitscheng.com
2 Center Plaza, Suite 430
Boston, MA 02108
T: (617) 338-0063
F: (617) 338-6472

- Civil Engineering
- Land Surveying
- Transportation Engineering
- Structural Engineering
- Green Infrastructure
- Planning
- GIS

SMART UTILITY PLAN

BOSTON HOLOCAUST MUSEUM
125 TREMONT STREET BOSTON MA, 02108

PREPARED FOR:
SCHWARTZ/SILVER ARCHITECTS INC.

PROJECT # 15195
FILE:
SCALE: AS NOTED
DATE: 06/02/2023
PROJECT MGR:
SURVEYOR:
DRAFTED BY: MWM
CHECKED BY: DMC

SU-1

Boston Planning & Development Agency

Climate Resiliency Report Summary

Submitted: 06/02/2023 17:42:23

A.1 - Project Information

Project Name:	Holocaust Legacy Foundation Holocaust Museum and Education Center			
Project Address:	125 Tremont Street, Boston, MA 02108			
Filing Type:	Initial (PNF, EPNF, NPC or other substantial filing)			
Filing Contact:	John Mazzocchi	Schwartz / Silver Architects	jmazzocchi@schwartzsilver.com	9047554365
Is MEPA approval required?	No	MEPA date:		

A.2 - Project Team

Owner / Developer:	Holocaust Legacy Foundation
Architect:	Schwartz / Silver Architects
Engineer:	Nitsch Engineering (Civil)
Sustainability / LEED:	Thornton Tomasetti
Permitting:	Epsilon
Construction Management:	Lee Kennedy Co., Inc.

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Museum
List the First Floor Uses:	Lobby, Loading, Gallery, Fire Command Center, Circulation
List any Critical Site Infrastructure and or Building Uses:	N/A

Site and Building:

Site Area (SF):	4926	Building Area (SF):	32696
Building Height (Ft):	84.5	Building Height (Stories):	6
Existing Site Elevation – Low (Ft BCB):	48.65	Existing Site Elevation – High (Ft BCB):	55.88
Proposed Site Elevation – Low (Ft BCB):	48.65	Proposed Site Elevation – High (Ft BCB):	55.88
Proposed First Floor Elevation (Ft BCB):	55.75	Below grade spaces/levels (#):	1

Article 37 Green Building:

LEED Version - Rating System:	N/A	LEED Certification:	No
Proposed LEED rating:		Proposed LEED point score (Pts.):	N/A

Boston Planning & Development Agency
Climate Resiliency Report Summary

boston planning & development agency

Building Envelope:

When reporting R values, differentiate between R discontinuous and R continuous. For example, use “R13” to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	R-31 c.i.	Exposed Floor :	N/A
Foundation Wall:	C-0.119	Slab Edge (at or below grade):	F-0.52

Vertical Above-grade Assemblies (%’s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	0%	Wall & Spandrel Assembly Value:	N/A
Area of Framed & Insulated / Standard Wall:	83%	Wall Value:	R-15 c.i.
Area of Vision Window:	17%	Window Glazing Assembly Value:	U-0.25
		Window Glazing SHGC:	SHGC-0.35
Area of Doors:	0%	Door Assembly Value :	N/A

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	Energy performance was determined by building an energy model using eQUEST 3.64 Please note that the units for heating and cooling in the form appear mismatched per category. Please use these units here: Annual Heating: 130.955 MBtu Peak Heating: 188.678 kBtu/h Annual Cooling: 517.392 MBtu Peak Cooling: 400.499 kBtu/h Please check the % below Mass. Code. The Energy Use - Below Mass. Code for this project is down as follows: PEI of 0.43, which meets Stretch Code Relative Performance Path BPF of 0.51 (PEI target of 0.58) Door % is marked as 0% because first floor doors are part of a glazed storefront assembly and are included in "area of vision window".

Annual Electric (kWh):	246246	Peak Electric (kW):	82.584
Annual Heating (MMbtu/hr):	130.955	Peak Heating (MMbtu):	188.678
Annual Cooling (Tons/hr):	517.392	Peak Cooling (Tons):	400.499
Energy Use - Below ASHRAE 90.1 - 2013 (%):	57	Have the local utilities reviewed the building energy performance?:	No
Energy Use - Below Mass. Code (%):	15	Energy Use Intensity (kBtu/SF):	30.3

Back-up / Emergency Power System

Electrical Generation Output (kW):	350	Number of Power Units:	1
System Type (kW):	Standby	Fuel Source:	Diesel

Emergency and Critical System Loads (in the event of a service interruption)

Electric (kW):	350	Heating (MMbtu/hr):	618
		Cooling (Tons/hr):	46

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing greenhouse gas emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon-neutrality by 2050 the performance of new buildings will need to progressively improve to carbon net zero and net positive.

B.1 – GHG Emissions - Design Conditions

For this filing - Annual Building GHG Emissions (Tons): 59

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

The team explored and assessed different design options (ECMs) regarding envelope performance and service hot water. Since the HVAC system is all-electric, it already meets the Stretch Code and BPDA intent for high-performance buildings. The ECMs are not effective in significantly reducing EUI because the proposed is already optimized in design and further improvements will only have a small impact on the overall EUI.

