

BOSTON COLLEGE HARRINGTON ATHLETICS VILLAGE SUPPORT BUILDING

APPLICATION FOR
SMALL PROJECT REVIEW



SUBMITTED TO

Boston Planning & Development Agency
Boston, Massachusetts

SUBMITTED BY

Boston College
140 Commonwealth Avenue
Chestnut Hill, Massachusetts

February 15, 2019

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Chapter 1

PROJECT SUMMARY

CHAPTER 1: PROJECT SUMMARY

1.1 PROJECT IDENTIFICATION

Project Name: Harrington Athletics Village Support Building

Project Proponent: Trustees of Boston College

Address/Location: 149R Lake Street, Brighton, MA 02135

Assessor's Parcel: 2205268080

1.2 PROJECT SUMMARY

The Trustees of Boston College (the “Proponent” or the “University”) proposes to construct an athletics support building to serve the approximately 14-acre athletics facilities on the northern portion of its Brighton Campus. The athletics facilities, which were constructed in 2016 to more adequately meet the needs of the University’s softball and baseball teams, include synthetic turf baseball and softball fields with associated amenities, a natural grass recreation field, and a small building containing restrooms and storage. See Figure 1-1, Locus Map and Figure 1-2, Aerial View.

The proposed Harrington Athletics Village Support Building is a previously-deferred phase of the Brighton Campus Athletics Center Project (now called the Harrington Athletics Village) that will consist of an approximately 31,140 square foot (sf) building housing team locker rooms for baseball and softball; accessory spaces for sports medicine, strength training, and equipment storage; practice hitting tunnels; and meeting and utility rooms (the “Project”). The Project will replace an existing 50-spot surface parking lot (66,933 sf in area) located to the south and west of the existing softball and baseball fields (the “Project Site”). See Figure 1-3, Project Site Plan.

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

1.2.1 PUBLIC REVIEW PROCESS

The University is committed to engagement in an open and transparent public review process and will welcome community input through public meetings and the submission of comment letters.

1.3 RELATIONSHIP TO INSTITUTIONAL MASTER PLAN

As outlined in Article 80D-10 of the Boston Zoning Code, the Commissioner of Inspectional Services may not issue a building permit for a Proposed Institutional Project without the BPDA Director: 1) determining that the proposed Project is adequately described in, and consistent with, an approved and valid Institutional Master Plan (IMP); and 2) issuing a Certification of Consistency. Section 80D-10(c) of the Code specifies that a Proposed Institutional Project is adequately described if the IMP includes the Project's size, uses, and location.

Boston College's IMP was first approved by the Boston Redevelopment Authority and the Boston Zoning Commission in 2009 and last renewed in 2016 with a current expiration date of June 2021. The IMP described the development of the Brighton Athletics Center Project as including—in addition to the baseball, softball and recreational fields—a support building of approximately 60,000 sf to house locker rooms, batting cages, training rooms, offices, meeting rooms, and concessions.

In August 2016, Boston College filed an application for Article 80E Small Project Review for the Brighton Athletics Center Project. That application included athletic fields, a recreation field, and a small building for restrooms, concessions storage, first aid, and ticket sales. Construction of most of the original support building program, such as locker rooms, batting cages, training and conference rooms, and offices, were delayed to a later date.

With the current Project proposal, Boston College is bringing forward a substantial portion of the originally-described Proposed Institutional Project in its original location. Together with the previously-constructed 3,000 sf support building, the Project will complete approximately 34,000 sf of the approved 60,000 sf of support spaces. For this reason, the Proponent believes the Project meets the requirements for a Certification of Consistency under Article 80D-10 without the need of an IMP Amendment. Boston College reserves the right to complete the full build-out of the remaining deferred portion of the Proposed Institutional Project (approximately 26,000 sf) in future applications.

1.4 ANTICIPATED PERMITS AND APPROVALS

Table 1-1 provides a list of approvals that may be required for the Project.

Table 1-1: Anticipated Project Approvals

Agency	Approval
Local	
Boston Planning and Development Agency (BPDA)	<ul style="list-style-type: none">Article 80E Small Project ReviewCertification of Compliance/Consistency with Article 80D and Article 80E
Boston Transportation Department	<ul style="list-style-type: none">Construction Management Plan

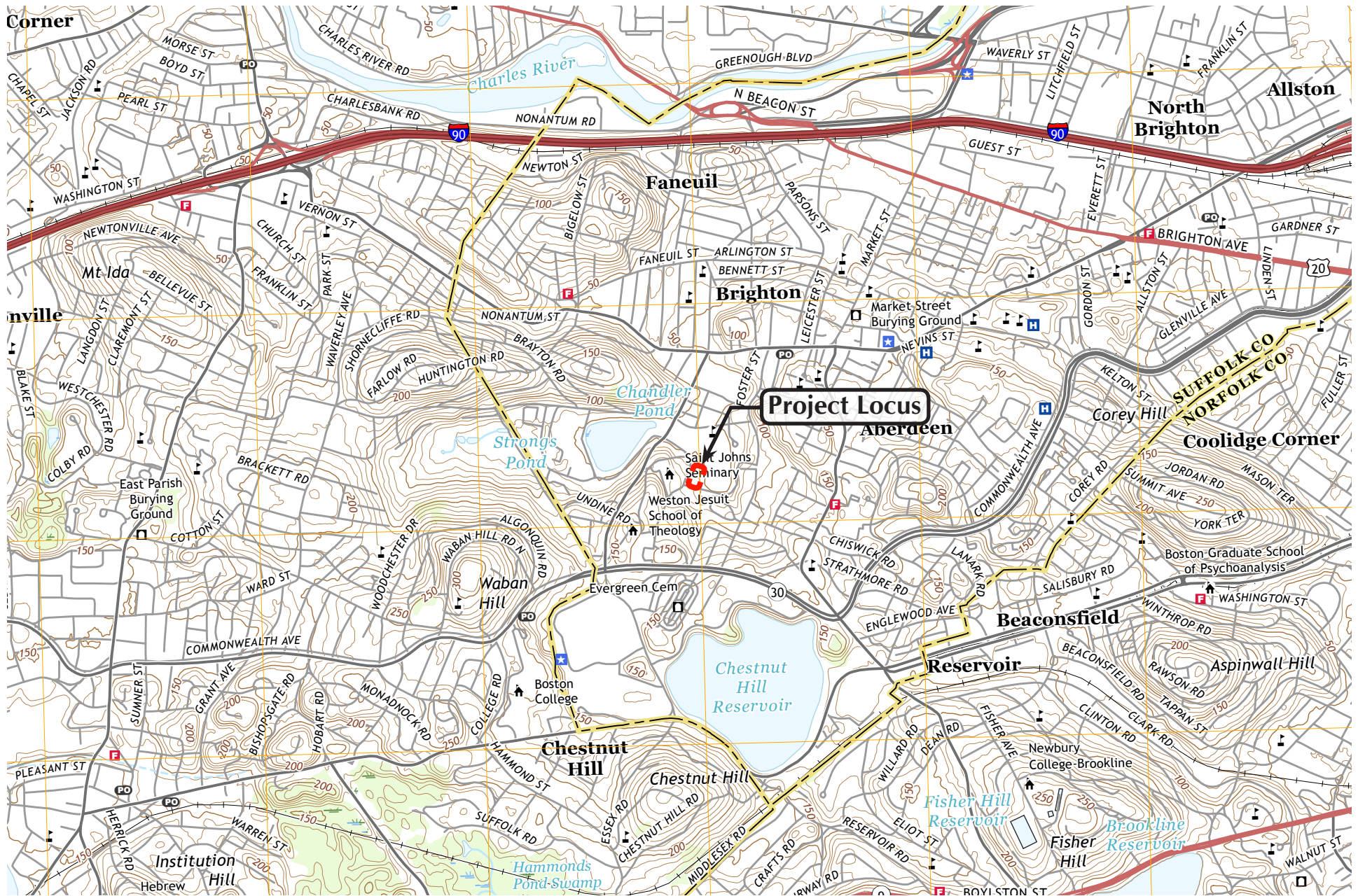
Boston Water and Sewer Commission	<ul style="list-style-type: none"> • Site Plan Approval • Water and Sewer Connection Permits
Inspectional Services Department	<ul style="list-style-type: none"> • Building Permit • Certificate of Occupancy
State	
Department of Environmental Protection	<ul style="list-style-type: none"> • Notification Prior to Construction or Demolition
Federal	
Environmental Protection Agency	<ul style="list-style-type: none"> • National Pollutant Discharge Elimination System Permit

1.5 PROJECT TEAM

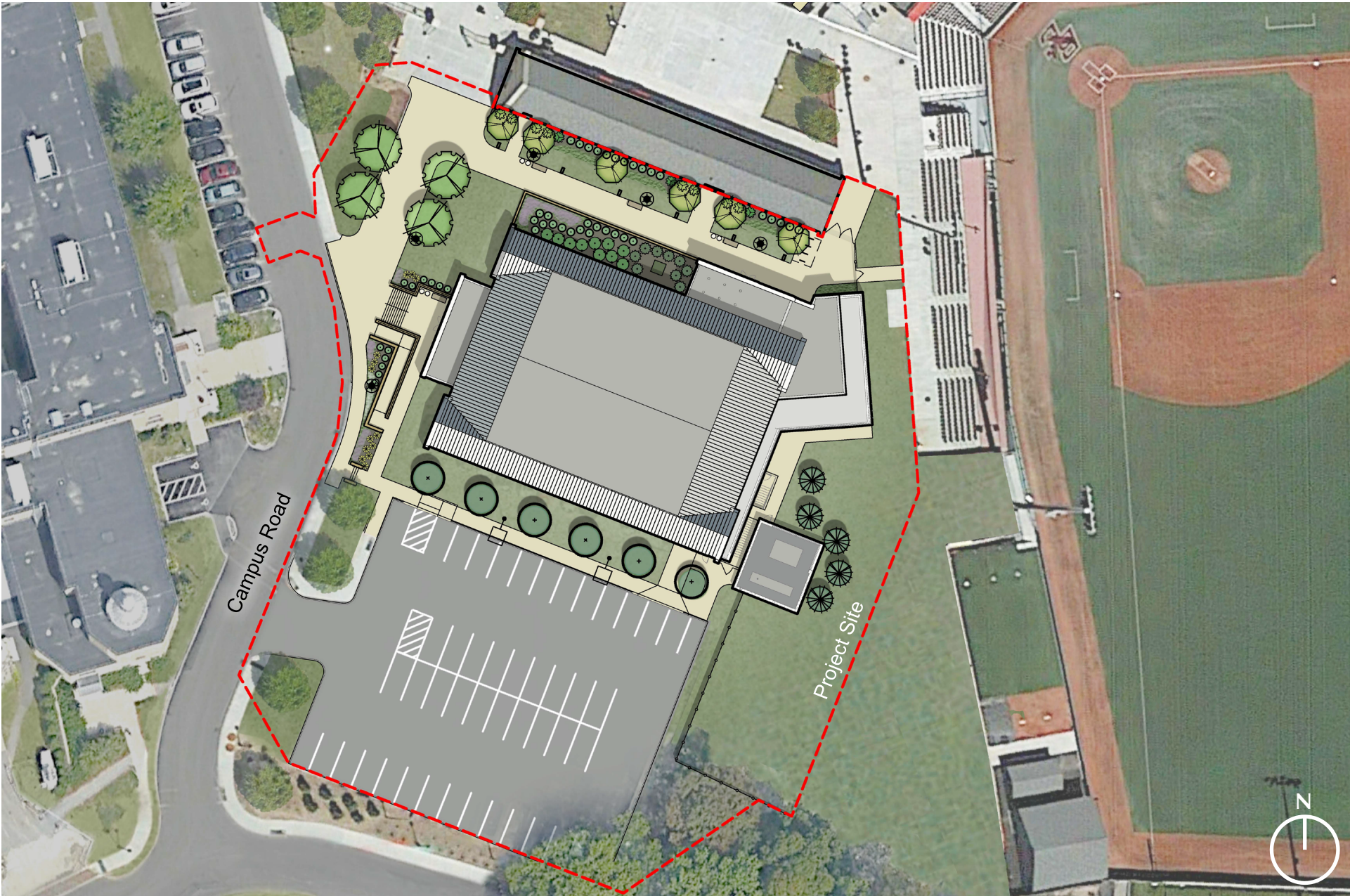
The primary contacts from the Project team can be found below:

Proponent	<p>Trustees of Boston College 140 Commonwealth Avenue Chestnut Hill, MA 02467</p> <p>Contact: Thomas J. Keady Vice President, Governmental & Community Affairs thomas.keady@bc.edu (617) 552-4787</p>
Legal	<p>Trustees of Boston College 14 Mayflower Road Chestnut Hill, MA 02467</p> <p>Contact: Joseph Herlihy General Counsel joseph.herlihy@bc.edu (617) 552-0960</p>
Planning and Permitting	<p>Fort Point Associates, Inc. 31 State Street, 3rd Floor Boston, MA 02109</p> <p>Contact: Robert Ricchi, AICP Senior Planner/Project Manager rricchi@fpa-inc.com (617) 357-7044 x209</p>

Architect and Landscape Architect	<p>CHA Consulting, Inc. 150 Baker Avenue Extension, Suite 205 Concord, MA 01742</p> <p>Contact: Timothy Whitney, AIA Vice President twhitney@chacompanies.com (978) 369-2890</p>
Civil Engineer	<p>Nitsch Engineering, Inc. 2 Center Plaza, #430 Boston, MA 02108</p> <p>Contact: Chris Hodney, PE Project Engineer chodney@nitscheng.com (857) 206-8673</p>







Chapter 2

PROJECT DESCRIPTION

CHAPTER 2: PROJECT DESCRIPTION

2.1 PROJECT SITE

The Project will be constructed on an approximately 66,933 sf (1.5 acre) surface parking lot on the athletics facilities portion of the University's 65-acre Brighton Campus. The Project Site is bordered by the baseball and softball fields to the north and east, a 50-space parking lot to the south, and the Saint John's Seminary and an administrative building to the west. The Project will supplement the existing athletics support building immediately to the north, which contains restrooms and storage. See Figure 2-1, Existing Conditions Plan; Figure 2-2, Existing Conditions Photographs Key; and Figure 2-3 and 2-4, Existing Conditions Photographs.

