

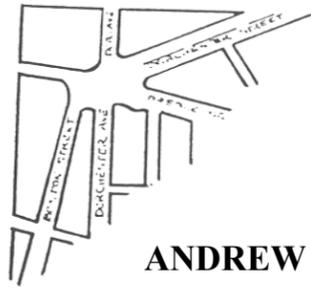


PCA

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WASHINGTON VILLAGE

235 Old Colony Ave.- South Boston, MA



ANDREW SQUARE REDEVELOPMENT PROPOSAL

MISSION:

To bring economic vitality to the Andrew Square Triangle, by creating a walkable neighborhood with community-serving businesses, upgrading housing stock, striking a healthy balance between residents and industrial users, providing healthier food options, encouraging lower impact and less polluting industrial uses, and improving the quality of life for residents. In short, to build a vibrant and sustainable triangle (Dorchester Avenue, Dorchester Street, Old Colony Ave.) that balances a residential/commercial/industrial base.

GOALS:

- Attract more community-serving businesses, including those offering healthy food options
- Create a walkable and sustainable community
- Maintain the industrial base and jobs, but transition spaces for cleaner and healthier uses
- Provide new parking options
- Honor the history of the Andrew Square area
- Develop partnerships with local businesses and financial institutions, organizations and churches, political leaders, policing officials from all involved agencies, the MBTA and the Boston Redevelopment Authority
- Maintain historic and standard building heights

VISION:

The history of Andrew Square in South Boston is rich and deep. It is a community strategically located near the expressway, public transportation and downtown Boston, and serves as the crossroad to Dorchester, Roxbury, and the South End.

Yet, Andrew Square urgently requires an economic boost and a facelift. The area is shabby and rundown. Many of the commercial and residential buildings have blighted exteriors, and the business sector lags, with an unhealthy and unbalanced emphasis on fast food, pizza and Keno. Although the larger community has many residences, including a large number of newer condominiums, the heart of Andrew Square is pocked with drug dealers, drug addicts, alcoholics, and prostitutes. It is a neighborhood hanging in the balance.

That was not always the case, and the Andrew Square Civic Association (ASCA) is working to preserve the elements that have made the square unique, historic and beautiful. In addition, the organization envisions a vibrant commercial-residential triangle (Dorchester Avenue, Dorchester Street and Old Colony Avenue) that would bring new, neighborhood-serving businesses with attractive street-facing frontages.

The vision? ASCA surveyed its residents, and the response is consistent and overwhelming. Residents have expressed the desire and ability to walk to nearby sit-down restaurants and café's offering healthy food choices, to a supermarket, a post office, a pharmacy, a bookstore, a bakery, and a florist. With the MBTA station located close by, shoppers/diners could come by train or bus to Andrew Square, or stop off on their way home on the Red Line. With the addition of new

parking options, and a traffic circulation plan to keep traffic moving, Andrew Square could become a thriving urban center.

An important element, and perhaps the first step, of the Andrew Square redevelopment is to draw an anchor tenant to the area, such as a supermarket (Trader Joe's, Whole Foods, etc.). The area lacks healthy eating options, and a supermarket would go a long way toward improving good nutrition in the neighborhood. Once an anchor is in place, other businesses, restaurants and shops likely would follow. Already, Gold's Gym brings people and creates foot traffic along Dorchester Avenue. The Andrew Square Civic Association would like to build on this, connecting Gold's customers to other businesses in the area, and making Andrew Square Triangle a multi-stop shopping and dining spot.

ASCA encourages a balance of uses. The City of Boston and the Boston Redevelopment Authority have approved the construction of many new condominiums in the area. Those residences now exist alongside the remaining industrial spaces in Andrew Square, but little planning has gone into protecting and accommodating the new residents. For the health of the community, ASCA will not support the location of heavy industrial, pollution creating or traffic-intensive uses within the Triangle.

Instead, ASCA supports the pursuit of more businesses and mixed-use proposals (residential on top and commercial on the bottom), as well as a concentrated mix of alternative uses (music practice studios, design spaces for architects, artists, graphic designers and others working in creative fields) to establish Boston's only "creative campus". A creative campus would allow for Andrew Square's industrial spaces to be used in a more low-density, low-intensity manner.

A positive first step is the Dorchester Avenue Improvement Project, which will bring wider sidewalks, new street lighting, more trees and flowers and greenery to Andrew Square. Members of ASCA participated in the project's task force, and work is set to commence in March 2010.

WHAT RESIDENTS WANT:

The survey of ASCA members has identified the following:

- Food market: Trader Joe's, Whole Foods
- Post Office
- Pharmacy
- Book Store
- Bakery
- Café/Breakfast spot
- Medium to high-end eat-in restaurants
- Florist
- Clothing/Retail Stores
- Off-street and/or Metered Parking

PARTNERS:

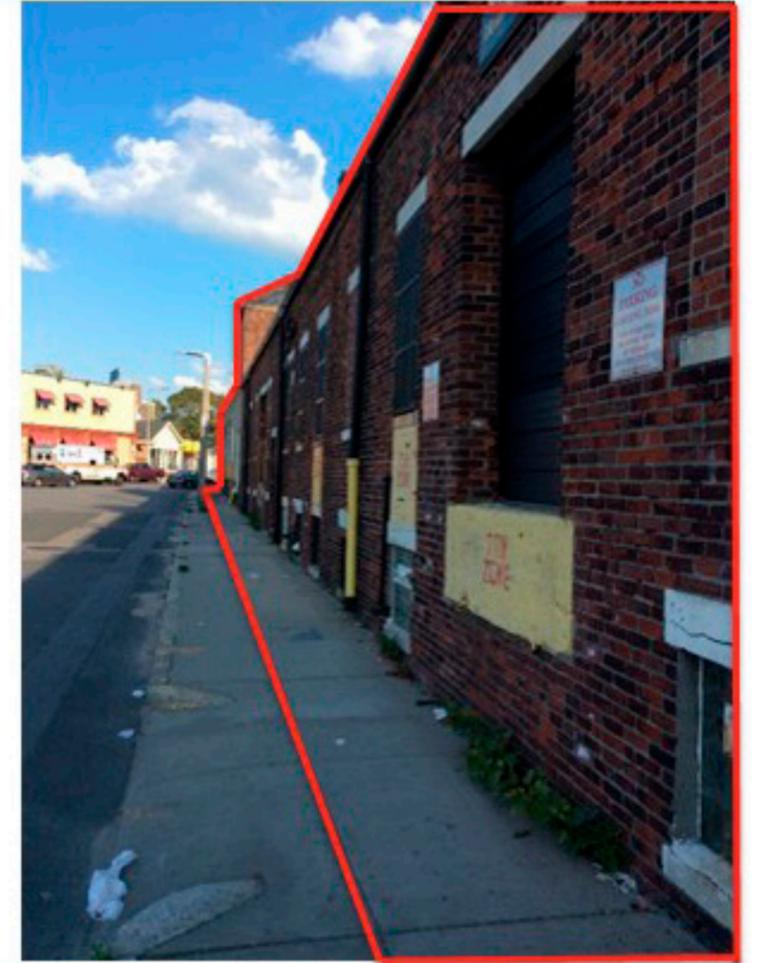
Mt. Washington Bank, the 4th Presbyterian Church, Crown Linen, Dunkin Donuts (two locations), Gold's Gym, Iron Workers Local #7, Courtyard at Marriott, Marr Construction, and the Stadium, are among potential partners. Support from city and state elected officials, the MBTA and the Boston Redevelopment Authority also is critical.