Describe building specific passive energy efficiency measures including orientation, massing, building envelop, and systems:

Describe building specific active energy efficiency measures including high performance equipment, controls, fixtures, and systems:

The thermal envelope includes a R-31 roof, R-15 wall and U-0.25 triple glazing. The window-to-wall ratio is 17%. The high performing envelope minimizes the heating and cooling demand of the project, allowing it to meet Stretch Code and minimize GHG emissions.

Describe building specific load reduction strategies including on-site renewable energy, clean energy, and storage systems:

The primary design strategy to meet Stretch Code is fuel switching from a fossil-fuel baseline to a heat pump based heating system in the proposed design. The air source VRF has a coefficient of performance (COP) advantage over the

baseline furnace heating, resulting in a significant reduction in heating energy. Also, the proposed has an ERV that can dramatically reduce the ventilation heating load compared to the baseline. Other energy end uses that experience savings are interior lighting, space cooling, fans and domestic hot water heating. The energy savings in lighting are due to an overall reduced lighting power density compared to ASHRAE 90.1-2019 Appendix G. Space cooling savings are due to the higher cooling efficiency of the VRF compared to the baseline direct expansion (DX) cooling. Fan energy savings are from decoupling ventilation from space conditioning. The ERV will provide only the necessary amount of outdoor air to ventilate all the spaces, while zonal fan coil units will provide heating and cooling. This arrangement can significantly reduce energy consumption. They also take up significantly less space, allowing for smaller ducts in the ceiling plenum. Domestic hot water savings are from low flow water fixtures.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

On-site solar electric generation will be evaluated by analyzing the potential generation of PV panels in different areas of the building site.

Describe any energy efficiency assistance or support provided or to be provided to the project:

The project will engage Massave to understand the potential incentives available.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

The project has an all-electric design which allows it to take advantage of a greening electricity grid and thereby progressively reduce
operational emissions as we move towards 2050.

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2˚F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low (Deg.):	7.7	Temperature Range - High (Deg.):	90.8
Annual Heating Degree Days:	5498	Annual Cooling Degree Days	812

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90° (#):	60	Days - Above 100° (#):	20
Number of Heatwaves / Year (#):	6	Average Duration of Heatwave (Days):	5

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

The roof will have a low SRI. The reflectivity of the hardscape is still being evaluated. Site plantings will be included if determined possible.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

Spaces are to have expanded setpoints dead bands allowing the setpoint temperature to float during extreme weather events to mitigate load increases over longer heatwave periods. In addition, the heat pump condensing units are sized to operate at the 0.4% Cooling Dry Bulb condition as opposed to the lower 1%. The VRF heat pumps operate efficiently at part loads so adding in additional capacity does not greatly impact efficiency.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

The base building will be provided with a diesel generator to provide standby power for all life safety and code required systems and equipment. The standby power will be available to maintain a portion of the standby power needs for the building including a baseline level of heating and cooling from the VRF system.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

What is the project design precipitation level? (In. / 24 Hours)

5.1

Describe all building and site measures for reducing storm water run-off:

The existing site is currently impervious. The proposed building is also impervious. There is no increase in impervious areas. The existing site does not provide stormwater storage or recharge. The proposed stormwater management system will be designed to store runoff and promote groundwater recharge. Runoff from the building will be collected at the building roof and directed to an interior storage tank sized for 1.00" of rainfall over the site area. From the tank, runoff will be slowly pumped to a proposed infiltration drywell in Hamilton Place and is designed to drain the tanks within 72-hours. For storms greater than 1.00", overflow connections from both the dry well and the storage tank will connect to the BWSC combined

sewer main in Tremont Street.

Opportunities to reduce impervious areas will be evaluated as the design progresses (such as permeable pavers) to help reduce stormwater runoff from the site.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

Strategies (stormwater BMP's) include on-site detention tank in a below grade stormwater tank which discharges to a stormwater infiltration system and overflows to the City storm drain main.

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, the sea level in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA Special Flood Hazard Area?	No	What Zone:	
What is the current FEMA SFHA Zone Base Flood Elevation for the site (Ft BCB)?			
Is any portion of the site in the BPDA Sea Level Rise Flood Hazard Area (see SLR-FHA online map)?	No		

If you answered YES to either of the above questions, please complete the following questions.
Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented by the Sea Level Rise Flood Hazard Area (SLR-FHA), which includes 3.2' of sea level rise above 2013 tide levels, an additional 2.5" to account for subsidence, and the 1% Annual Chance Flood. After using the SLR-FHA to identify a project's Sea Level Rise Base Flood Elevation, proponents should calculate the Sea Level Rise Design Flood Elevation by adding 12" of freeboard for buildings, and 24" of freeboard for critical facilities and infrastructure and any ground floor residential units.

What is the Sea Level Rise - Base Flood Elevation for the site (Ft BCB)?			
What is the Sea Level Rise - Design Flood Elevation for the site (Ft BCB)?		First Floor Elevation (Ft BCB):	
What are the Site Elevations at Building (Ft BCB)?		What is the Accessible Route Elevation (Ft BCB)?	

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

Thank you for completing the Boston Climate Change Checklist!

For questions or comments about this checklist or Climate Change best practices, please contact:
John.Dalzell@boston.gov