2.2 NEIGHBORHOOD CONTEXT

The University's Brighton Campus, located directly north of Commonwealth Avenue, was acquired in phases from the Archdiocese of Boston between 2004 and 2007. The Brighton Campus abuts residential areas to the north, east, and west that consist primarily of two- and three-story houses built after 1900. The Brighton Campus is composed of administrative office buildings, the McMullen Museum of Art and University Conference Center, the Cadigan Alumni Center, a library, a dance studio, and athletics and recreation fields.

The Project Site is located within the University's Harrington Athletics Village of which the first phase, athletics fields, were completed in 2018. The 14-acre athletics area is generally bounded by Lake Street and St. John's Seminary/129 Lake Street to the west, Glenmont Road and the Thomas A. Edison K-8 School to the north, St. Clement's Hall to the east, and the Lane Park residential area to the south.

The first phase of the Harrington Athletics Village consists of a baseball field with 1,000 seats, a softball field with 300 seats, field lighting, press boxes, dugouts, a small support building, outdoor batting cages, and a natural grass recreation field adjacent to Lake Street. The athletics fields are located at a lower elevation than the surrounding buildings and roadways, creating a natural bowl-like topography surrounded by mature trees on some edges.

2.3 PROJECT OVERVIEW

2.3.1 PROGRAM DESIGN GOALS

The Project will provide much needed indoor support spaces for the University's baseball and softball teams. Currently, other than open dugouts, neither team has indoor space near the Harrington Athletics Village fields to access during practices and games. Instead, student athletes dress for games, store equipment, and meet with

coaches at Conte Forum on the University's Chestnut Hill Campus before being shuttled or walking to the Brighton Campus fields. The Project aims to improve the experience of the baseball and softball programs by concentrating services and spaces that will conveniently meet the University's needs.

2.3.2 PROJECT PROGRAM

The Project will provide team locker rooms, coaches' locker rooms, team support areas (small strength room, sports medicine, and equipment/laundry), officials' lockers, seven practice hitting tunnels, and a meeting space in a two-story building located adjacent to the softball and baseball fields. Locker rooms and various support spaces will be located on the lower level, while the upper level will house the practice hitting tunnels and meeting space.

The overall area of the Project is approximately 31,140 sf. The lower level is approximately 15,650 sf and the upper level is approximately 14,370 sf. There will be a small mechanical mezzanine level of approximately 1,120 sf. See Figure 2-5, Harrington Athletics Village Plan; Figure 2-6, First Floor Plan; Figure 2-7, Second Floor Plan; Figure 2-8, Building Section; and Figures 2-9 through 2-12, Perspective Views.

Table 2-1: Project Program

Component	Dimension
Entrances and Meetings Spaces	1,108 sf
Baseball Locker/Lounge	2,920 sf
Softball Locker/Lounge	2,300 sf
Shared Team Spaces	3,130 sf
Hitting Tunnels	11,100 sf
Facility Maintenance	321 sf
Total Net Square Feet	20,879 sf
Circulation/Mechanical/Structure	10,261 sf
Total Gross Square Feet	31,140 sf

Entrances and Meeting Spaces

Student athletes will have direct access to the upper and lower levels from entries on the west and north sides of the building. In general, when the players are dressed for practice, they will be using the north entry, where the building elevator is located. This north entrance is also intended to serve visitors gathering in the meeting space, on the second story. Attached to an outdoor deck, the meeting space will be available for team meetings and visitor use. An additional entrance on the eastern side of the building will be used by officials to access their support spaces such as restrooms and locker rooms.

Baseball and Softball Lockers/Lounges

Organized on either side of a central east-west corridor, the Baseball and Softball Lockers/Lounges will occupy the western half of the first story floorplan. Generally mirroring each other, each space will consist of a players' lounge, a locker area, a restroom and showers, and coaches' facilities. The Lockers/Lounges are accessed from both the western entrance, via the corridor, and from the north entry, which is attached to a large mudroom.

Shared Team Spaces

On the eastern side of the lower level, the Shared Team Spaces will provide support services for both teams, including a strength and conditioning room, equipment and laundry room, and the shared sports medicine space and hydrotherapy area. Lockers, showers, and restrooms for officials will also be located against the eastern façade and will be largely separated from the players.

Hitting Tunnels

Seven turf practice hitting tunnels, which are separated by netting, are located on the upper level. The tunnels are accessed via the west and north entries and are also directly accessible from the south parking lot via the south entrance. Equipment deliveries and building maintenance will be facilitated via this entrance, as well. A storage area and two restrooms are also available for those using the hitting tunnels.

Facility Maintenance and Circulation/Mechanical/Structure

Janitorial spaces, a maintenance office, and trash/recycling will be located on the first floor.

Parking

The Project will result in a decrease of approximately 50 parking spaces on the Brighton Campus since it will be constructed on an existing surface lot. These 50 parking spaces will be replaced in three locations on the Brighton Campus with a total capacity of 73 spaces. See Section 4.4 for more details.

2.4 ARCHITECTURAL DESIGN

The building's massing and materials are designed to complement a variety of well-established architectural features present on both the University's Chestnut Hill Campus and the Brighton Campus:

- The lower level (locker rooms and support spaces) is approximately 5.5 feet below grade to reduce the overall massing of the building

- Double gable roof forms and fenestration match the University's design vernacular
- The building is sited parallel to the small existing support building and existing parking lot to maintain campus geometries
- Various arrangements of fenestration enliven the exterior facades both day and night and provide daylight into the facility for athletes' comfort
- Buff colored brick matches the small existing support building and 129 Lake Street administration building
- Precast trim in limestone color
- Aluminum windows to complement wall colors
- Metal standing seam roof to meet LEED requirements and complement the wall colors

The westerly entry and easterly meeting space will be fully clad in aluminum curtain wall. These spaces will provide a more fine-grained level of detail to the Project. The meeting space and associated deck is rotated from the Project's rectangular form to directly face the adjacent athletics fields.

The Project will be easily viewed from all four sides, and each façade has been designed to have presence and an appropriate level of detail to complement its surroundings. The Project is intended to provide a functional and visual anchor to the Harrington Athletics Village.

2.5 LANDSCAPE AND CIRCULATION

The Project will maintain existing trees and shrubs where possible. Deciduous trees, shrubs, perennials, and lawn will be planted around the proposed building, at the edge of Campus Road, and the building's east side to provide some screening for at-grade mechanical equipment. All curbing will be granite to match existing site materials. Site stairs, sidewalks, and planter walls will be built with cast-in-place concrete. All site lighting, fencing, furniture, and signage will match the University's specifications for the Harrington Athletics Village.

There are two entrances to the Project and both are accessible. The west entrance is at-grade with accessible parking spaces that are directly south of the west entrance. The north entrance can also be reached from these spaces along an accessible route. The north entrance is considered the primary entrance to the Project. This entrance enters at an intermediate level between the two building floors and an elevator serves both floors from this entrance (three-stop elevator). There will be eight bicycle parking spaces along Campus Road. See Figure 2-5, Harrington Athletics Village Plan.







Existing Photograph 1: View Looking Northeast



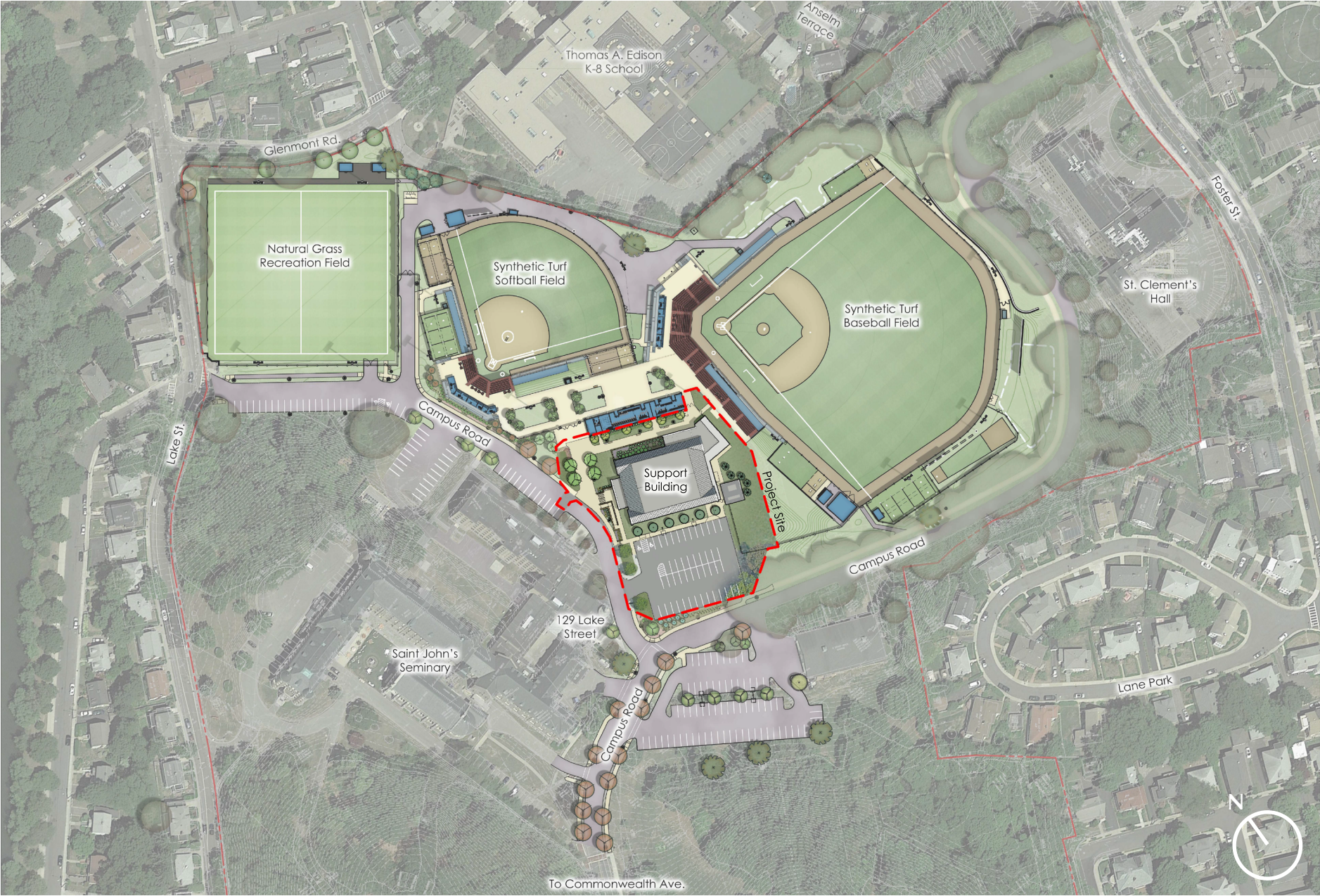
Existing Photograph 2: View Looking West



Existing Photograph 3: View Looking East



Existing Photograph 4: View Looking North





Brighton, Massachusetts

Figure 2-6
First Floor Plan
Source: CHA Consulting, Inc., 2019













Brighton, Massachusetts

Figure 2-12
Pedestrian Perspective
Source: CHA Consulting, Inc., 2019

Chapter 3

SUSTAINABILITY

CHAPTER 3: SUSTAINABILITY

3.1 SUSTAINABLE DESIGN PRINCIPLES

The Project Team will use the Leadership in Energy and Environmental Design (LEED) v4 rating system to assess the Project's green building features. The LEED Checklist is currently tracking approximately 50 points in pursuit of a LEED Silver target. See Figure 3-1 and Figure 3-2, LEED Checklist. A summary of the Project's approach to LEED compliance follows in the next sections.

3.2 LEED PROGRAM

LEED is a voluntary, industry-recognized benchmark for green design and construction of new buildings and major renovations. The rating system takes a holistic view of building sustainability by requiring projects to meet criteria in several categories: Location and Transportation, Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation. Since its creation in 1998, LEED has shifted the marketplace to one that is more sustainable. It focuses on the health of spaces in which we live, work, and play, and addresses wider environmental issues.

3.2.1 LOCATION AND TRANSPORTATION

LEED credits in this category are awarded based on a high standard of existing community infrastructure, density, and services. The Project Site, which is located on a suburban campus, is therefore at a disadvantage for credits in this category. The Project is nonetheless targeting nine (9) of the 16 possible points.

Credits for parking—reduced parking footprint and green vehicles—have proven challenging for developments on college campuses. The following credits are available: reduced parking footprint, preferred parking for fuel-efficient vehicles (FEVs), electric-vehicle (EV) charging stations, and carpool spaces. Currently, LTc7 Reduced Parking Footprint is the only parking-related credit being pursued for the Project.

Under LEED v4, to qualify for credits for public transportation access, a certain number of rides must be available for both weekdays and weekends. There are rail and bus stops within walking distance of the Project. In addition, the Project is located within walking distance of several use types and amenities.

3.2.2 SUSTAINABLE SITES

The Project is currently tracking two (2) of the 10 possible points in the Sustainable Sites category. This is largely due to the limited site improvement work planned as part of the development scope.

3.2.3 WATER EFFICIENCY

Opportunities for water-efficient irrigation strategies were considered for the Project and a 50% reduction is being targeted with efficient drip-irrigation planned at the shrub beds.

Low-flow aerators on sinks, water-efficient shower heads, and low-flow toilets are documenting a water savings in excess of 35% from a LEED baseline. LEED v4 requires that eligible water fixtures be WaterSense labeled. By utilizing more advanced systems including pressure-assist toilets and low-flow showerheads, water savings in excess of 50% may be feasible.

In keeping with the desire of LEED v4 to benchmark performance and reduce consumption of natural capital, the inclusion of water meters will be incorporated into the Project design. The proposed building is designed to monitor whole building water usage, domestic hot water makeup, and irrigation. The Project is currently tracking five (5) of the 11 possible in this credit category.

3.2.4 ENERGY AND ATMOSPHERE

The Proponent's MEP consultant has completed preliminary energy model studies to estimate overall energy performance of the building. Based on the study, the Project is currently tracking eight (8) points for the Optimize Energy Performance credit, which equates to a 20% reduction in energy costs compared to an ASHRAE 90.1-2010 baseline.

Building commissioning will help ensure the Project is designed and constructed to meet performance goals. Enhanced commissioning is planned for the building. Submeters will be installed to monitor and track major systems. Electricity meters will be provided for the chiller, mechanical equipment, lighting panel, and general power panel.

On-site renewable energy production is not planned for the Project. Regarding Demand Response, the building is being designed to shed 10% of its electricity load in response to peak events.

The Project is currently tracking 13 of the 33 possible points in this credit category.