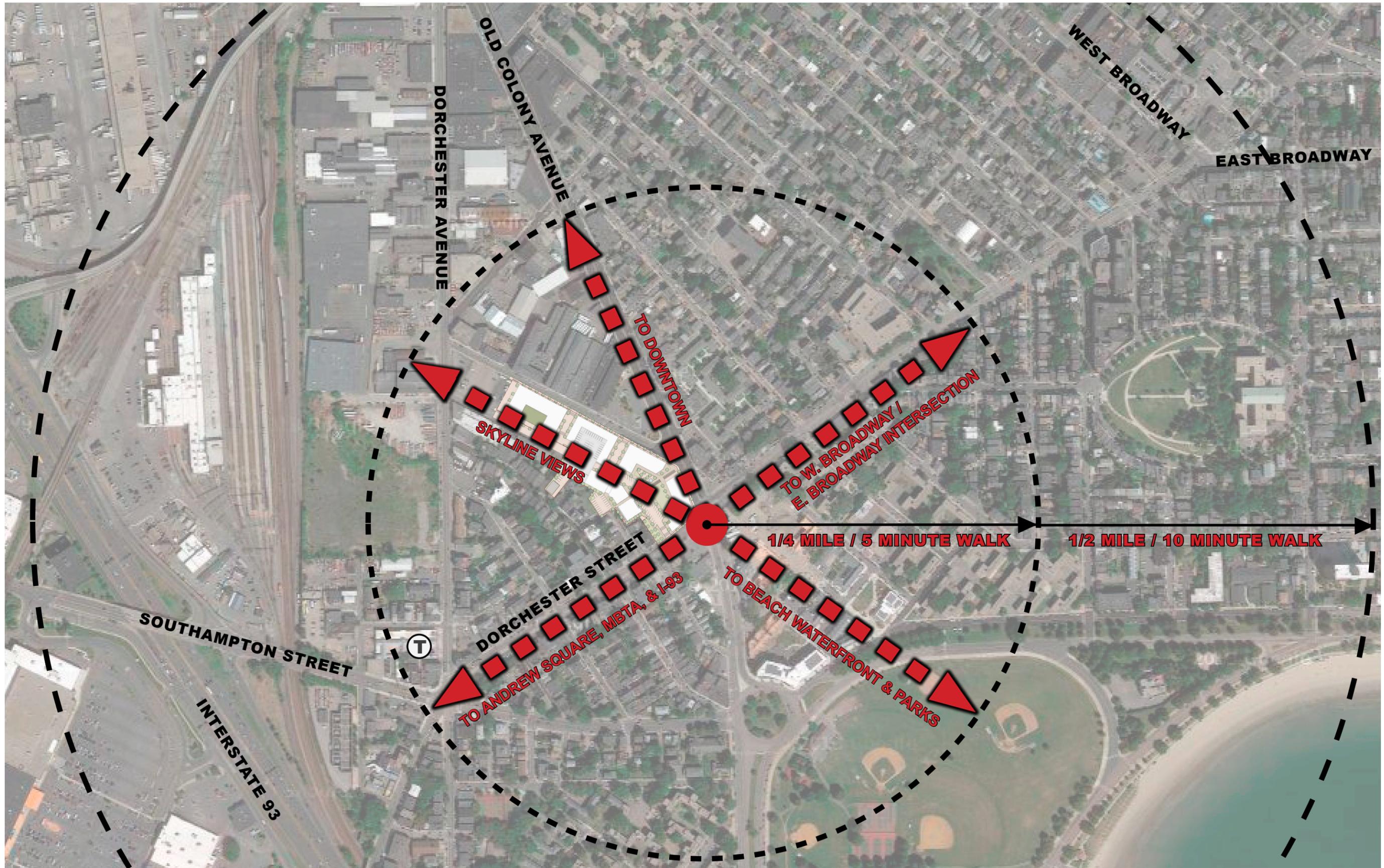
ASCA has reached out to many of the local businesses in an effort to get them involved, and that effort will continue. Support from the City of Boston, Boston Redevelopment Authority, elected officials and others is critical in identifying new businesses to locate to Andrew Square.

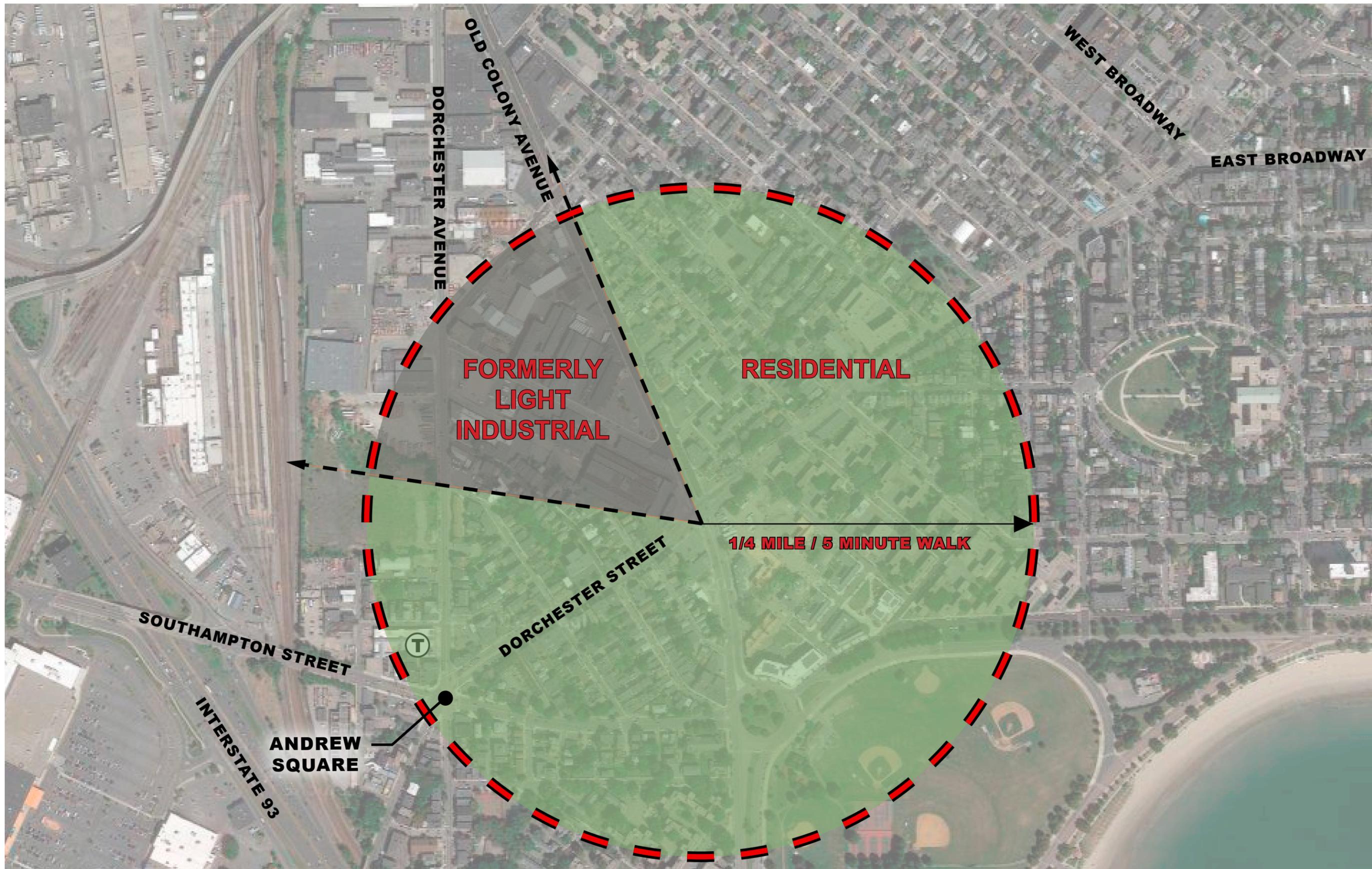
The Mayo Group, which has plans to build a mixed-use development on a large parcel along Dorchester Avenue, known locally as the old junkyard property, is an invested stakeholder in the community. The Mayo Group and ASCA have ongoing discussions about the proposed mixed-use development project and the future of Andrew Square as a whole.