3.2.5 MATERIALS AND RESOURCES

One of the most significant changes in LEED v4 is the Materials and Resources credit category, as the focus has changed from material attributes to material transparency. Manufacturers are quickly adapting to this change, with more of the information required to earn these credits becoming available as more Environmental Product Declarations (EPD), Health Product Declarations (HPD), and Corporate Sustainability Reports (CSR) are developed. The Project Team will target a minimum of 20 EPDs and 20 HPDs, and will source materials with sustainability attributes (i.e., recycled content, FSC wood, C2C certification). In addition, the Project is expected to achieve 75% construction waste landfill diversion to earn other points.

The Project is currently tracking seven (7) of the 13 possible points in this credit category. Material points are difficult to achieve given the LEED v4 changes to material requirements and the market's ability to respond.

3.2.6 INDOOR ENVIRONMENTAL QUALITY

Indoor environmental quality will be optimized in several ways. Walk off mats at entries, outdoor airflow monitoring, negative pressurization of housekeeping and laundry rooms, low-emitting materials, and the development of an Indoor Air Quality (IAQ) Management plan will work together to create high quality indoor air quality.

Care in material selection is critical for optimizing credits in this category. The testing requirements to demonstrate compliance with the Low-Emitting Materials credit can be challenging to meet. However, like the Material & Resources credits, compliant products are becoming more available. The Project is currently tracking six (6) of the 16 possible points in this credit category.

3.2.7 INNOVATION AND DESIGN

The Project can earn additional credits for several innovation and regional priority opportunities if targeted. As the design progresses, the Project Team will evaluate opportunities for this category. Five (5) innovation points are expected for achievement. A pilot credit could be pursued for a sixth point.



LEED v4 for BD+C: New Construction

Y ?+ ?- N

			1
--	--	--	---

Cred 1 Integrative Process

1

9	0	1	6
			16

Location and Transportation

Possible Points:

16

Cred 1 LEED for Neighborhood Development Location

16

OR Points can be achieved in the following credits LTc2 through LTc8.

1			
1		1	
2			3
4			1
			1
1			
			1

Cred 2 Sensitive Land Protection

1

Cred 3 High Priority Site

2

Cred 4 Surrounding Density and Diverse Uses

5

Cred 5 Access to Quality Transit

5

Cred 6 Bicycle Facilities

1

Cred 7 Reduced Parking Footprint

1

Cred 8 Green Vehicles

1

2	2	1	5
Y			

Sustainable Sites

Possible Points:

10

Prereq 1 Construction Activity Pollution Prevention

Required

1			
			2
		1	
			3
	2		
1			

Cred 1 Site Assessment

1

Cred 2 Site Development--Protect or Restore Habitat

2

Cred 3 Open Space

1

Cred 4 Rainwater Management

3

Cred 5 Heat Island Reduction

2

Cred 6 Light Pollution Reduction

1

5	2	2	2
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Water Efficiency

Possible Points:

11

Y			
Y			
Y			
1		1	
3	2	1	
			2
1			

Prereq 1 Outdoor Water Use Reduction

Required

Prereq 2 Indoor Water Use Reduction

Required

Prereq 3 Building-Level Water Metering

Required

Cred 1 Outdoor Water Use Reduction

2

Cred 2 Indoor Water Use Reduction

6

Cred 3 Cooling Tower Water Use

2

Cred 4 Water Metering

1

13	4	4	12
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Energy and Atmosphere

Possible Points:

33

Y			
Y			
Y			
Y			
3		2	1
8		2	8
1			
	2		
			3
1			
	2		

Prereq 1 Fundamental Commissioning and Verification

Required

Prereq 2 Minimum Energy Performance

Required

Prereq 3 Building-Level Energy Metering

Required

Prereq 4 Fundamental Refrigerant Management

Required

Cred 1 Enhanced Commissioning

6

Cred 2 Optimize Energy Performance

18

Cred 3 Advanced Energy Metering

1

Cred 4 Demand Response

2

Cred 5 Renewable Energy Production

3

Cred 6 Enhanced Refrigerant Management

1

Cred 7 Green Power and Carbon Offsets

2

7	0	1	5
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Materials and Resources

Possible Points:

13

Y			
Y			
3			2
1			1
		1	1

Prereq 1 Storage and Collection of Recyclables

Required

Prereq 2 Construction and Demolition Waste Management Planning

Required

Cred 1 Building Life-Cycle Impact Reduction

5

Cred 2 Building Product Disclosure and Optimization - Environmental Product Declarations

2

Cred 3 Building Product Disclosure and Optimization - Sourcing of Raw Materials

2



LEED v4 for BD+C: New Construction

1			1	Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2
2				Credit 5	Construction and Demolition Waste Management	2

6	1	2	7	Indoor Environmental Quality			Possible Points:	16
Y				Prereq 1	Minimum Indoor Air Quality Performance		Required	
Y				Prereq 2	Environmental Tobacco Smoke Control		Required	
2				Credit 1	Enhanced Indoor Air Quality Strategies		2	
1			2	Credit 2	Low-Emitting Materials		3	
1				Credit 3	Construction Indoor Air Quality Management Plan		1	
	1	1		Credit 4	Indoor Air Quality Assessment		2	
		1		Credit 5	Thermal Comfort		1	
2				Credit 6	Interior Lighting		2	
			3	Credit 7	Daylight		3	
			1	Credit 8	Quality Views		1	
			1	Credit 9	Acoustic Performance		1	

5	1	0	0	Innovation			Possible Points:	6
1				ID Credit 1.1:	Innovation in Design: Green Education?		1	
1				ID Credit 1.2:	Innovation in Design: Green Cleaning - O+M Starter Kit?		1	
1				ID Credit 1.3:	Innovation in Design: Low mercury lighting		1	
1				ID Credit 1.4:	Innovation in Design: TBD		1	
	1			ID Credit 1.5:	Innovation in Design: Pilot Credit TBD		1	
1				ID Credit 2:	LEED Accredited Professional		1	

3	0	1	0	Regional Priority			Possible Points:	4
1				RP Credit 1.1:	Regional Priority: Optimize energy (8 pt threshold)		1	
1				RP Credit 1.4:	Regional Priority: Building life-cycle impact (3 pt threshold)		1	
		1		RP Credit 1.5:	Regional Priority: Protect or restore (1 pt threshold)		1	
1				RP Credit 1.6:	Regional Priority: Access to Quality Transit (1 pt threshold)		1	

50	10	12	38	Total			Possible Points:	110
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Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

Chapter 4

TRANSPORTATION

CHAPTER 4: TRANSPORTATION

4.1 INTRODUCTION

The purpose of the Project is to provide indoor support space at the Harrington Athletics Village solely for the current users, student athletes, and coaching staff. As such, the construction of the Project will not increase the numbers of students, staff, or visitors at the University, and there will be no significant change in existing trips to and from the Brighton Campus. Most student athletes and staff will continue to reach the athletic facilities and the Project Site by walking. Visitors for games and events will arrive and depart through a variety of methods: primarily walking and public transportation, but also some vehicular trips as was anticipated when the 2016 Brighton Athletics Center Project was approved by the BPDA. The Project will remove approximately 50 parking spaces from the Project Site, but those spaces will be replaced in other lots on the Brighton Campus.

4.2 TRANSPORTATION MODES

The Brighton Campus is well served by MBTA transit and bus services, as shown in Figure 4-1, Public Transportation in the Vicinity of the Project Site. The University is located at the terminus of the MBTA's Green Line Boston College B Branch. The Boston College station is located on the north side of Commonwealth Avenue, just west of the Brighton Campus. There are three Green Line branches within walking distance of the Project Site, as follows:

4.2.1 PUBLIC TRANSPORTATION

Boston College B Branch operates between Boston College and Park Street on approximately 6-minute headways during rush hours and on 8-minute headways throughout the day on weekdays. Weekend service is provided with 7-minute to 12-minute headways. Service departing from the Boston College stop is provided between 5:01 a.m. and 12:10 a.m. on weekdays, between 4:45 a.m. and 12:09 a.m. on Saturdays, and between 5:20 a.m. and 12:10 a.m. on Sundays.

Cleveland Circle C Branch operates between Cleveland Circle and North Station on 6-minute to 7-minute headways during rush hours and 7-minute to 10-minute headways throughout the day on weekdays. Weekend service is provided with 8-minute to 10-minute headways throughout Saturday and 9-minute to 12-minute headways on Sunday. The Cleveland Circle stop is located within one mile of the Brighton Campus. Service departing from the Cleveland Circle stop is provided between 5:01 a.m. and 12:10 a.m. Monday through Friday, between 4:50 a.m. and 12:10 a.m. on Saturdays, and between 5:30 a.m. and 12:10 a.m. on Sundays.

Riverside D Branch operates between Riverside and Government Center on approximately 6-minute headways during rush hours and on 8-minute to 11-minute headways throughout the day on the weekdays. Weekend service is provided with 8-minute to 13-minute headways throughout Saturday and 11-minute to 13-minute headways on Sunday. The D Line Reservoir stop is located just south of the Cleveland Circle stop on the C Branch. Service departing from the Riverside stop is provided between 4:56 a.m. and 12:05 a.m. Monday through Friday, between 4:55 a.m. and 12:02 a.m. on Saturdays, and between 5:25 a.m. and 12:05 a.m. on Sundays.

The MBTA Green Line and local bus services are supplemented by University shuttles to the Cleveland Circle stop on the C Line and the Reservoir stop on the D Line.

4.2.2 EXISTING BOSTON COLLEGE SHUTTLE SERVICE

The University provides shuttle bus services for students and employees of the Chestnut Hill, Brighton, and Newton Campuses, as shown in Figure 4-2, Boston College Shuttle Bus Services.

The Brighton Shuttle provides a limited van service between the Brighton Campus and the Chestnut Hill Campus Monday through Friday from 8:00 a.m. to 6:00 p.m. Service is provided every 30 minutes except on University holidays, weekends, and when classes are not in session.

The Commonwealth Avenue Shuttle service provides a Commonwealth Avenue Direct Route and an All Stops Route. The Direct Route runs every 10-15 minutes between 7:00 a.m. and 5:00 p.m. on weekdays. The All Stops Route runs every 10-15 minutes between 5:00 p.m. and 2:00 a.m. on weekdays. On weekends, the All Stop Routes runs every 30 minutes between 8:00 a.m. and 1:45 p.m. and every 10-15 minutes from 2:00 p.m. to 2:00 a.m. The Brighton Campus is served by the Greycliff Hall stop. The Boston Direct Route stops at Conte Forum, Evergreen Cemetery opposite Greycliff Hall (outbound), 2000 Commonwealth Avenue, the Reservoir Green Line stop at Cleveland Circle, Bank of America on Chestnut Hill Avenue, Chiswick Road, the corner of Commonwealth Avenue and Chestnut Hill Avenue, South Street, Greycliff Hall, and Robsham Theater. The All Stops Route makes all of these stops plus McElroy Commons on Boylston Street, Donaldson House on College Road, and the Main Gate at the Chestnut Hill Campus. The various shuttle routes provide service from 7:00 a.m. to 2:00 a.m. on weekdays and 8:00 a.m. to 2:00 a.m. on weekends. Shuttle times and schedule are subject to change when the University is out of session.

The Newton Shuttle transports students and employees between the Newton Campus and Chestnut Hill Campus via Commonwealth Avenue. Service is provided

approximately every 10-15 minutes from 7:00 a.m. to 2:00 a.m. on weekdays and from 1:45 p.m. to 2:00 a.m. on weekends (from 8:00 a.m. to 1:45 p.m. on weekends, service is provided every 30 minutes). Five distinct routes are provided depending on the day of the week and time of day.

4.2.3 PEDESTRIANS

Pedestrian trips are expected to be the primary form of access to the Project Site. Visitors wishing to access the Brighton Campus on foot, including those arriving by public transportation or Boston College shuttle bus, will be directed to access the campus through the entrance located at 3 Lake Street. A series of pedestrian pathways and sidewalks are located within and along the perimeter of the Brighton Campus.

4.2.4 BICYCLES

The University offers many services to bicyclists and supports initiatives to make its campus bicycle-friendly. Bicycles are a convenient and energy-efficient mode of transportation, particularly for short distance trips. The Proponent participates in the MassRIDES Bike to Work Week Challenge to promote bicycling as a viable commute option.

The University has numerous safe, clean, and strategically located bicycle racks throughout its campuses. On the Brighton Campus, bicycle racks are provided at Simboli Hall, the Cadigan Alumni Center, and at the Harrington Athletics Village. As part of the Project, there will be eight new bicycle parking spaces on the Project Site.

4.2.5 VEHICULAR ACCESS

For servicing, vendors, deliveries, and general vehicular access, including team buses, the access route will be from the existing Brighton Campus entrance on Commonwealth Avenue. The 3 Lake Street entrance will remain closed to vehicular access during scheduled intercollegiate events at the Brighton Campus fields.

The Project's purpose is to support team practice and training for the baseball and softball student-athletes who currently use the athletics facilities. Existing levels of vehicular traffic to the athletics fields are seasonal and low. No increases in vehicle trips are expected from the Project.

4.3 EVENT MANAGEMENT

The University has developed successful Event Management Plans for several athletic events held on the Boston College Campus, most notably for football. These plans have

proven to be valuable in tailoring the level of management required for specific types of events. In 2016, the University developed a detailed Event Management Plan for operation of the Harrington Athletics Village. The updated Event Management Plan can be found in Appendix B.

During the 2018 baseball and softball season, representatives from Athletics and the Office of Governmental & Community Affairs met with abutters, neighbors, and the Athletic Advisory Committee to address and resolve operational issues relating to loud pre-game music, foul balls landing in adjacent property, a claim for damage to a car window from a stray ball, and games starting late and extending into evening hours due to weather delays. Following the completion of the 2018 season, both the University and the Athletic Advisory Committee concluded that the Event Management Plan was effectively implemented and issues were resolved such that the facility had minimal impacts on neighbors.

4.4 PARKING

The Project will result in a decrease of approximately 50 parking spaces on the Brighton Campus, as the new support building will be constructed on an existing surface lot. These 50 parking spaces will be replaced in three locations on the Brighton Campus with a total of 73 spaces, 23 spaces in excess of those lost permanently due to the Project. Twenty-nine spaces will be in an area along the internal Campus Road across from the grass recreational field that was previously reserved for visitor team bus parking. Visiting team buses did not use this parking area during the 2018 season, but instead parked in an alternate parking lot adjacent to 129 Lake Street, which is closer to both the baseball and softball facilities. Twenty-eight spaces will be located along the roadway in front of the McMullen Museum of Art. Sixteen spaces adjacent to 2125 Commonwealth Avenue (formerly the Creagh Library) will be reclaimed when a temporary salt and sand storage facility moves to 300 Hammond Pond Parkway in spring 2019. See Figure 4-3, Proposed Parking Redistribution.

4.4.1 WEEKDAY EVENT PARKING

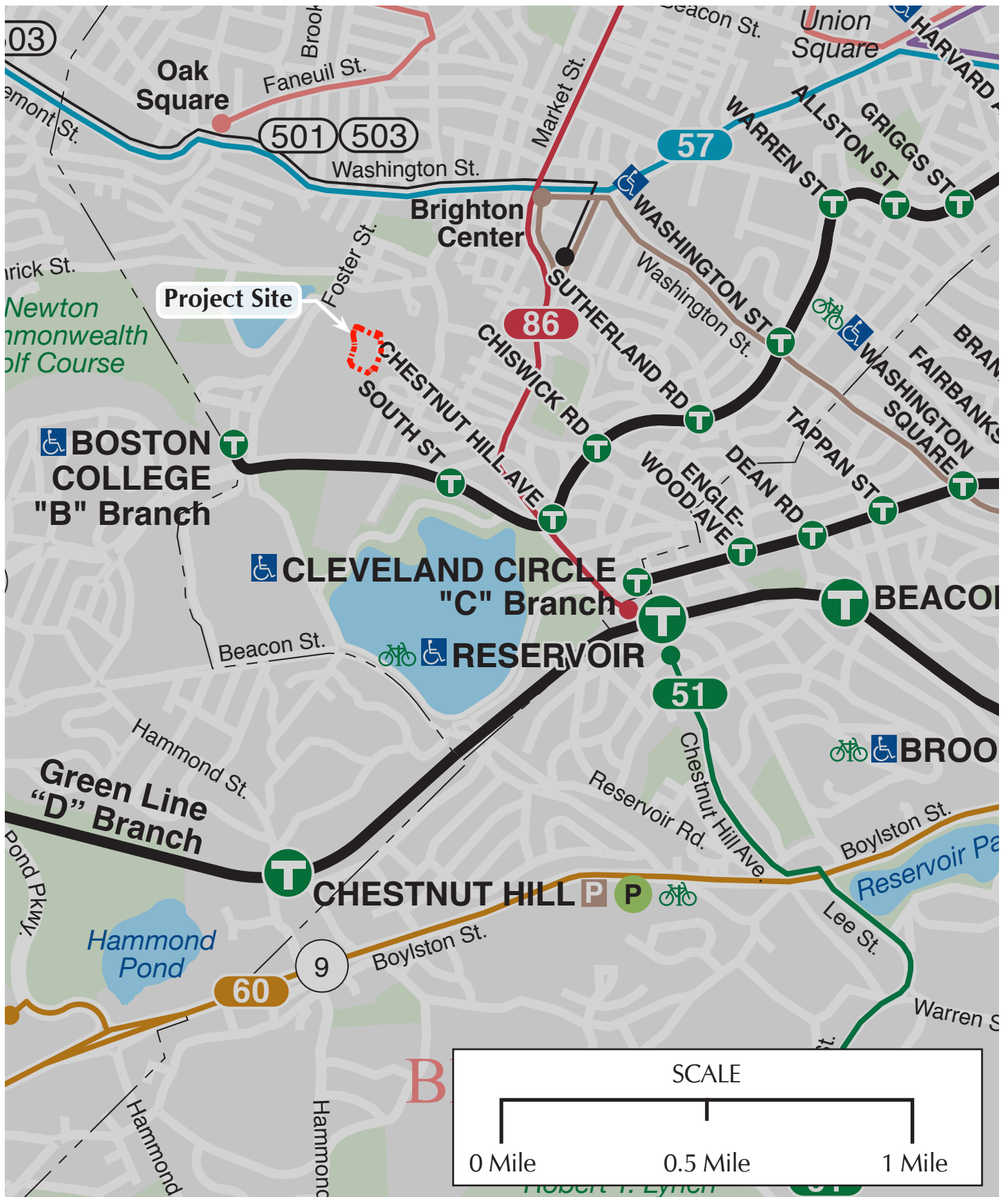
In the event of a weekday baseball or softball game at the Harrington Athletics Village, the University will follow this plan:

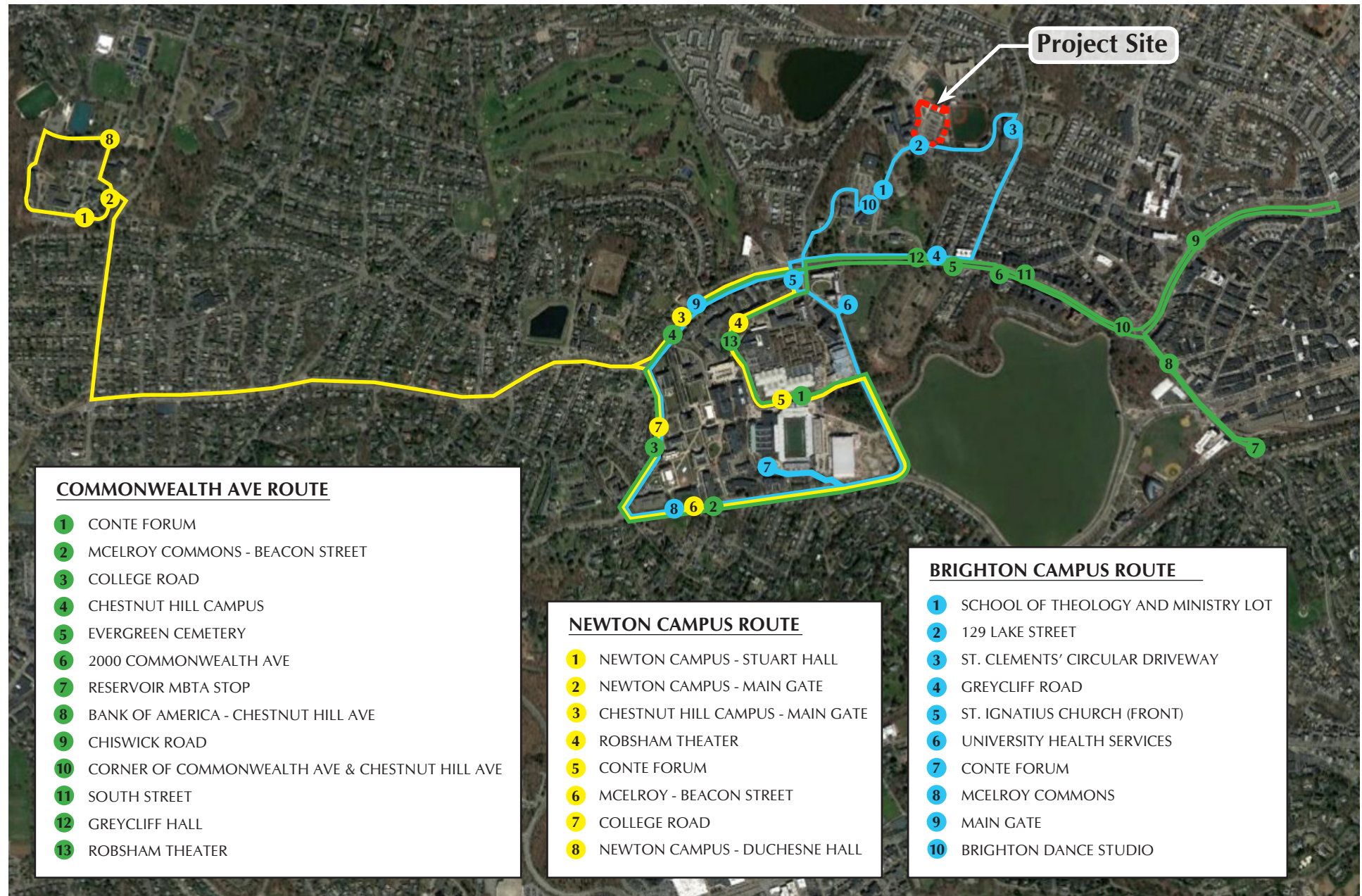
- Guests attending weekday games will be directed to park in the large parking lot between the Cadigan Alumni Center and the School of Theology and Ministry Library.
- Once that lot reaches capacity, additional surface lots on the Brighton Campus will be utilized including the lot adjacent to the Brighton Dance Studio and the two lots to the north of St. Clement's Hall off the Campus Road.

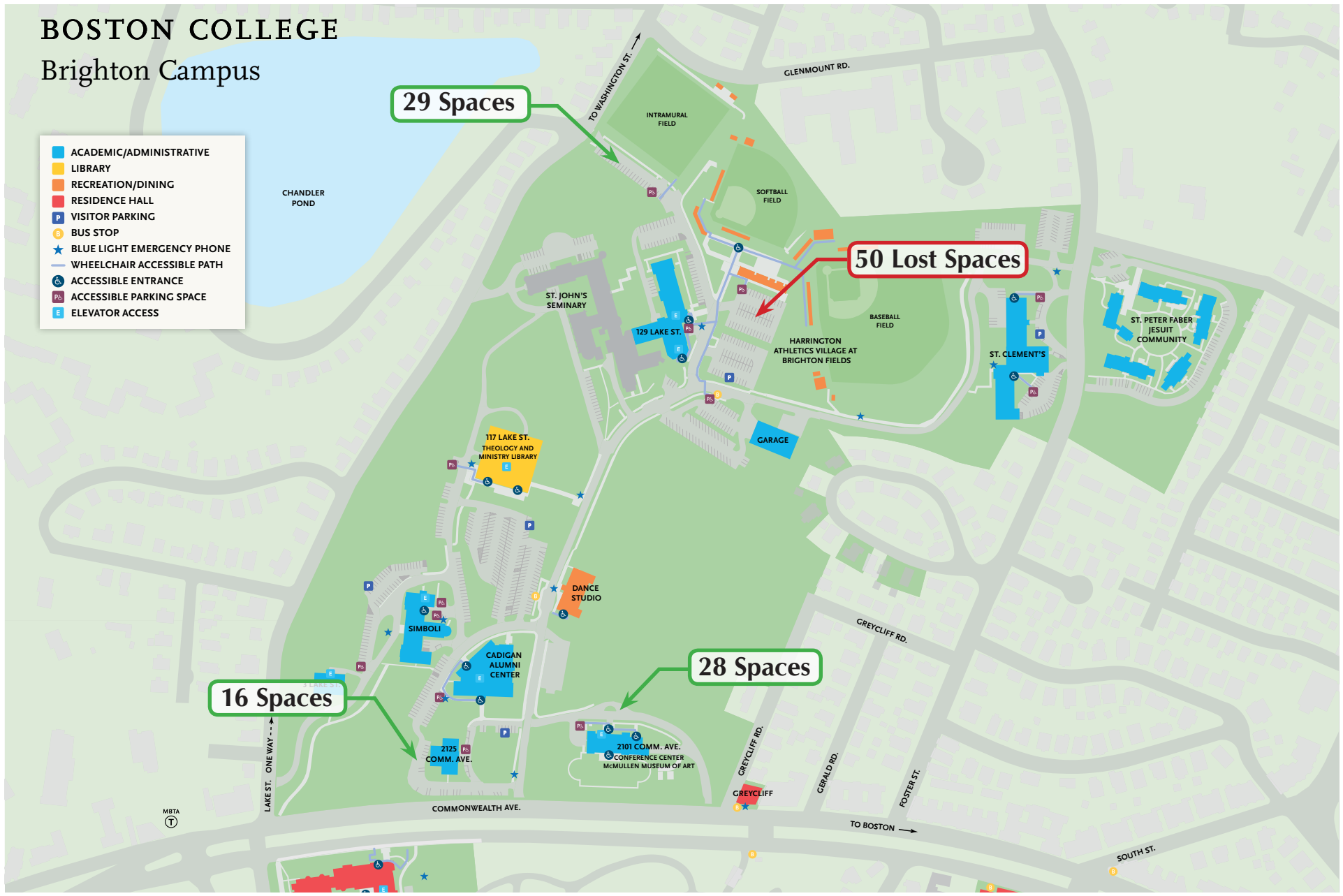
- In the event that all surface lots on the Brighton Campus reach capacity, the Harrington Athletics Village Recreation Field will be used for parking and has a capacity of approximately 150 cars.
- If demand for a weekday game exceeds capacity for all of the above options, a shuttle will be run from the Commonwealth Avenue Garage on the Chestnut Hill Campus to the Harrington Athletics Village.

4.4.2 CONSTRUCTION PERIOD PARKING

The Project will also result in an additional temporary loss of 50 spaces during construction, as the lot adjacent to the Project Site will be utilized as a staging area and for storage of construction materials. It is anticipated that this temporary parking space loss can be accommodated on the Brighton Campus in lots that are carrying excess capacity over the course of the work day. Parking lot capacity and usage are monitored by the Boston College Transportation Department on a periodic basis. The University operates a shuttle bus between the Brighton Campus and Chestnut Hill Campus, where the Beacon Street and Commonwealth Avenue Parking garages are located and additional parking is available.







Chapter 5

ENVIRONMENTAL

CHAPTER 5: ENVIRONMENTAL

5.1 INTRODUCTION

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

5.2 AIR QUALITY

There will be no long-term air quality impacts associated with the Project. The building will be heated with gas-fired, condensing boilers and cooled with an air-cooled chiller located at grade. Ventilation will be provided by indoor air handling units with outdoor air and exhaust air exchanged through separate louvers. Exhaust of commercial dryers will be ducted to sidewall vents. A dedicated exhaust fan will be used to maintain negative pressurization of hydrotherapy spaces.

The Project will not create any appreciable difference in air quality due to traffic sources. The Project is not anticipated to generate new trips, instead providing additional resources for the student athletes who use the existing fields at the Harrington Athletics Village.

Short-term air quality impacts from construction activities are discussed in Section 5.9, Construction Impacts.

5.3 WATER QUALITY

The Project Site is currently occupied primarily by a small paved parking lot. During construction, best management practices (BMPs) will be implemented to limit the transportation of sediments off the Project Site. The Proponent's contractor will obtain a National Pollution Discharge Elimination System (NPDES) stormwater permit and implement BMPs to minimize pollutant runoff. The contractor will also use the following water quality related measures:

- Complying with all federal, state, and local codes, ordinances, and regulations governing the on-site discharge of construction dewatering effluent
- Using hay bales and silt fencing to prevent silt or soil from entering catch basins
- Using temporary gravel entrance berms at the main exits from the Project Site
- Isolating and protecting stockpiled materials
- Monitoring the proper use of tarpaulin-covered trucks
- Preventing/controlling truck spillage
- Cleaning the adjacent portions of local streets entering and exiting the Project Site

5.4 FLOODPLAIN

The Project is not located in a flood hazard district. The nearest wetland resource area, Chandler's Pond, is more than 200 feet upgradient from the Project Site.