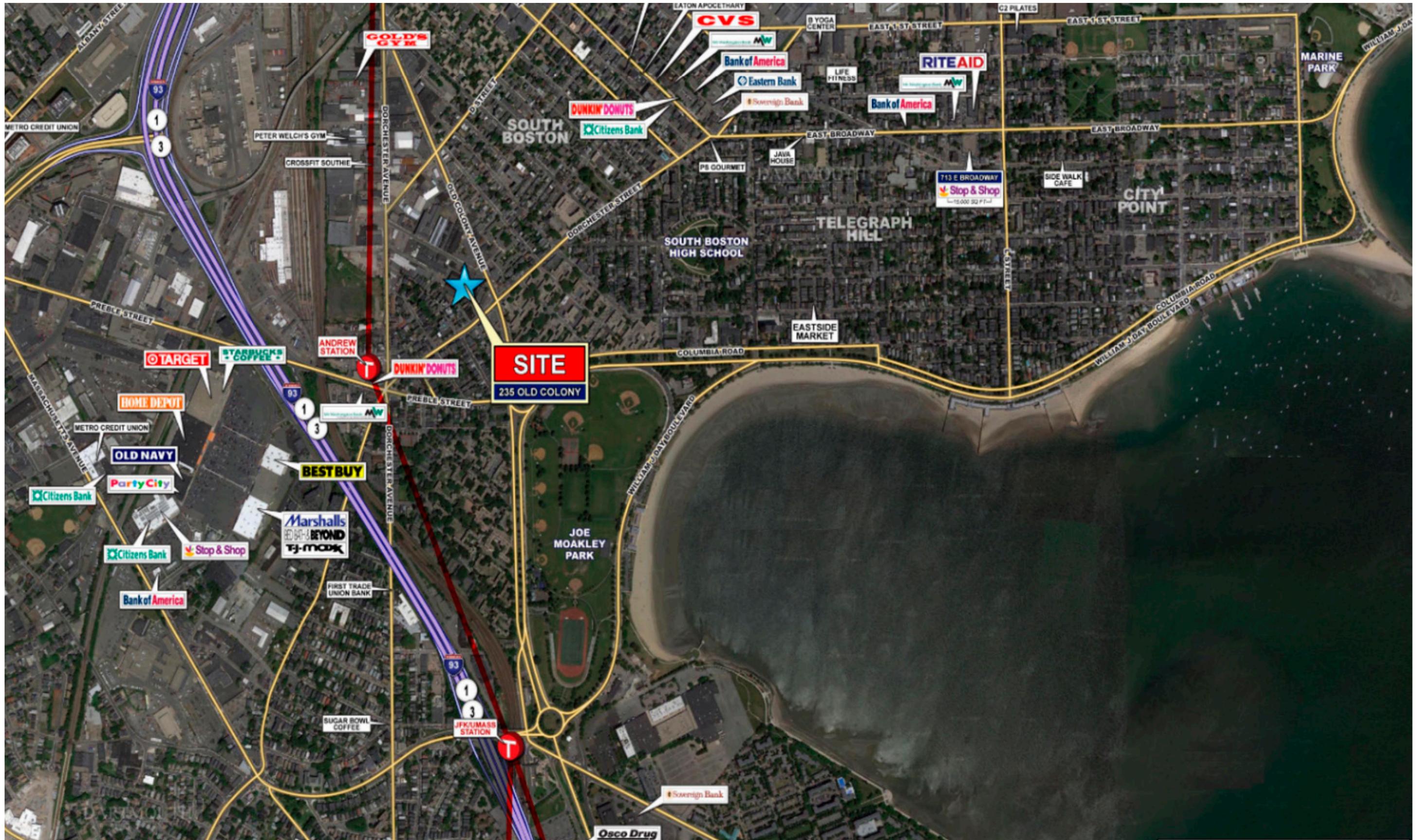






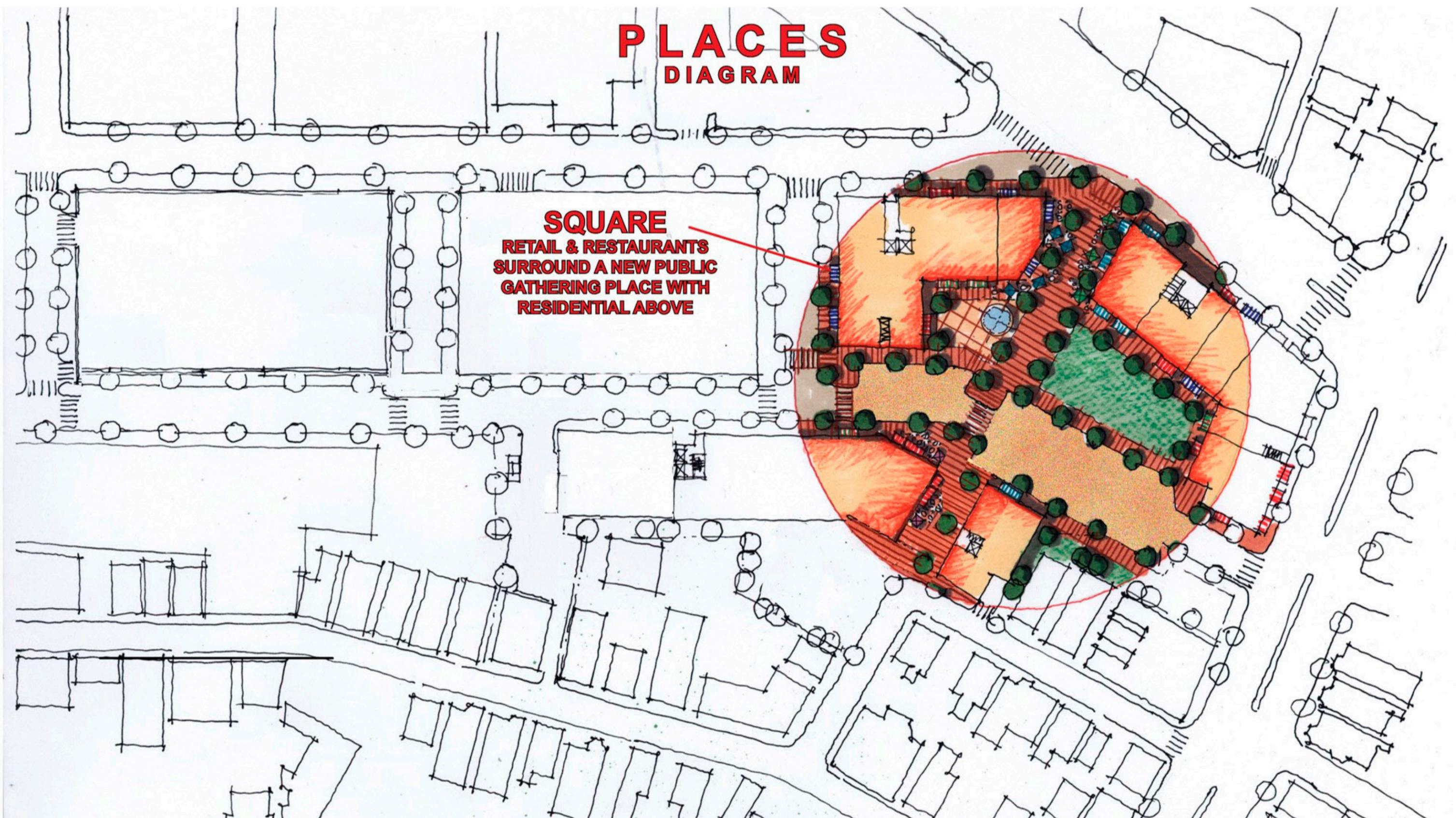




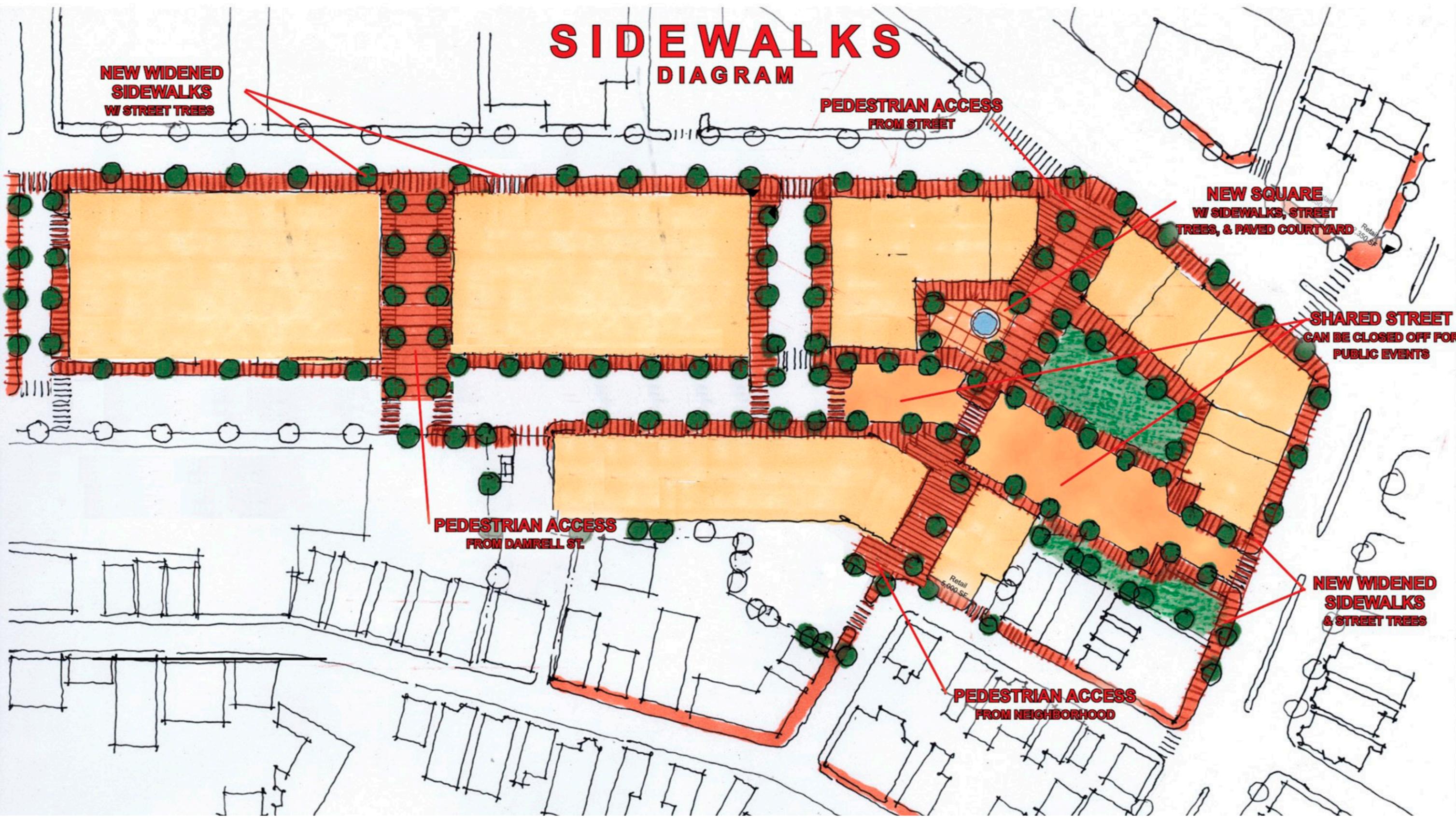


PLACES DIAGRAM

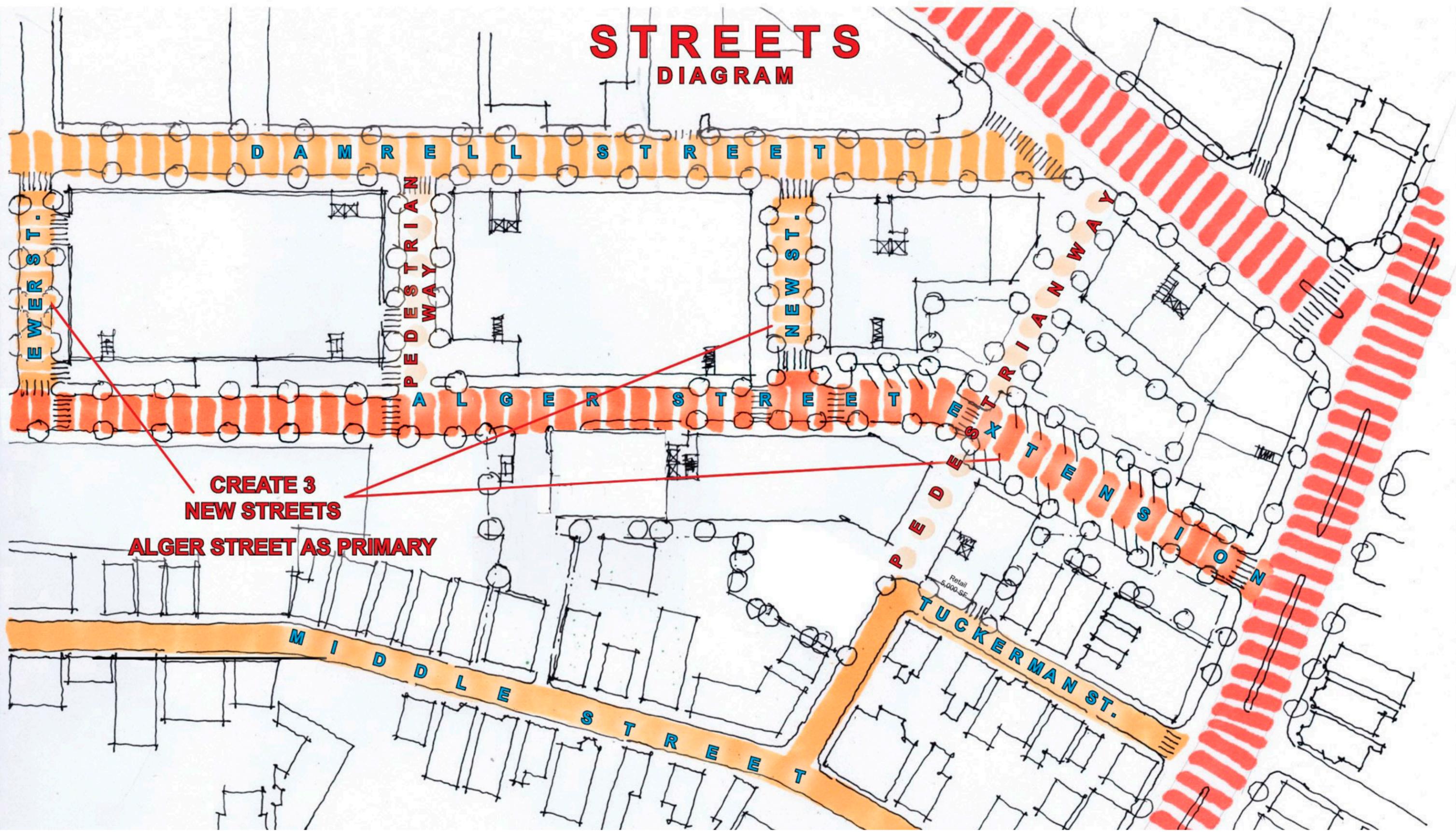
SQUARE
RETAIL & RESTAURANTS
SURROUND A NEW PUBLIC
GATHERING PLACE WITH
RESIDENTIAL ABOVE