5.5 GEOTECHNICAL

The Proponent's engineer conducted a detailed examination of the subsurface conditions encountered on the Project Site. The ground surface is typically covered by an approximate three to six-inch thickness of bituminous concrete pavement. Underlying the existing surface treatments, the borings encountered a thickness of granular fill. The fill material varied from one to 15 feet in thickness and generally consisted of a loose to very dense, brown to gray, silty sand with some gravel, varying to a sand and gravel with some trace silt. The fill material was also observed to contain variable amounts of cobbles, brick, and asphalt.

Underlying the fill material, an intermittent glacial outwash deposit was encountered at two boring locations. The surface of the glacial outwash deposit was present at levels ranging from about Elevation +52.0 to Elevation +56.1. A glacial till deposit was encountered below the fill material and outwash deposit and ranged from a compact to very dense, brown to light-brown sand and gravel with some silt, varying to a silt and sand with some gravel at about 2.8 to 8.5 feet in thickness.

The bedrock surface was encountered underlying the glacial till deposit at three boring locations. The depth to the bedrock surface in the borings ranged from approximately 6.4 to 17.8 feet below ground level. Based on bedrock cores obtained from borings, the bedrock generally consists of a hard, very slightly weathered, slightly fractured, amorphous to coarse-grained conglomerate, known locally as Roxbury Conglomerate.

5.5.1 GROUNDWATER

Based on groundwater observed within the completed borings conducted across the Project Site, the groundwater level typically appears to be perched on the relatively impervious glacial till deposit. Specifically, groundwater was measured in four of the completed boreholes at depths ranging from about 8.5 to 17.0 feet below the existing ground level, corresponding to approximately Elevation +58.3 and Elevation +48.6. It is anticipated that the future groundwater levels across the Project Site may vary from those reported based on factors such as normal seasonal changes, runoff during or following periods of heavy precipitation, and alterations of existing drainage patterns.

5.5.2 FOUNDATION CONSTRUCTION

Due to the presence of the fill material that was encountered across the Project Site, it is recommended that support of the Project loads be transferred to the surface of

the underlying natural glacial deposits and, where present, bedrock. Therefore, based on the anticipated structural loads from the Project and the subsurface conditions encountered, it is expected that foundation support will be provided by a conventional spread footing foundation system and a soil-supported slab-on-grade.

In areas where the fill soils are deep, the Project's geotechnical engineers recommend some ground improvement using aggregate piers. There will be some noise and vibration associated with the installation of the piers. At an isolated location within the southwest corner of the proposed building, bedrock is anticipated to be encountered and required to be removed. Based on the amount of bedrock and the location of the Project, it is not anticipated that blasting will be conducted. However, there will be some construction noise associated with the hoe-ramming of the bedrock to remove it.

5.6 SOLID AND HAZARDOUS WASTE

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

5.7 NOISE

The Proponent does not anticipate an increase in noise impacts associated with the Project. The Boston Air Pollution Control Commission regulates noise in the City of Boston based on zoning and land use classification. The regulations set fixed noise limits for daytime and nighttime use of equipment serving the building (for residential areas, a maximum level of 60 dBA for daytime use, and 50 dBA for nighttime and Sunday use is required). These levels are limits for equipment sound assessed at the property lines of the Project Site. The limits apply to equipment which operates on a significant basis to serve the building, such as air conditioning equipment and fans. In addition to the overall sound level requirements, the regulations list specific octave band frequency limits for daytime and nighttime periods.

The primary sources of exterior sound for the Project include ground-mounted mechanical equipment, such as the packaged chiller and an emergency generator. This equipment will be installed adjacent to the athletic fields, behind a concrete block wall with a height exceeding the equipment height. In addition, sound produced by building ventilation equipment will be reduced to the required sound limits.

The chiller has been selected to produce a sound level of 40 dBA at 50 feet ($L_{wA} = 72$ dBA) and includes multiple factory noise reduction options to achieve this very low sound level. Similarly, the generator will be provided with a noise control enclosure and combustion

silencer, and will only operate during monthly maintenance testing, during daytime hours, or in the event of a power loss. Based on computer modeling of major facility equipment, it is expected that sound produced by the Project will be in compliance with all applicable regulations.

Intermittent increases in noise levels will occur in the short-term during construction. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Noise impacts will be controlled during construction, as appropriate, through the use of mufflers on heavy equipment, construction hour restrictions, and/or other noise mitigation.

5.8 HISTORIC RESOURCES

The Project Site falls within the boundaries of the St. John's Seminary Complex area, which has been recommended by the Massachusetts Historical Commission (MHC) as a potential National Register Historic District. The area is described as ranking "among the most architecturally significant institutional complexes in the Boston area." Its period of significance dates between 1881 and 1967 in connection with the founding and operations of the St. John's Boston Ecclesiastical Seminary and as an administrative center for the Archdiocese of Boston.

There are no known archaeological resources on the Project Site or the Boston College Brighton Campus as a whole.

An area of potential effect (APE) of one-quarter mile has been analyzed for the purposes of identifying historic resources and assessing potential project-related impacts. A review of the MHC inventory revealed 48 inventoried historic properties and part of eight MHC-inventoried districts within the APE. There are no structures or districts within the APE that have been listed on the National Register of Historic Places. Historic resources and inventory areas within the APE are described in Table 5-1 below and shown in Figure 5-1, Historic Resources in the Vicinity of the Project Site. The Project will not have any adverse impacts to historic resources.

Table 5-1: Historic Resource Areas in the Vicinity of the Project Site

#	Name/Location	Description of Resource	Impact of Project on Resource
BOS.JW	Saint John's Roman Catholic Seminary Complex	<i>Inventoried Area</i>	Temporary construction impacts and permanent construction of an athletics support building in a similar architectural style to other buildings in the district
BOS.JY	Upper Foster Street Area	<i>Inventoried Area</i>	The Project will be visible from portions of the inventory area
BOS.JX	Upper Chestnut Hill – Evergreen Area	<i>Inventoried Area</i>	None
BOS.LA	Foster Street, 1-289	<i>Inventoried Area</i>	None
BOS.JZ	Pama Gardens	<i>Inventoried Area</i>	None
BOS.JV	Lake Street – Chandler's Pond Area	<i>Inventoried Area</i>	None
BOS.AEC	Aberdeen Architectural Conservation District	<i>Local Historic District</i>	None
BOS.KA	Hatherly – Portina Roads Area	<i>Inventoried Area</i>	None

5.9 CONSTRUCTION IMPACTS

This section describes the Project impacts during the construction period.

5.9.1 CONSTRUCTION MANAGEMENT PLAN

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

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

5.9.2 CONSTRUCTION SCHEDULE

The construction period for the Project is estimated to last approximately 14 months, from June 2019 through August 2020. The Project will comply with the City of Boston Noise and Work Ordinance. Normal work hours will be from 7:00 A.M. to 6:00 P.M., Monday through Friday, along with Saturdays as needed to maintain the Project schedule.

5.9.3 CONSTRUCTION TRUCK ROUTES

All construction vehicles will enter and exit the Project Site via Commonwealth Avenue. There will be no construction vehicle traffic on Brighton neighborhood streets.

5.9.4 CONSTRUCTION STAGING AREAS

All construction staging will be on the Proponent's Brighton Campus, away from adjacent residential areas in the parking lot adjacent to the Project Site.

5.9.5 CONSTRUCTION WORKER PARKING

A limited number of spaces will be provided on the Project Site for construction management staff. All other construction workers will utilize public transportation, carpool, or park in a temporary fenced and screened parking area located adjacent to the Brighton Campus Dance Studio.

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

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

- Posting transit schedules and maps at the Project Site
- Distributing informational brochures regarding public transportation
- Notifying all subcontractors and suppliers of the worker access/parking limitations and options

5.9.6 CONSTRUCTION AIR QUALITY/DUST

Short-term air quality impacts from dust may be expected during the removal of existing site materials and during the early phases of the Project Site preparation

activities. The construction contract for the Project will require the contractor to reduce potential emissions and minimize air quality impacts. Mitigation measures are expected to include:

- Using wetting agents where needed on a scheduled basis
- Employing covered trucks
- Minimizing exposed construction debris stored on-site
- Monitoring construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized
- Locating aggregate storage piles away from areas having the greatest pedestrian activity when possible
- Periodic cleaning of abutting streets and/or sidewalks when necessary to reduce dust accumulation

5.9.7 CONSTRUCTION NOISE IMPACTS

Intermittent increases in noise levels will occur during the construction of the Project. Work will comply with the requirements of the City of Boston Noise Ordinance. Efforts will be made to minimize the noise impact of construction activities, including appropriate mufflers on all equipment such as air compressors and welding equipment, maintenance of intake and exhaust mufflers, turning off idling equipment, replacing specific operations and techniques with less noisy ones, and scheduling equipment operations to synchronize the noisiest operations with the times of highest ambient noise levels.

5.9.8 SEDIMENT CONTROL MEASURES

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

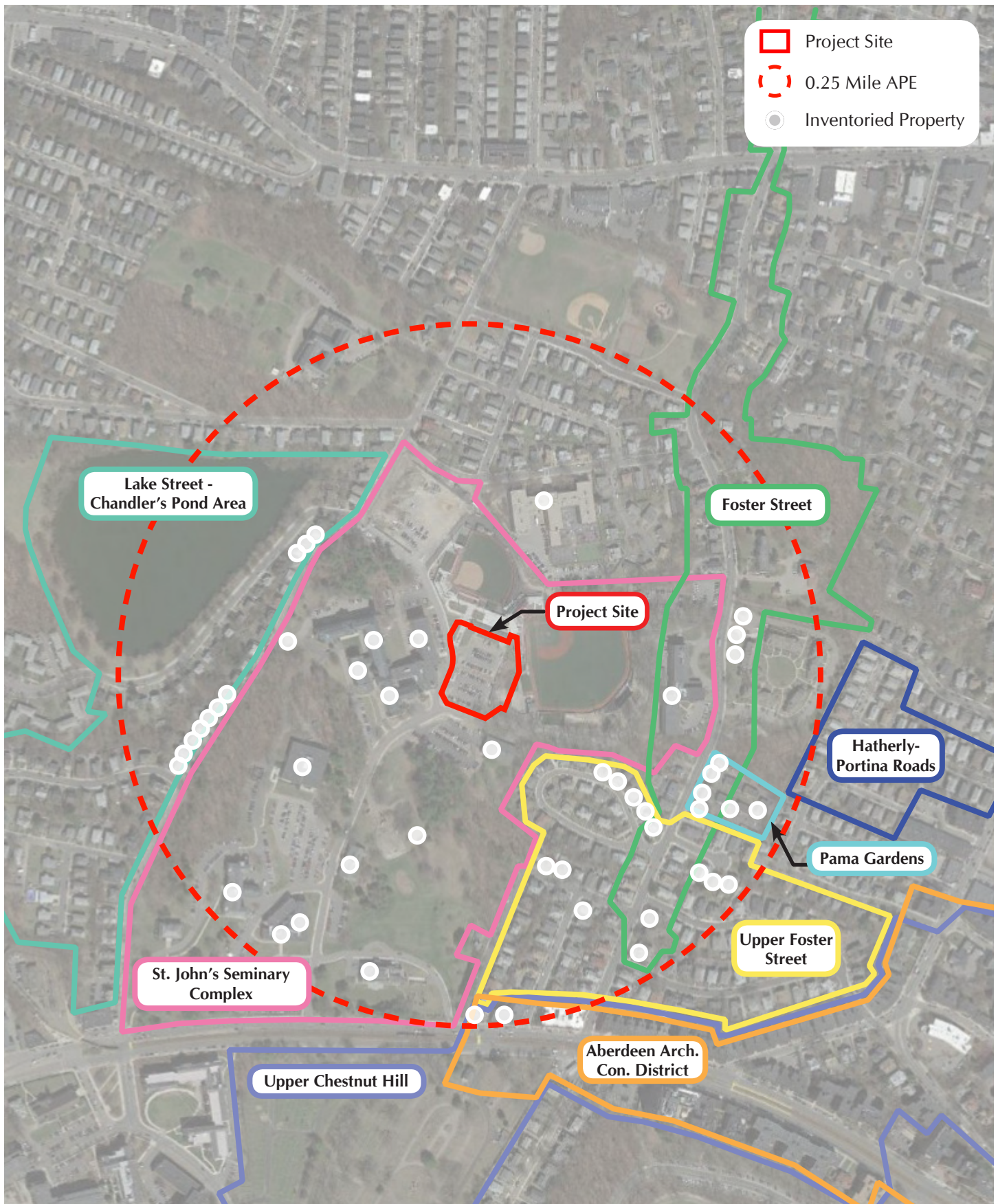
Other sediment controls, which will be implemented as needed during construction, will include the following:

- Stacked hay bales and/or silt fence barriers will be installed at the base of stockpiled soils and at erosion-prone areas throughout the construction phase of the Project
- Erosion controls will be maintained and replaced as necessary to ensure their effectiveness

- Where necessary, temporary sedimentation basins will be constructed to prevent the transport of sediment off-site
- Measures to control dust will be implemented during construction, and all debris will be properly contained on the Project Site
- Erosion controls will be maintained and replaced as necessary until the installation of pavements and/or the establishment of stabilized vegetation at the Project Site

5.9.9 RODENT CONTROL

The Proponent's contractor will file a rodent extermination certificate with the building permit application to the City. Rodent inspection, monitoring, and treatment will be carried out before and during site construction work for the Project, in compliance with the City's requirements. Rodent extermination prior to commencing work will treat areas throughout the Project Site. During the construction process, regular service visits will be made to maintain effective rodent control levels.



Chapter 6

INFRASTRUCTURE

CHAPTER 6: INFRASTRUCTURE

6.1 INTRODUCTION

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

The Project includes the demolition of an existing surface parking lot located at 149R Lake Street and the construction of a new building with associated site improvements. All existing Boston Water and Sewer-owned (BWSC) utilities will be protected and maintained during construction. Video inspection will be performed before and after construction activities to confirm the condition of BWSC utilities. See Figure 6-1, BWSC Sewer System Map; and Figure 6-2, BWSC Water System Map.