SIDEWALKS DIAGRAM

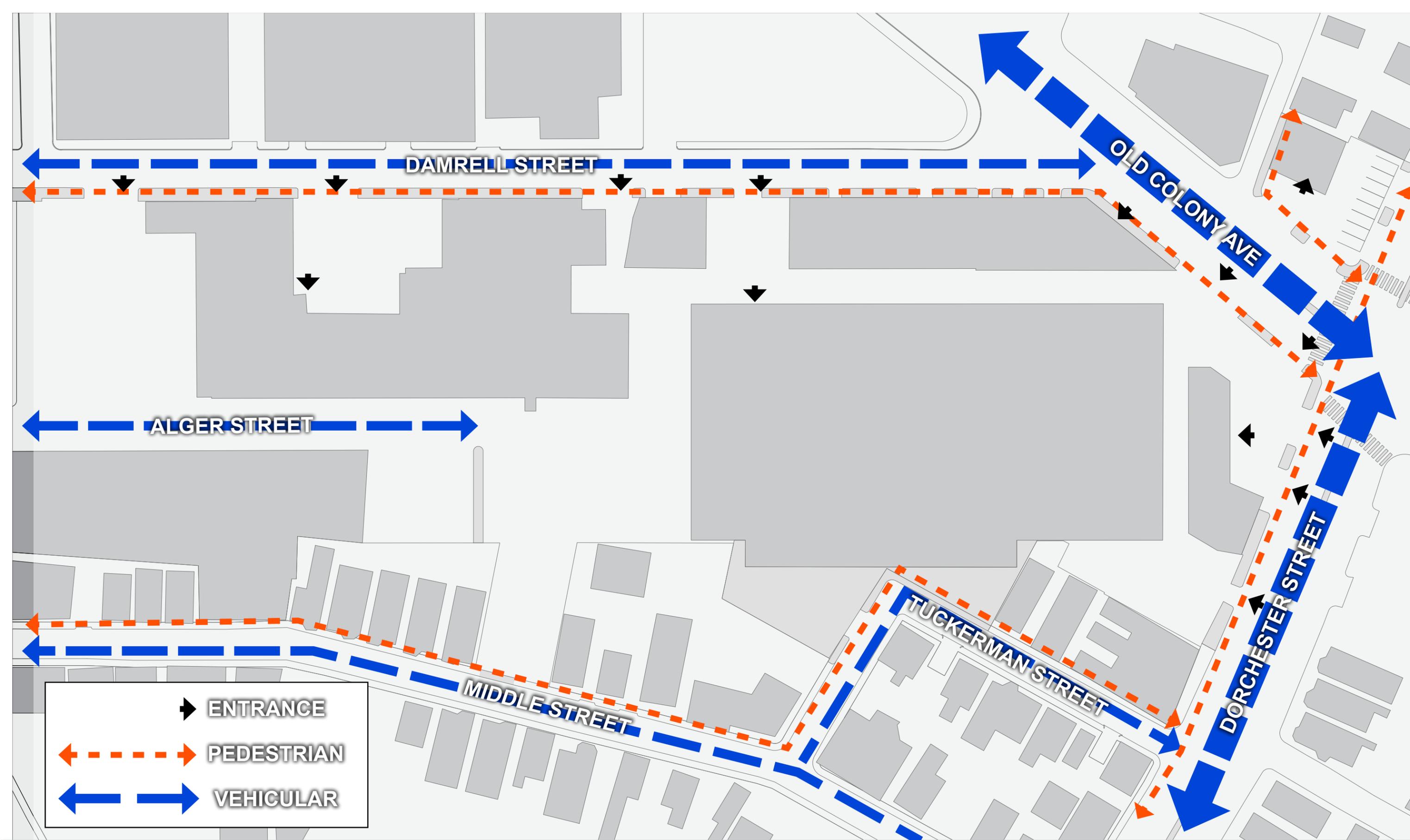


STREETS DIAGRAM

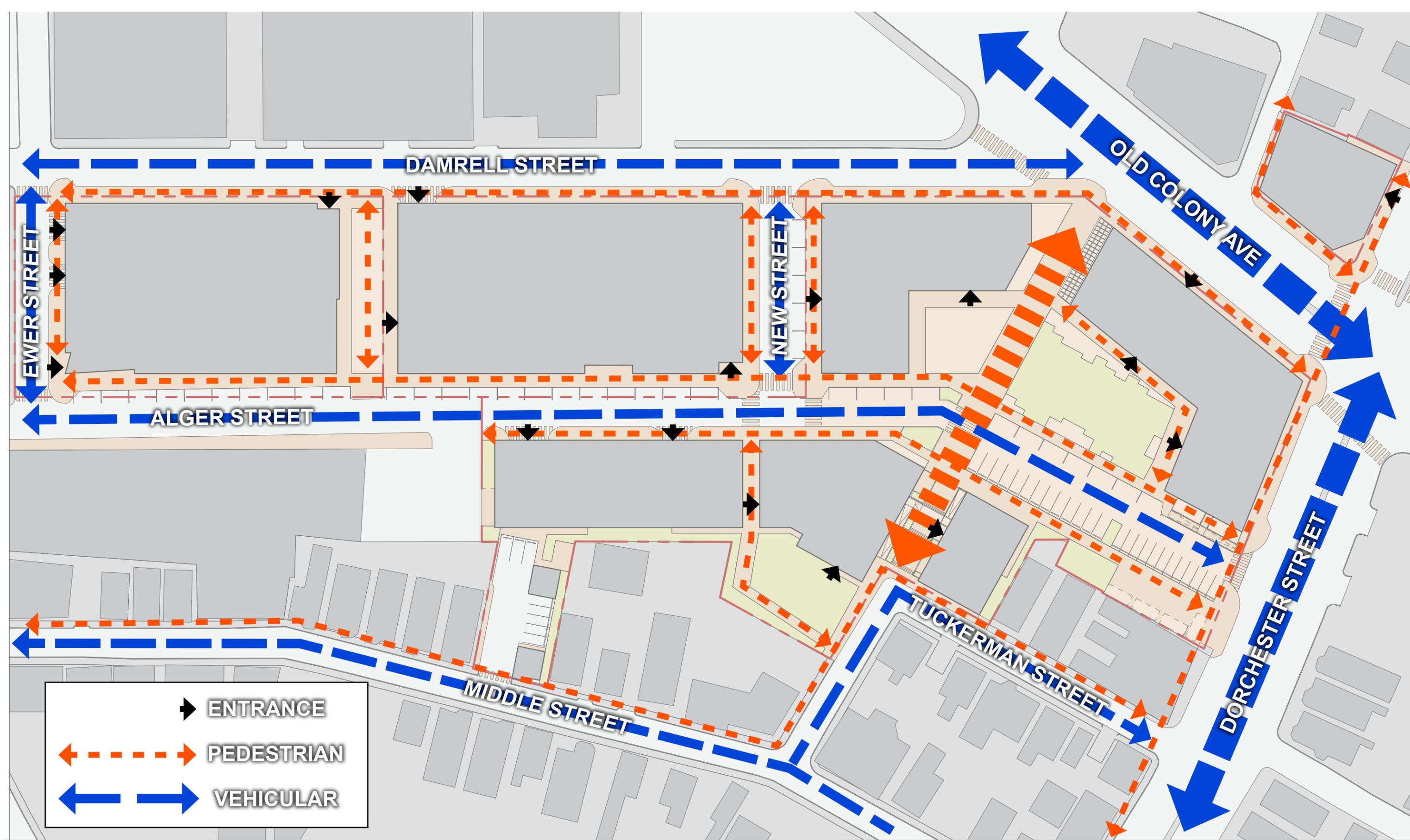


**CREATE 3
NEW STREETS**

ALGER STREET AS PRIMARY

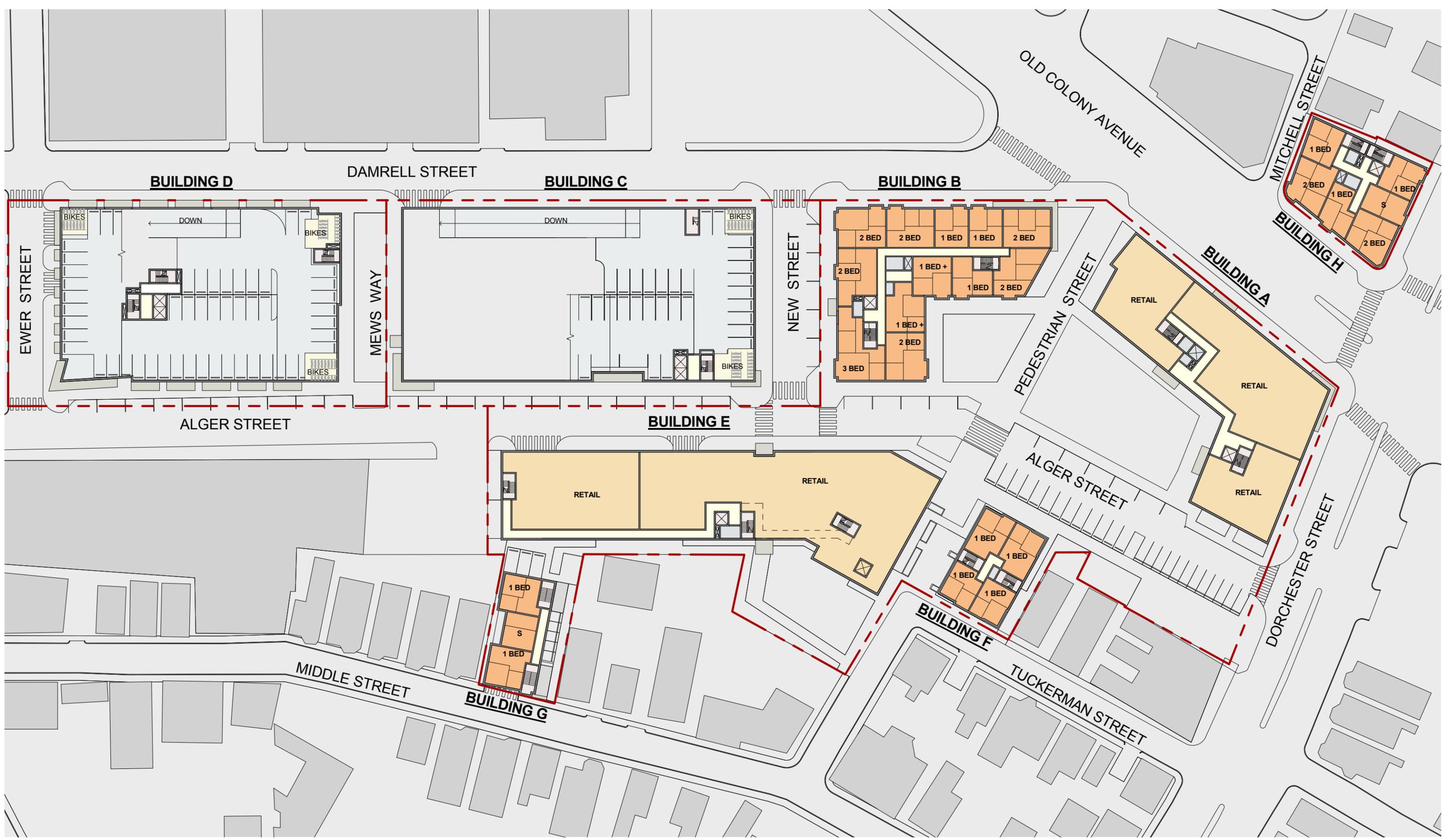


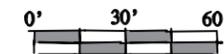
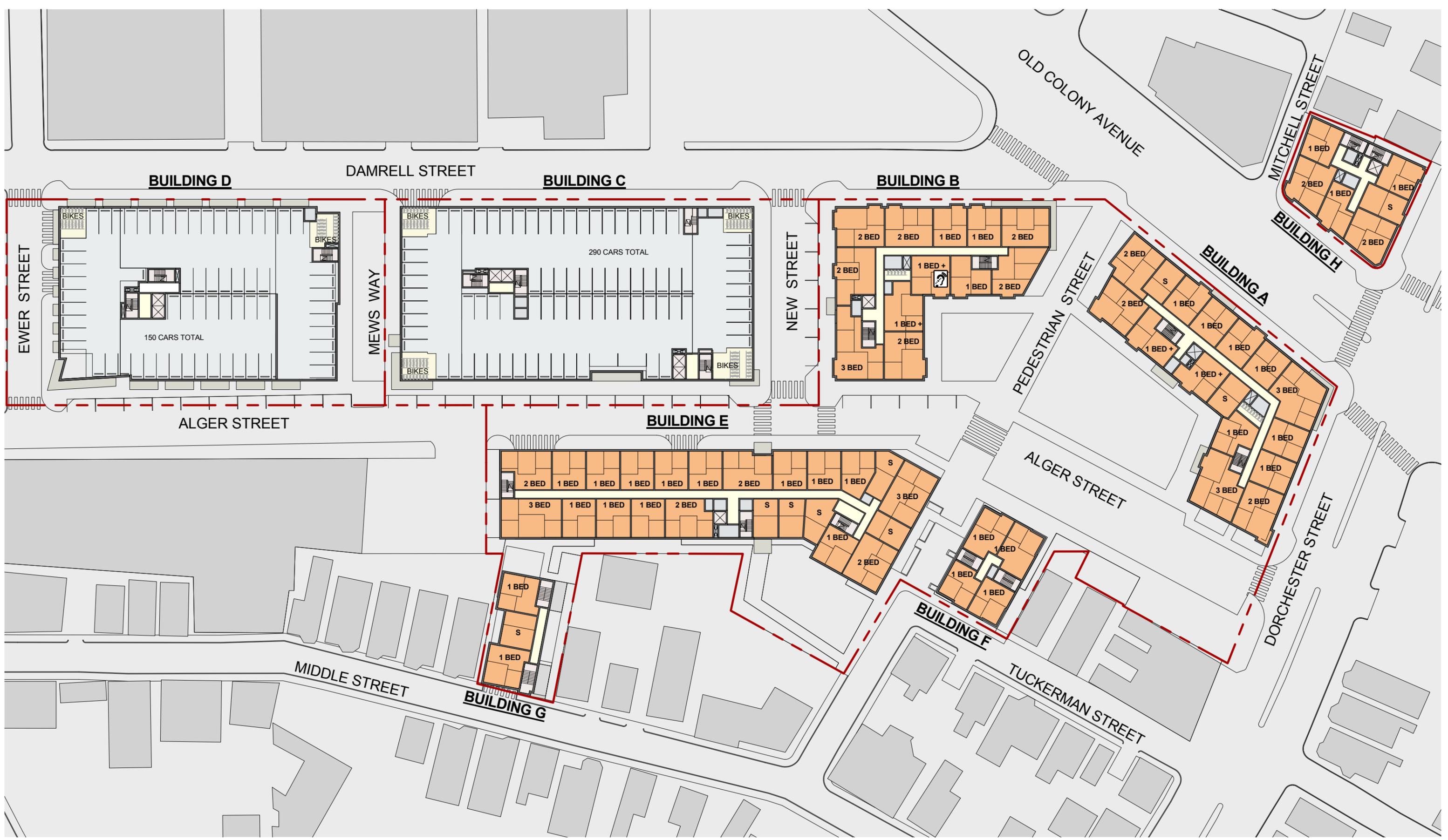
	ENTRANCE
	PEDESTRIAN
	VEHICULAR

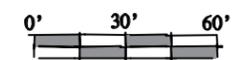




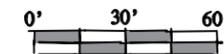
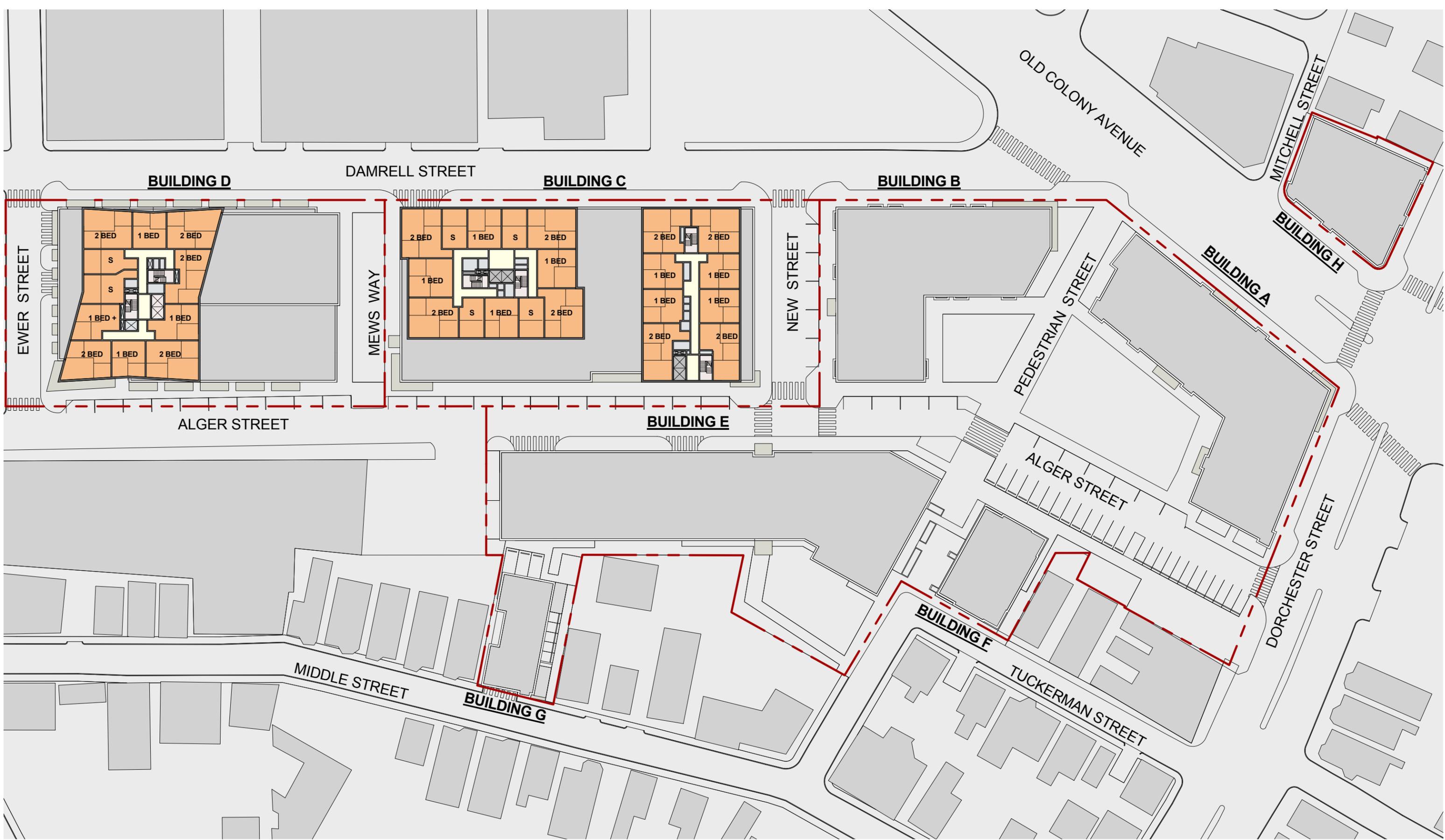












BUILDING D
PARKING LEVELS 1-4 (150 CARS)
RESIDENTIAL LEVELS 5-24 (249 UNITS)

BUILDING C
RETAIL LEVEL 1 (19,000 SF)
PARKING LEVELS 2-5 (290 CARS)
RESIDENTIAL LEVELS 6-17 (205 UNITS)

BUILDING B
RETAIL LEVEL 1 (11,300 SF)
RESIDENTIAL LEVELS 2-6 (60 UNITS)

BUILDING A
RETAIL LEVEL 1-2 (25,800 SF)
RESIDENTIAL LEVELS 3-6 (64 UNITS)