6.2 WATER SYSTEM

6.2.1 EXISTING WATER SYSTEM

The Brighton Campus is supplied by a private water main that connects to the BWSC southern high water system (commonly known as high service). The private water main is a 10-inch pipe located in Campus Road. This water main is located behind the master meters for the Boston College Brighton Campus water system.

6.2.2 ANTICIPATED WATER CONSUMPTION

The Project is not expected to contribute to water demand. All demands for the Harrington Athletics Village were accounted for in the calculations for the 2016 athletics fields project. Moreover, the proposed building is designed to serve current student-athletes, thus the demand is being transferred from existing facilities on campus to the new building. The water for the Project will be supplied by the 10-inch Boston College Campus water main.

6.2.3 PROPOSED WATER SERVICES

No new connections to the BWSC water system are proposed for the Project Site. A new 4-inch domestic water service and a new 6-inch fire protection service will connect to the private 10-inch main. Both services will be zinc-coated ductile iron pipes.

The Project's impacts to the existing water system will be reviewed as part of the BWSC's Site Plan Review process.

The domestic and fire protection water service connections required for the Project will meet the applicable City and state codes and standards, including cross-connection backflow prevention. Compliance with the standards for the domestic water system service connection will be reviewed as part of BWSC's Site Plan Review Process. This review will include sizing of domestic water and fire protection services as well as backflow prevention design that conforms to BWSC and Boston Fire Department requirements.

It is not anticipated that other recently constructed or planned developments in Boston will affect the Project's available water supply.

6.2.4 ANTICIPATED WATER CONSUMPTION

Water capacity problems are not anticipated within this system as a result of the Project's construction. Efforts to reduce water consumption will be made. Aeration fixtures and appliances will be chosen for water conservation qualities. Sensor operated faucets and toilets will be installed in restrooms.

New water services will be installed in accordance with the latest local, state, and federal codes and standards. Backflow preventers will be installed for the fire protection service connections. Any hydrants needed during construction will be permitted through BWSC. No new BWSC water meters are proposed, as the Project Site is behind the master meters for the campus.

6.3 WASTEWATER

6.3.1 EXISTING WASTEWATER SYSTEM

There is an existing 6-inch private sanitary sewer main that runs from the first base dugout of the baseball field to the BWSC main on the north side of the Project Site. The Project Site under its current conditions has zero sewage flow.

6.3.2 PROPOSED WASTEWATER SYSTEM

The Project's sewage generation rates were accounted for as part of the 2016 athletics fields project. No additional sewage flows are anticipated.

It is not anticipated other recently constructed or planned developments in Boston will affect the ability of local infrastructure to handle the Project's wastewater generation.

6.3.3 PROPOSED CONNECTIONS

The new 6-inch sewer service for the building will connect to the 6-inch private sewer main. The existing 6-inch pipe serves a single bathroom in the baseball dugout and was sized in anticipation of this project.

Table 6-1 indicates the hydraulic capacity of the existing 30-inch BWSC sewer main in Willoughby Street. The minimum hydraulic capacity is 6.10 million gallons per day (MGD) or 9.43 cubic feet per second (CFS) for the 30-inch sewer main in Willoughby Street.

Sewer flows for this building were included in the 8,050 gpd calculation for Phase I. Because no new players or visitors are expected, the Project will produce no increase in flows. Based on an average daily flow estimate for the Project of 8,050 gpd or 0.008 MGD, no capacity problems are expected within the BWSC sewer systems in Willoughby Street. The Project Team will work with BWSC to analyze the impacts of the Project on the adjacent sewer system.

Table 6-1: Sewer Hydraulic Capacity Analysis

Manhole (BWSC Number) ¹	Distance (ft)	Invert Elevation (up)	Invert Elevation (down)	Slope (%)	Diameter (in)	Manning's Number	Flow Capacity (cfs)	Flow Capacity (MGD)
Willoughby Street								
278 to 277	189	43.1	43.0	0.05%	30	0.013	9.43	6.10
Minimum Flow Analyzed ²							9.43	6.10

¹ Manhole numbers taken from BWSC Sewer System Map

² Flow Calculations based on Manning Equation

6.4 STORMWATER SYSTEM

Extensive site drainage improvements were constructed under the athletic fields project between 2016 and 2018. These drainage improvements included a large infiltration system underneath the recreation field to the north of the Project Site. This infiltration system was sized to store the one-inch volume over the impervious areas on much of the Brighton Campus, which includes the Project Site.

There is an existing 18-inch storm drain that cuts across the existing parking lot.

6.4.1 PROPOSED STORM DRAINAGE SYSTEM

The existing 18-inch storm drain that cuts across the existing parking lot will be relocated around the west side of the new building. This relocation was anticipated during the 2016 athletic fields project, when the 18-inch main needed to be routed through the parking lot to pick up the two catch basins that drain the parking lot. The

proposed building will completely cover the parking lot and the catch basins will be removed, so the storm drain can now be routed around the west side of the building. This 18-inch main eventually connects to the large infiltration system under the recreation field.

As mentioned, this Project is located within the limits of the 2016 athletic fields project, and a majority of the proposed building and associated impervious features, such as walkways, will be built on an existing parking lot. In total, the net increase in impervious area because of the Project is approximately 2,188 sf. A small infiltration and detention system is proposed on-site to manage this small increase in impervious areas. The stormwater recharge systems will work to passively infiltrate runoff into the ground with a gravity recharge system.

The underground recharge system and any required closed drainage systems will be designed so that there will be no increase in the peak rate of stormwater discharge from the Project Site between existing and proposed conditions. The Project is not located in the City's Groundwater Conservation District.

The Project will continue to connect to the Boston College Brighton Campus storm drain network, which connects downstream to the BWSC drain network. This storm drain ultimately flows directly to the Charles River. Dye tests will be performed to confirm that storm drainage and sanitary sewer connect to their respective mains. Don't Dump Plaques will be installed at all inlets.

Improvements and connections to BWSC infrastructure will be reviewed as part of BWSC's Site Plan Review process. The process will include a comprehensive design review of the proposed service connections and an assessment of Project demands and system capacity. It is not anticipated other recently constructed or planned developments in Boston will affect the Project's ability to handle stormwater flows.

6.5 WATER QUALITY IMPACT

The Project will not negatively affect the quality of nearby water bodies. Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and BWSC storm drain systems. During construction, existing catch basins will be protected with filter fabric, straw bales, and/or crushed stone to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

All necessary dewatering will be conducted in accordance with applicable Massachusetts Water Resources Authority (MWRA) and BWSC discharge permits. Once construction is complete, the Project will comply with City and state stormwater management policies, as described below.

6.5.1 MASS DEP STORMWATER MANAGEMENT POLICY STANDARDS

In March 1997, DEP adopted a Stormwater Management Policy to address non-point source pollution. In 1997, DEP published the Massachusetts Stormwater Handbook as guidance on the Stormwater Policy, which was revised in February 2008. The Policy prescribes specific stormwater management standards for development projects, including urban pollutant removal criteria for projects that may impact environmental resource areas. Compliance is achieved through the implementation of Best Management Practices (BMPs) in the stormwater management design. The Policy is administered locally pursuant to MGL Ch. 131, s. 40.

A brief explanation of each Policy Standard and the Project's compliance is provided below.

Standard 1: *No new stormwater conveyances (e.g., outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.*

Compliance: The proposed design will comply with this Standard. The design will incorporate the appropriate stormwater treatment, and no new untreated stormwater will be directly discharged to, nor will erosion be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Project.

Standard 2: *Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates. This Standard may be waived for discharges to land subject to coastal storm flowage as defined in 310 CMR.*

Compliance: The proposed design will comply with this Standard. The existing discharge rate will be met or decreased as a result of the improvements associated with the Project.

Standard 3: *Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. This Standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.*

Compliance: The redevelopment portion of the Project will comply with this Standard to the maximum extent practicable. The Project will comply with this Standard.

Standard 4: *Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). This Standard is met when:*

- a. Suitable practices for source control and pollution prevention are identified in a long-term pollution prevention plan, and thereafter are implemented and maintained;*
- b. Structural stormwater best management practices are sized to capture the required water quality volume determined in accordance with the Massachusetts Stormwater Handbook; and*
- c. Pretreatment is provided in accordance with the Massachusetts Stormwater Handbook.*

Compliance: The Project will comply with this Standard. Within the Project's limit of work, there will be mostly building roof, paved sidewalk, and roadway areas. Runoff from paved areas that would contribute unwanted sediments or pollutants to the existing storm drain system will be collected by area drains, then conveyed through a water quality unit, and finally a subsurface infiltration system before discharging into the Boston College Brighton Campus system which later flows to the BWSC system.

Standard 5: *For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c. 21, §§ 26-53 and the regulations promulgated thereunder at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.*

Compliance: The Project will comply with this Standard. The Project is not associated with Higher Potential Pollutant Loads (per the Policy, Volume I, page 1-6).

Standard 6: *Stormwater discharges within the Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the*

Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of a significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters and Special Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A “storm water discharge” as defined in 314 CMR 3.04(2)(a)1 or (b) to an Outstanding Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.

Compliance: The Project will comply with this Standard and will not discharge untreated stormwater to a sensitive area or any other area.

Standard 7: *A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural stormwater best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.*

Compliance: The Project will meet this Standard to the maximum extent practicable.

Standard 8: *A plan to control construction-related impacts including erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented.*

Compliance: The Project will comply with this Standard. Sedimentation and erosion controls will be incorporated as part of the design and employed during construction.

Standard 9: *A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.*

Compliance: The Project will comply with this standard. An O&M Plan, including long-term BMP operation requirements, will be prepared for the Project and will assure proper maintenance and functioning of the stormwater management system.

Standard 10: *All illicit discharges to the stormwater management system are prohibited.*

Compliance: The Project will comply with this Standard. There will be no illicit connections associated with the Project.

6.6 HVAC SYSTEMS

The Project's heating, ventilation, and air conditioning will be provided through two air handling units that will be located indoors. The mixed air units will be equipped with filters, hot water coils, and glycol chilled water coils. Outdoor air will be drawn in and exhaust air pushed out via indoor fans ducted to louvers. Dedicated exhaust fans will be installed to serve toilet/shower systems as well as pool exhaust. Commercial dryer exhaust will be ducted directly outdoors. The hot water plant will consist of two gas-fired, condensing boilers configured for sealed combustion with ducted makeup air and flues terminating at the Project's roof. The chilled water plant will consist of a modular, air-cooled chiller located at grade. The University's energy management system will be extended to the building to allow for scheduling and automatic control of equipment.

6.7 ELECTRICAL SYSTEMS

Eversource will provide a new exterior pad mounted transformer from the new service loop installed during the 2016 athletics fields project. A new transformer will serve the proposed Project only.

A new 150kw diesel generator located outdoors near the building will provide emergency life safety and optional standby power to the building in the event of building utility power loss. The unit is sized to provide egress lighting, fire alarm coverage, and building maintenance heat for up to 48 hours before system fuel would need to be resupplied. The building is not anticipated to be occupied during a prolonged outage.

The fire alarm system for the building will be fully addressable with voice evacuation and will tie into the existing fire alarm system in the University's adjacent buildings. This will allow University staff or Boston Fire to make announcements to Project occupants from other locations, if needed.

6.8 MECHANICAL AND PLUMBING SYSTEMS

The plumbing systems within the Project will consist of domestic hot and cold water, sanitary waste and vent piping, and roof drainage. A pressure reducing valve will be installed at the water service entrance to reduce the pressure to within acceptable building code limits. Domestic hot water will be provided by two gas-fired condensing water heaters with 80-gallon storage tanks. Hot water will be generated at 140 degrees F and distributed at 120 degrees F. The domestic hot water system will be fully recirculated. Water conserving toilets, urinals, sinks, and showers will be utilized throughout the Project. Accessible fixtures will be installed to meet state and federal accessibility requirements. Plumbing fixture counts will meet the Code requirements for anticipated occupancy levels.

6.9 LIGHTING

The Project's interior lower level will be for general use by the University's baseball and softball teams, coaches, and support staff. The lighting on the lower level will contain LED fixtures with local controls. Each fixture shall be dimmable with maximum light levels set to industry guidelines. The local controls will be user on/timer off style vacancy sensors. Each area's sensor will be set to time out after 15 minutes if no activity is detected. This is in line with energy code requirements.

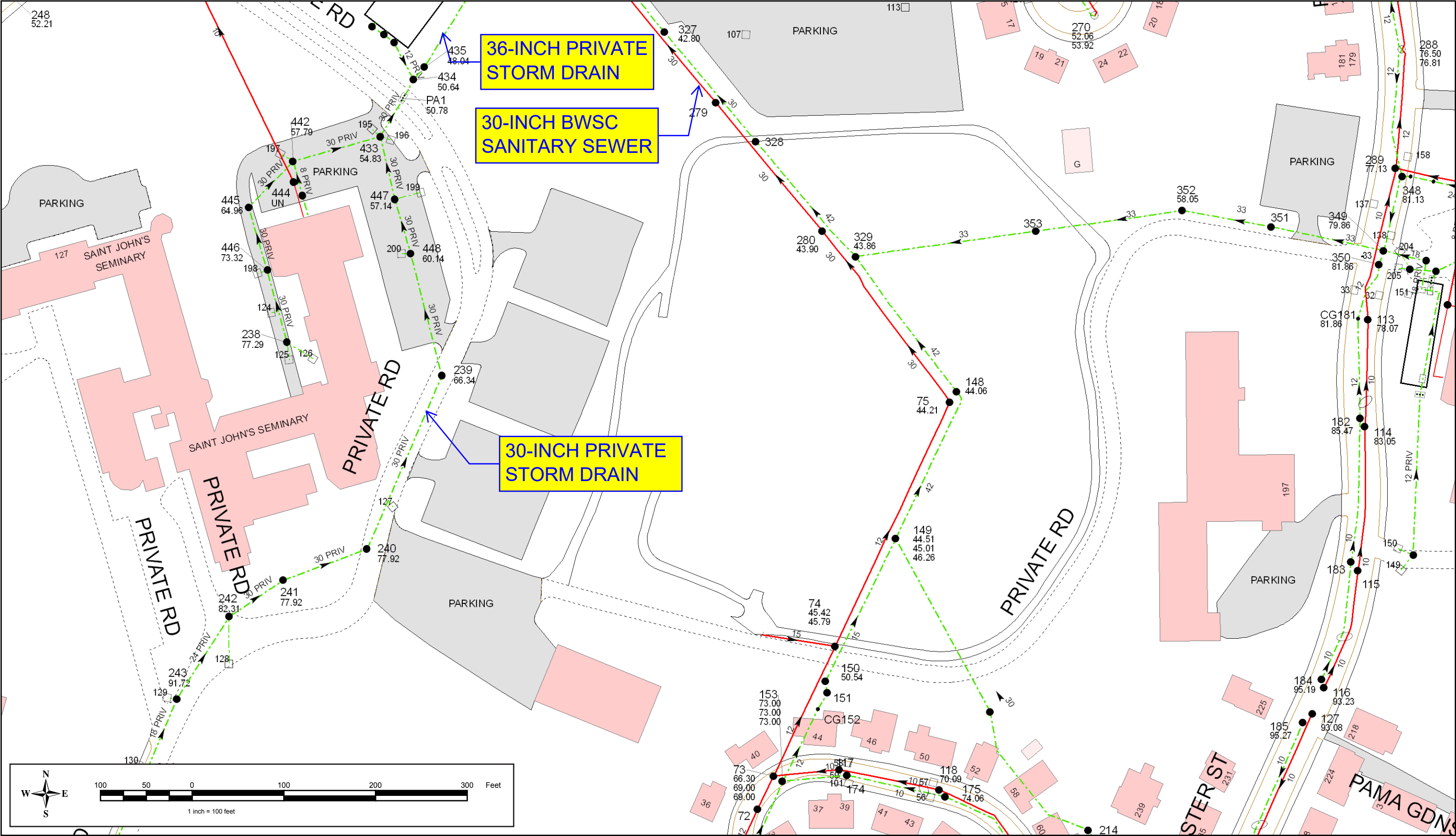
The Project's upper level will be a largely two-story space for practice hitting tunnels and team activities. This space will have a specialty sports lighting system, designed to provide 100 foot-candles to match the light levels on the adjacent outdoor field. The control of the lighting within the batting cage area will be adjustable by the end users via button controls. Additionally, the system will tie into the overall building management system for over-ride by facilities management if required. Lighting in this area will be fully dimmable and will time out after 15 minutes of undetected use.