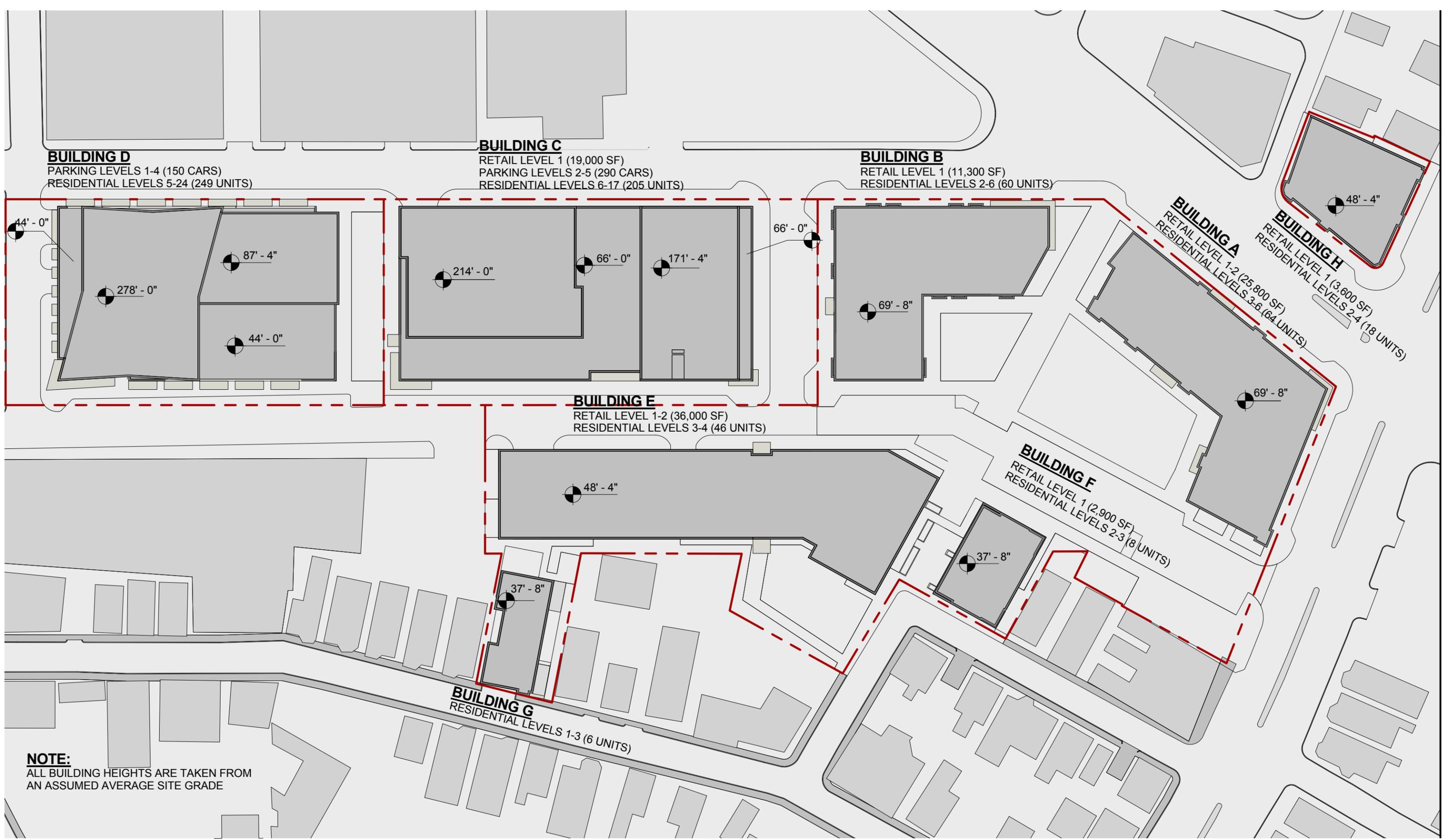
BUILDING H
RETAIL LEVEL 1 (3,600 SF)
RESIDENTIAL LEVELS 2-4 (18 UNITS)

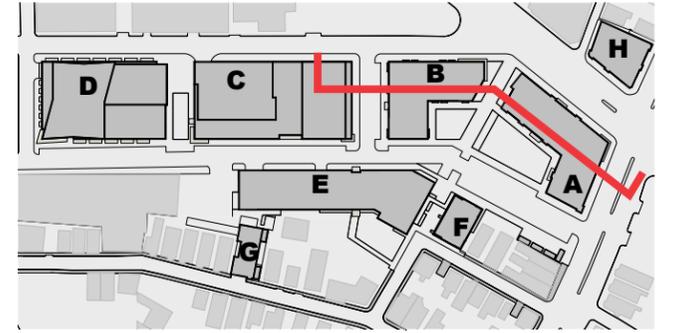
BUILDING E
RETAIL LEVEL 1-2 (36,000 SF)
RESIDENTIAL LEVELS 3-4 (46 UNITS)

BUILDING F
RETAIL LEVEL 1 (2,900 SF)
RESIDENTIAL LEVELS 2-3 (8 UNITS)

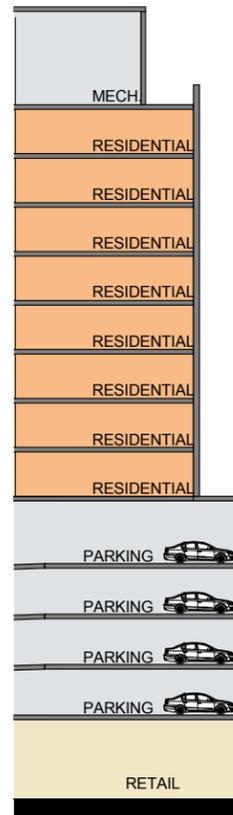
BUILDING G
RESIDENTIAL LEVELS 1-3 (6 UNITS)

NOTE:
ALL BUILDING HEIGHTS ARE TAKEN FROM
AN ASSUMED AVERAGE SITE GRADE



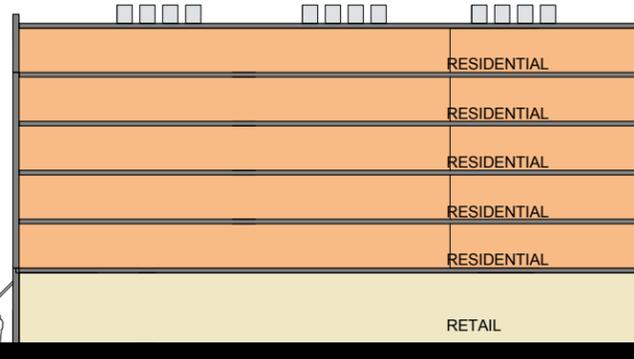


BUILDING C



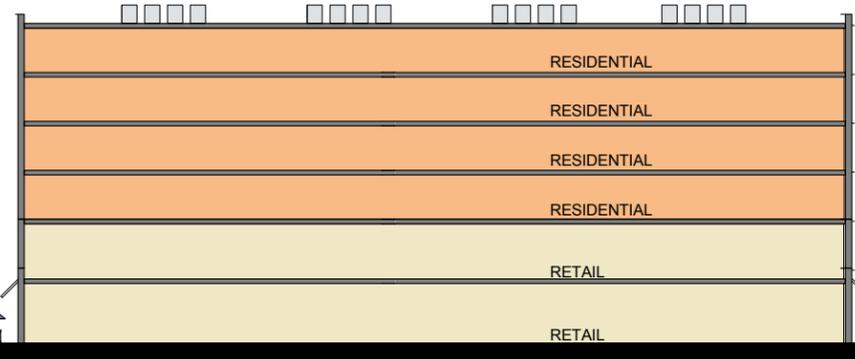
NEW STREET

BUILDING B

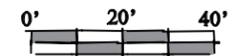
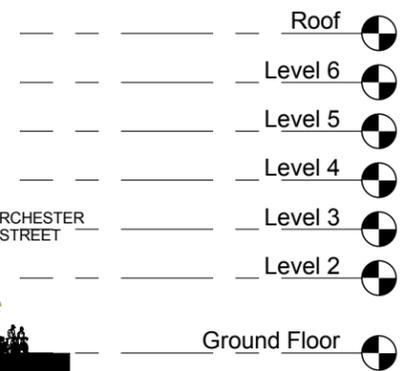


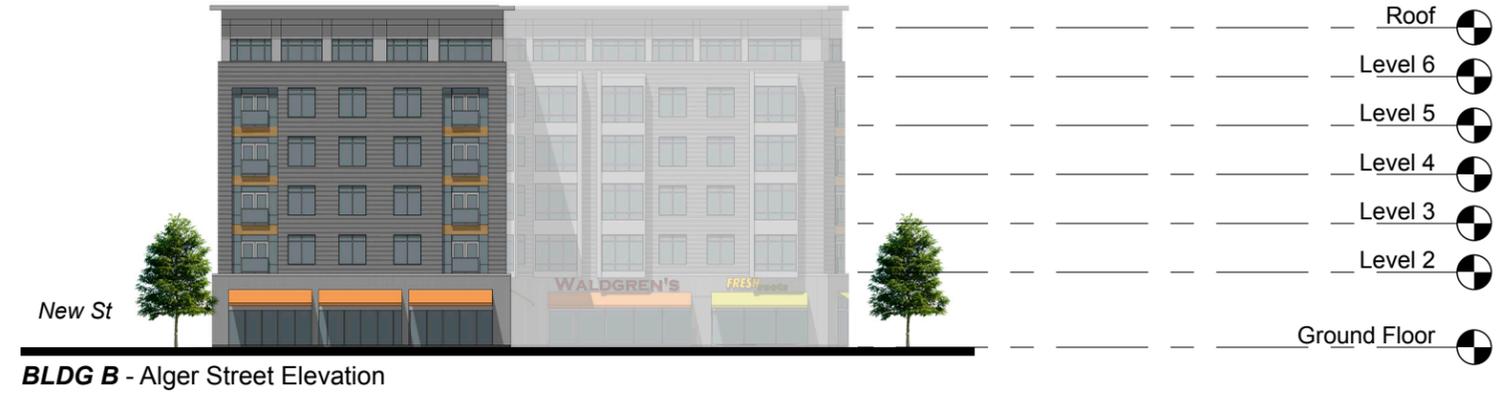
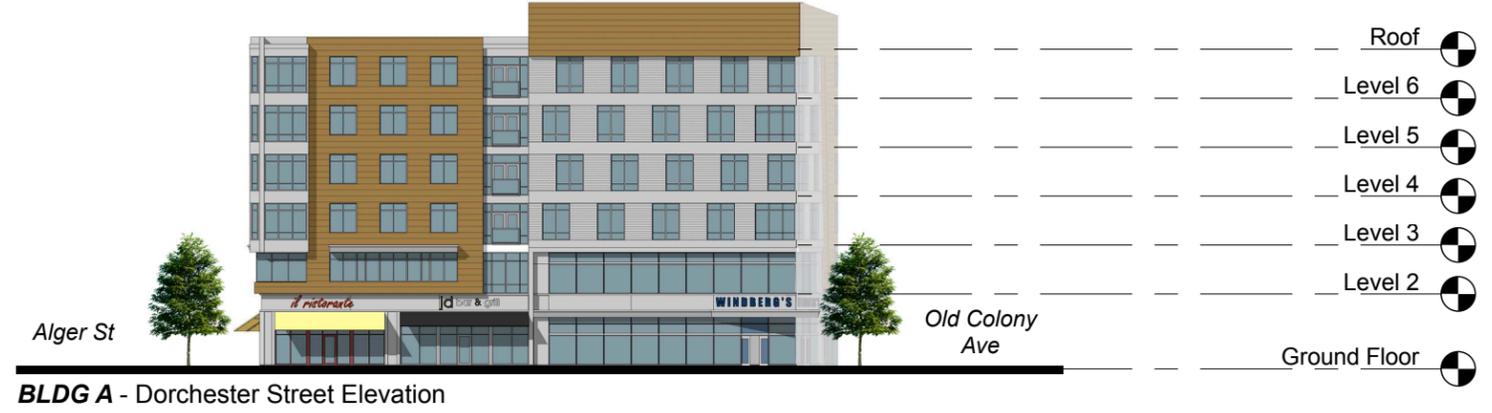
PEDESTRIAN STREET