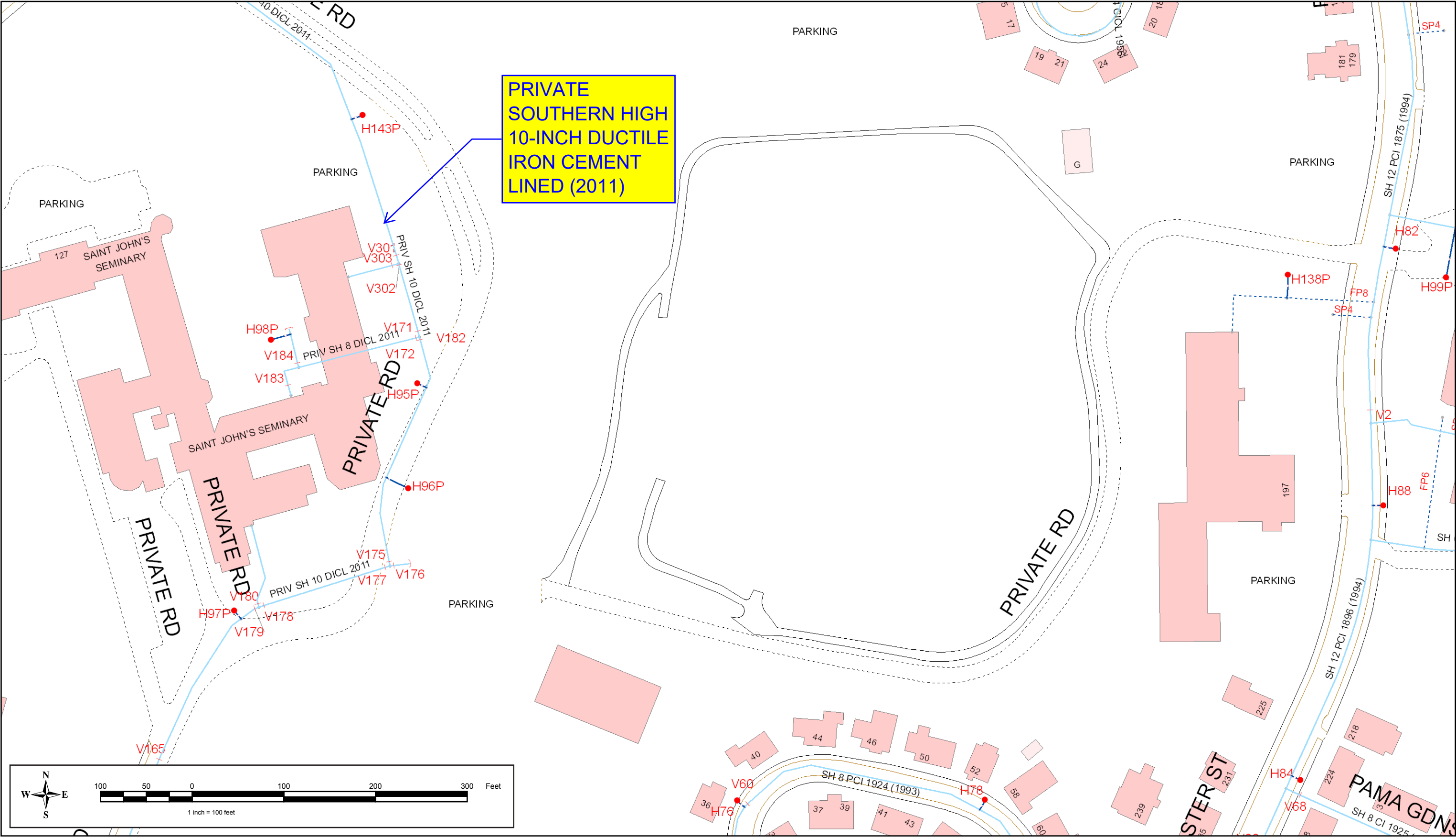
Outdoor lighting will consist of the University's standard lights along the new walkway between the Project and the existing support building. Additionally, there will be small building accent night lighting. The wall-mounted fixtures will have a downlighting component only and will be dimmable to reduce lighting during the overnight hours of unoccupied use.

In addition, some equipment maintenance lighting will be provided at the new chiller and new generator enclosure. This lighting will normally be off and used only when required to service the equipment. The fixtures in this area will have a downlighting component only.

6.10 FIRE PROTECTION

The Project will be fully sprinklered in accordance with the state building code and National Fire Protection Association requirements. A wet sprinkler system shall be installed throughout and separated into two zones: one for the first floor and one for the second floor and mezzanine. The system will operate off City water pressure, and a fire pump will not be required.





Appendix A

ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. 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>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible 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
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **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>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

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1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	Harrington Athletics Village Support Building		
Primary Project Address:	149R Lake Street, Brighton, MA 02135		
Total Number of Phases/Buildings:	One		
Primary Contact (Name / Title / Company / Email / Phone):	Thomas J. Keady, VP of Governmental & Community Affairs thomas.keady@bc.edu, 617-552-4787		
Owner / Developer:	Trustees of Boston College		
Architect:	CHA Consulting, Inc.		
Civil Engineer:	Nitsch Engineering		
Landscape Architect:	CHA Consulting, Inc.		
Permitting:	Fort Point Associates, Inc.		
Construction Management:	N/A		
At what stage is the project at time of this questionnaire? Select below:			
	Small Project Review		
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	No		
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	66,933 SF	Building Area:	31,140 SF
Building Height:	45 feet	Number of Stories:	2 Floors
First Floor Elevation:	El. 61.0	Is there below grade space:	Yes
What is the Construction Type? (Select most appropriate type)			
	Steel Frame		
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)			
	Institutional	Educational	

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List street-level uses of the building:	Building entrances for baseball/softball teams to various team support spaces.
3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>	
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The Project is sited on Boston College's (BC) Brighton Campus and is directly adjacent to the recently constructed baseball and softball fields and seating. There is approximately 10 feet of grade change from parking lot side of the building to the main north entrance of the building.
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	The Project is located within the Boston College Brighton Campus approximately 0.3 miles from the nearest MBTA Green Line stop on Commonwealth Avenue. A University shuttle bus stop is directly adjacent to the south side of the parking lot.
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	The Project is bordered on the west side by an adjacent BC administrative building, 129 Lake Street. Further south on the Brighton Campus are other various BC buildings.
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	There are BC athletics fields north of the Project Site. The main entrance to the newly constructed baseball and softball fields spectator seating is directly north of the Project Site.
4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i>	
Is the development site within a historic district? <i>If yes</i> , identify which district:	No
Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i> , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	Yes, a sidewalk exists on the Project's west side that connects the existing parking lot that will remain to the adjacent baseball/softball fields and seating plaza. The sidewalks were constructed in 2018 and are in good condition. They are a minimum of 6 feet wide. The sidewalk that is adjacent to the Project has a less than 5% slope. Some parts of this sidewalk will be reconstructed as part of the Project. All Project components will be in compliance with regulations.

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Are the sidewalks and pedestrian ramps existing-to-remain? If yes , have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes , provide description and photos:	<p>The main sidewalk along Campus Road just west of the Project will remain, but be slightly modified in layout.</p> <p>There will be a curb ramp provided for maintenance vehicles that will meet the requirements of an accessible curb cut with detectable warning surfaces cast in concrete.</p>
5. Surrounding Site Conditions – Proposed <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes , choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	<p>Sidewalks will be in compliance with Boston Complete Streets guidelines. The closest street type is Neighborhood Residential.</p>
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	<p>No primary route sidewalks will exceed 5% slope except for a short (30 foot) 1:12 ramp at the west side of the Project's west entry. All sidewalks will be 6 feet wide minimum. The 1:12 ramp clear space is 5 feet between handrails.</p>
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	<p>All sidewalks are on Boston College property. All sidewalks will be cast in place concrete.</p>
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?	<p>No</p>

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If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	N/A
Will any portion of the Project be going through the PIC? <i>If yes</i> , identify PIC actions and provide details.	N/A
6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i>	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	There will be approximately 50 spaces in an at-grade parking lot adjacent to the Project.
What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?	Two accessible spaces will be provided, including one van accessible space.
Will any on-street accessible parking spaces be required? <i>If yes</i> , has the proponent contacted the Commission for Persons with Disabilities regarding this need?	No
Where is the accessible visitor parking located?	The accessible parking lot is on the south side directly adjacent to the Project and its west entrance.
Has a drop-off area been identified? <i>If yes</i> , will it be accessible?	No, there is no designated drop-off area. The accessible parking is located less than 200 linear feet to an accessible building entrance.
7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	There are two entrances to the Project and both are accessible. The west entrance is at grade with accessible parking spaces that are directly south of the west entrance. The north entrance is accessible from the accessible spaces along an accessible route. The north entrance is considered the

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	<p>primary entrance to the Project. This entrance enters at an intermediate level between the two building floors and an elevator serves both floors from this entrance (3-stop elevator).</p> <p>Due to the natural topography across the building (10 foot grade change) the west entry has stairs and a 1:12 ramp and 1:20 sidewalk for accessibility to that entrance for someone arriving from the north on the sidewalk to that entrance.</p>
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	Yes
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	The Project is undergoing Article 80E Small Project Review.
8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i>	
What is the total number of proposed housing units or hotel rooms for the development?	N/A
<i>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?</i>	N/A
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	N/A
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	N/A
<i>If a hospitality development, how many accessible units will feature a</i>	N/A

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wheel-in shower? Will accessible equipment be provided as well? If yes , provide amount and location of equipment.	N/A
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. If yes , provide reason.	N/A
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? If yes , describe:	N/A
9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i>	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	No
What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	All spaces within the Project and surrounding sidewalks will be accessible. There is an outdoor deck on the upper level that will be accessible from the Project's upper level meeting room.
Are any restrooms planned in common public spaces? If yes , will any be single-stall, ADA compliant and designated as "Family"/	There are three single stall toilets within the Project that will be used by student athletes that will also be labeled "Family Restroom".

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<p>“Companion” restrooms? <i>If no</i>, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>The Project has not been reviewed.</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>The Project has not been presented to the Disability Advisory Board.</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p> <p><i>See attached Site Accessibility Plan that addresses questions below.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. Attached.</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances. Attached.</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) Attached.</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. N/A</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. N/A</p>	

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 help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and

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welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

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

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682



BOSTON COLLEGE

- Accessible route with maximum 1:20 slope
- Accessible route with maximum 1:12 slope

Site Accessibility Plan
1/21/19



Appendix B

EVENT MANAGEMENT PLAN

PURPOSE

The purpose of this plan is to establish the operational action that will be taken by the Boston College Athletic administration, coaches and staff prior to, during, and subsequent to a designated scheduled event hosted at the Brighton Campus Athletics Fields. The procedures set forth in this plan are to be followed to provide a positive experience for all individuals participating in and attending athletics events on the Brighton Campus while respecting the surrounding neighborhood.

SCOPE

It shall be the responsibility of all administrators and staff, including their respective employees, to be familiar with all procedures and regulations associated with the Brighton Athletics Fields Event Management Plan. The Brighton Athletics Fields will host varsity athletic events for baseball and softball. The Fields will also serve as a site for intramurals, club sports and open recreation.

GENERAL POLICIES

In order to create an environment that is safe for those working, participating in or attending events hosted at the Brighton Athletics Fields, certain guidelines must be strictly enforced by Boston College prior to, during and following the completion of the event. The following actions will be prohibited; consumption of alcoholic beverages, smoking, disorderly conduct (including use of profanity), use of artificial noise makers and general spectator rowdiness. Proper behavior is expected from all our guests in accordance with the Atlantic Coast Conference sportsmanship policies.

For the safety and security of the participants and guests the following items will be prohibited from the Brighton Athletics Fields:

- Audio or Video Recording equipment and Cameras with lenses larger than 4"
- Beach Balls, Canes, Chains or Sticks of any length (non-medical use canes)
- Cans, Glass or Metal Containers
- Coolers (unless containing medical supplies)
- Fireworks or any Explosive
- Food and Beverage
- Helium Balloons
- Illegal Drugs
- Laser Pointers
- Pets (except service animals for the disabled)
- Promotional items with commercial identification
- Tape Recorders
- Umbrellas
- Weapons of any description (weapons carried with a permit are also prohibited)
- Signs, banners, flags or any items that would either obstruct the view of a patron or serve as a dangerous projectile or security risk.

Concessions will be sold by representatives of Boston College Dining Services and Athletic Concessions staff from designated locations within the Brighton Athletics Fields.

DELIVERIES

All deliveries made to the Brighton Athletics Fields by both on-campus and off-campus vendors will be required to be made during normal working business hours 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. Saturday and Sunday. All vendors will be made aware of the facility delivery policies and will be required to access campus via the main entrance off Commonwealth Avenue.

EVENT STAFFING

Events and varsity competitions at the Brighton Athletics Fields will be staffed based on projected event attendance figures, scheduled opponent and date/time of competition in accordance with standard venue management practices. A combination of the following staff will be utilized at athletic events on the Brighton Campus:

- **Event Manager** – One (1) per event
 - A full-time member of the Boston College Athletics Department administrative staff serves as the designated event manager and will be present at all Brighton Campus athletic events.
 - The event/game manager is responsible for control of the entire game operation and the facility. This individual provides supervision prior to and during each contest, and continues supervision until all participants, spectators and guests have dispersed.
- **Sport Administrator** – One (1) per event.
 - A member of the Boston College Athletics Department administrative staff serves as the designated sport administrator and will be present at all Brighton Campus athletic events. The sport administrator is on site to assist the event/game management with overall coordination of the event as it relates to Atlantic Coast Conference Policies.
- **Athletic Trainer** – One (1) per event.
 - A member of the Boston College Athletics Department Sports Medicine staff will be on site to serve as the Athletic Trainer for all varsity competitions. The role of this individual is to provide emergency medical care for all Boston College student athletes and visiting event participants.
- **Facilities Maintenance Staff** – One (1) to Four (4) per event.
 - On site representatives of the facility maintenance staff including university Housekeeping and Athletic Maintenance will be onsite to provide facility support for the general operation of spectator areas such as rest rooms, general seating areas and concourses.
 - Athletic Maintenance staff will also be responsible for completing the grooming, lining and preparation of athletic competition fields based on Atlantic Coast Conference and NCAA rules and regulations.
- **Boston College Police Officer(s)** – One (1) to Four (4) Officer(s) per event.
 - All game day security and law enforcement will be provided by members of the Boston College Police Department.
 - Responsibilities include but are not limited to the enforcement of event vehicle and pedestrian traffic control plans, the enforcement of facility policies and the

assisting of TeamOps event staff in the overall implementation of crowd control procedures.

- At least one (1) Boston College EMS will be present at all Brighton Athletics Fields events to provide emergency medical care for guests attending the event.
- **TeamOps Event Staff** – Zero (0) to Six (6) Staff Members per event.
 - Members of TeamOps event staffing will be on site to provide ticket takers, ushers and assist Boston College Police with crowd control.
 - Event staff members have the primary responsibility for the enforcement of complex policy and for the removal of items that are prohibited by policy at the gates and once patrons have entered the stadium.
- **LAZ Parking** – Zero (0) to Four (4) Attendants per event.
 - In addition to Boston College Police, event(s) with an expected attendance greater than 1,000 people will require additional parking attendants supplied by LAZ Parking.
 - Attendants will be responsible for the implementation of the large event parking plans and procedures including the assisting in the direction of guests to overflow parking locations designated on the main campus.

PARKING

Fans, game officials and event staff driving to games on the Brighton Campus will be accommodated as follows:

- **BC Teams Fall and Spring Practices and Games:**
 - Varsity baseball and softball teams will use BC vans and shuttle to and from practices.
 - The teams will access Brighton Campus via the main entrance via Commonwealth Avenue or the secondary entrance at Foster Street.
 - Parking for game officials is located on-site off the service road between the Recreation Field and Softball Field.
- **Visiting Teams:**
 - The visiting teams will bus to and from games and will park in designated locations on the Brighton Campus or Chestnut Hill Campus as determined by Athletic Event Management Staff.
 - The visiting team buses will access Brighton Campus via the main entrance at Commonwealth Avenue.
- **Fans:**
 - Weekdays:
 - Guests attending weekday games will be directed to park in the large parking lot between the Cadigan Alumni Center and the School of Theology and Ministry Library.
 - Once that lot reaches capacity, additional surface lots on the Brighton Campus will be utilized including the lot adjacent to the Brighton Dance Studio and the two lots to the north of St Clement's Hall off Campus Road.
 - In the event that all surface lots on the Brighton Campus reach capacity, the Harrington Athletics Village Recreation Field will be

- used for parking and has a capacity of approximately 150 cars.
- If demand for a weekday game exceeds capacity for all of the above options, a shuttle will be run from the Commonwealth Avenue Garage on the Chestnut Hill Campus to the Harrington Athletics Village.
- Weekends:
 - Fans will be directed to park on the Brighton Campus during weekend games.
 - Fans will be directed via temporary “A” frame event signage, to use the main access road to Brighton Campus via Commonwealth Avenue.
 - There are approximately 650 parking spaces on Brighton Campus which can adequately accommodate the maximum projected vehicle needs for athletic events.

Boston College will communicate all parking plans to visiting teams, visiting fans and Boston College fans via the BC Athletics website, social media and by emailing fans accounts on file with the ticket office.

Parking lots will open for all Brighton Campus Athletic Events 1 hour and 30 minutes (1.5) hours prior to the scheduled start of the game(s). The consumption of alcoholic beverages will be prohibited in all Boston College Brighton Campus parking lots. As necessary, Boston College Police will take affirmative action to enforce University Transportation and Parking lot rules and regulations in conjunction with LAZ Parking attendants and event staff at designated games.

VEHICULAR TRAFFIC

Fans, spectators and visiting teams driving to games on the Brighton Campus will be directed via printed directions and the BC Athletics website to utilize the main Commonwealth Avenue entrance to access the Brighton Campus. Secondary vehicle access by game officials, event staff and working personnel will be permitted either via the main entrance or via the secondary Foster Street entrance. Vehicular access to the Brighton Athletics Fields will be prohibited via the 3 Lake Street entrance.

Visiting Team busses will be directed to access campus via the main entrance to the Brighton Campus on Commonwealth Avenue. Visiting Team busses will not be permitted to utilize the 3 Lake Street entrance. Communication of such policies will be included in all pre-season and event visiting team guides issued to all visiting teams.

PEDESTRIAN TRAFFIC

Guests wishing to access the Brighton Campus on foot will be directed by temporary “A” frame event signage to access campus through the main entrance at 3 Lake Street, or the entrance off Foster Street. Event spectator pedestrian traffic down Lake Street beyond the pedestrian entrance at 3 Lake Street will be prohibited and signage will be posted notifying fans of the policy. As necessary and based upon expected attendance, event staff will be posted to assist in the enforcement of the pedestrian traffic policy at the intersection of Lake Street and Commonwealth Avenue.

MUSIC/PUBLIC ADDRESS

The Brighton Campus Athletic Fields baseball and softball fields will be equipped with public address systems for conducting pre-game and in game protocol in accordance with ACC policies and procedures. Both systems will be used during varsity competitions only and for pre-game announcements of starting line ups and in game announcements of batters, pitching changes and promotional items in between innings.

Each sound system will have the ability to play music centralized to the spectator seating areas during varsity competitions only. Music is currently played during batting practice pre-game, in between innings and prior to each at bat for Boston College batters at both baseball and softball.

LIGHTS

The number of night baseball and softball varsity competitions is undetermined at this time and will vary from year to year. It is anticipated that the teams will schedule to play night games with a start time between 5:00 p.m. and 7:00 p.m. In addition, lights may be necessary to complete additional games and practices that have been scheduled for a start time of 3:00 p.m. to 7:00 p.m. based on daylight savings or class restrictions. In the case of a varsity competition the lights will be turned off 30 minutes after the completion of the event.

SAMPLE BASEBALL AND SOFTBALL GAMEDAY TIMELINES

Attached please find examples of event timelines for daytime baseball and softball games that provide information on the timing and types of activities taking place on the fields prior to first pitch.

BOSTON COLLEGE Baseball Timing Sheet

Boston College

vs.

Pitt



Friday, April 06, 2018

POSTPONED

Start Time	End Time	Activity
	2:00 PM	Field Prep Complete
3:00 PM	3:45 PM	Boston College Batting Practice (Alumni Stadium Cages)
3:45 PM	4:30 PM	Pitt Batting Practice (Alumni Stadium Cages)
		Field Prep
4:50 PM	5:00 PM	Boston College Infield/Outfield Practice
5:00 PM	5:10 PM	Pitt Infield/Outfield Practice
5:10 PM	5:20 PM	Field Prep
5:20 PM	5:25 PM	Ground Rules Umpires & Coaches at Home Plate
		Informal Player Intros
5:25 PM	5:28 PM	National Anthem
5:28 PM	5:29 PM	Boston College Takes the Field
POSTPONED		FIRST PITCH

Saturday, April 07, 2018

1:00 PM

Start Time	End Time	Activity
	10:00 AM	Field Prep Complete
10:40 AM	11:25 AM	Boston College Batting Practice
11:25 AM	12:10 PM	Pitt Batting Practice
12:10 PM	12:20 PM	Field Prep
12:20 PM	12:30 PM	Boston College Infield/Outfield Practice
12:30 PM	12:40 PM	Pitt Infield/Outfield Practice
12:40 PM	12:50 PM	Field Prep
12:50 PM	12:55 PM	Ground Rules Umpires & Coaches at Home Plate
		Informal Player Intros
12:55 PM	12:58 PM	National Anthem
12:58 PM	12:59 PM	Boston College Takes the Field
1:00 PM		FIRST PITCH

UMPIRES : Home plate: **Randy Watkins** 1st base: **Darion Padgett** 2nd base: **Jeff Wright** 3rd base: **Kenneth Fitts**

40 Min. Postgame

FIRST PITCH OF GAME #2

UMPIRES GAME #2 : Home plate: **Darion Padgett** 1st base: **Jeff Wright** 2nd base: **Kenneth Fitts** 3rd base: **Randy Watkins**

Sunday, April 08, 2018

1:00 PM

Start Time	End Time	Activity
	10:00 AM	Field Prep Complete
10:40 AM	11:25 AM	Boston College Batting Practice
11:25 AM	12:10 PM	Pitt Batting Practice
12:10 PM	12:20 PM	Field Prep
12:20 PM	12:30 PM	Boston College Infield/Outfield Practice
12:30 PM	12:40 PM	Pitt Infield/Outfield Practice
12:40 PM	12:50 PM	Field Prep
12:58 PM	12:59 PM	Boston College Takes the Field
1:00 PM		FIRST PITCH

6:55 PM LAST INNING START TIME

UMPIRES : Home plate: **Jeff Wright** 1st base: **Kenneth Fitts** 2nd base: **Randy Watkins** 3rd base: **Darion Padgett**

NOTES

- Both teams will be asked to line up in front of their dugout for the playing of the National Anthem followed immediately by Boston College taking the field to warm up.
- National Anthem will only be played prior to Game #1 on Saturday

GAME OPERATIONS PHONE NUMBERS:

Baseball (press 1): 617-552-0530
Baseball (ramp): 617-552-0527

BCPD Emergency: 617-552-4444
BCPD Non-emergency: 617-552-4440
Alan Fioravanti: 401-575-1337
Joe Valentine: 631-848-0462

BOSTON COLLEGE SOFTBALL TIMING SHEET

Boston College

vs.

Notre Dame



Friday, April 20, 2018

6:00 PM

Start Time	End Time	Activity
	4:00 PM	Field Prep Complete
4:08 PM	4:18 PM	Bat Testing (at the field, first day of series only)
4:20 PM	4:55 PM	Boston College Batting Practice
4:55 PM	5:30 PM	Notre Dame Batting Practice
5:30 PM	5:37 PM	Boston College Has Full Infield (If Desired)
5:37 PM	5:44 PM	Notre Dame Has Full Infield (If Desired)
5:40 PM		Teams Submit Line Up Card To Official Scorer and Opponent
5:44 PM	5:54 PM	Field Prep
		Umpires and Coaches Meet
5:56 PM		Starting Lineups Announced
		Boston College Takes the Field
5:58 PM		National Anthem
6:00 PM		FIRST PITCH

UMPIRES: Home plate: Duine Henry , 1st Base: Mike Burwell, 3rd Base: Chris Tehonica

Saturday, April 21, 2018

1:00 PM

Start Time	End Time	Activity
	11:00 AM	Field Prep Complete
11:20 AM	11:55 AM	Boston College Batting Practice
11:55 AM	12:30 PM	Notre Dame Batting Practice
12:30 PM	12:37 PM	Boston College Has Full Infield (If Desired)
12:37 PM	12:44 PM	Notre Dame Has Full Infield (If Desired)
12:40 PM		Teams Submit Line Up Card To Official Scorer and Opponent
12:44 PM	12:54 PM	Field Prep
		Umpires and Coaches Meet
12:56 PM		Starting Lineups Announced
		Boston College Takes the Field
12:58 PM		National Anthem
1:00 PM		FIRST PITCH

UMPIRES: Home plate: Mike Burwell , 1st Base: Chris Tehonica, 3rd Base: Duine Henry

Sunday, April 22, 2018

12:00 PM

Start Time	End Time	Activity
	10:00 AM	Field Prep Complete
10:20 AM	10:55 AM	Boston College Batting Practice
10:55 AM	11:30 AM	Notre Dame Batting Practice
11:30 AM	11:37 AM	Boston College Has Full Infield (If Desired)
11:37 AM	11:44 AM	Notre Dame Has Full Infield (If Desired)
11:40 AM		Teams Submit Line Up Card To Official Scorer and Opponent
11:44 AM	11:54 AM	Field Prep
		Umpires and Coaches Meet
11:54 AM	11:56 AM	Team Impact Recognition
		Ceremonial 1st Pitch Crohns Awareness Day
11:56 AM		Starting Lineups Announced
		Boston College Takes the Field
11:58 AM		National Anthem
12:00 PM		FIRST PITCH

UMPIRES: Home plate: Chris Tehonica, 1st Base: Duine Henry, 3rd Base: Mike Burwell

NOTES:

- BC will occupy the 3rd base dugout. Visiting team will occupy the 1st base dugout.
- BC will provide T's, front toss nets, and balls.
- Boston College will always take full-field batting practice
- **PREGAME** for all three games: If full infield is not desired, Boston College is allowed to use the left-side of the infield and left field and the visiting team is allowed to use the right-side of the infield and right field.

GAME OPERATIONS PHONE NUMBERS:

Boston College Police Dept. Emergency: 617-552-4444
Boston College Police Dept. Non-emergency: 617-552-4440
Carson Brown: 857-218-9575
Joe Valentine: 631-848-0462