BUILDING A



DORCHESTER STREET



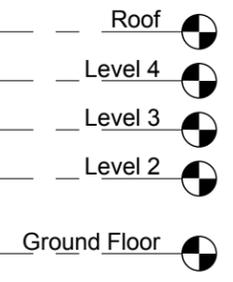




BLDG E - Alger Street Elevation



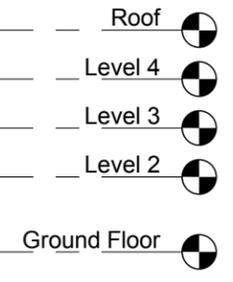
BLDG E - Pedestrian Street Elevation



BLDG E - Rear Elevation



BLDG E - Side Elevation



BLDG F - Side Elevation



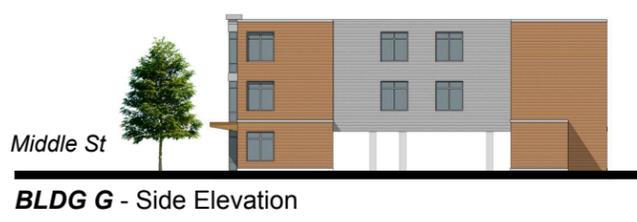
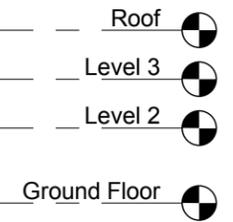
BLDG F - Alger Street Elevation



BLDG F - Pedestrian Street Elevation



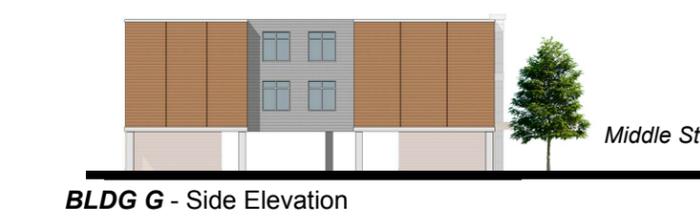
BLDG F - Tuckerman Street Elevation



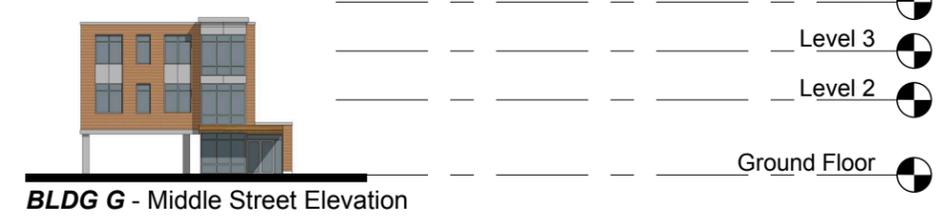
BLDG G - Side Elevation



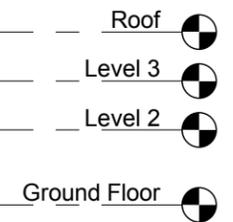
BLDG G - Rear Elevation



BLDG G - Side Elevation



BLDG G - Middle Street Elevation



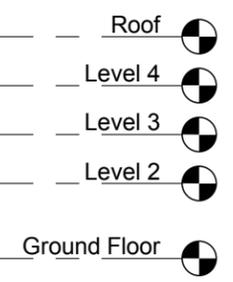
BLDG H - Mitchell Street Elevation



BLDG H - Old Colony Avenue Elevation

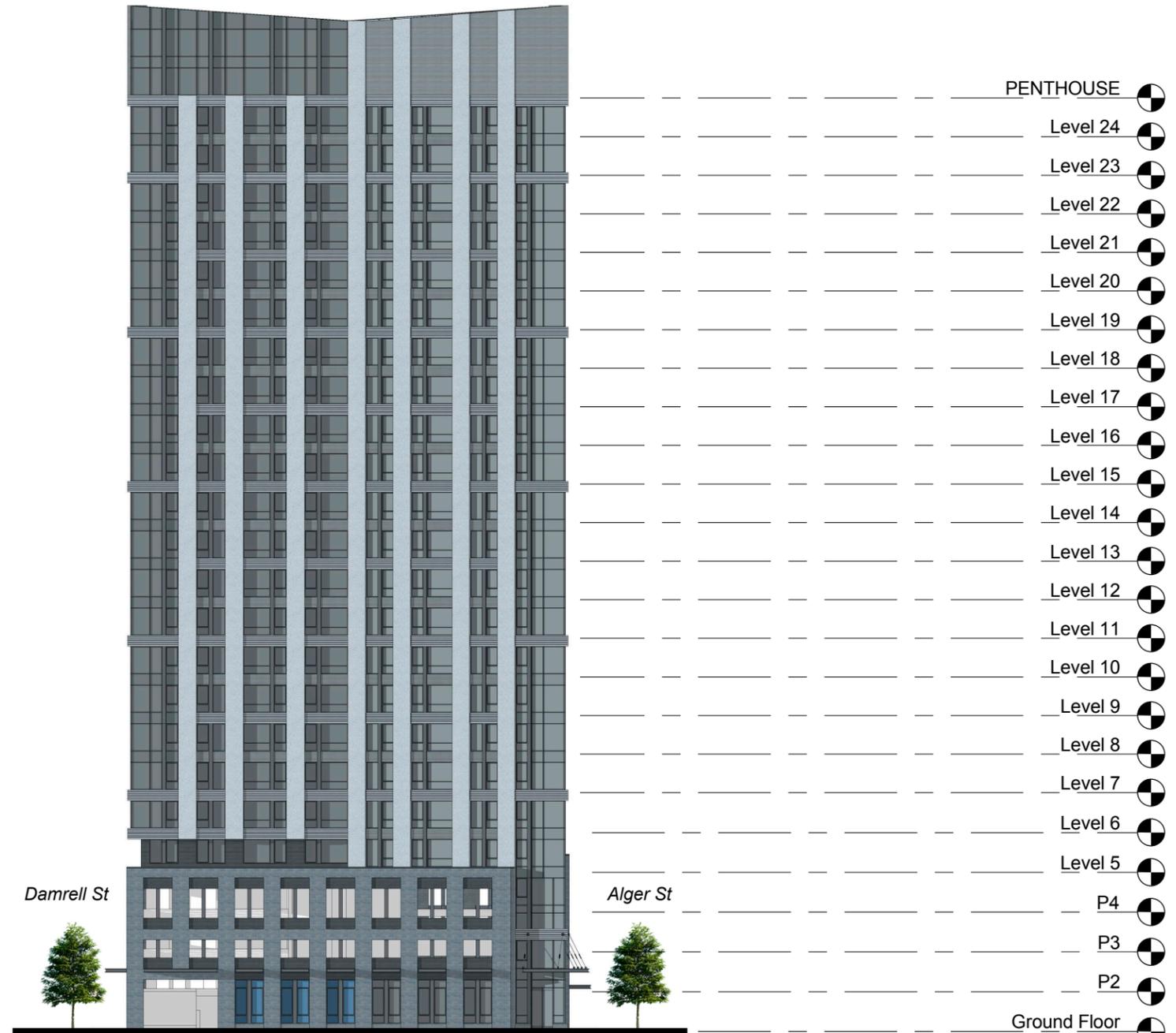


BLDG H - Dorchester Street Elevation





BLDG D - Damrell Street Elevation



BLDG D - Ewer Street Elevation

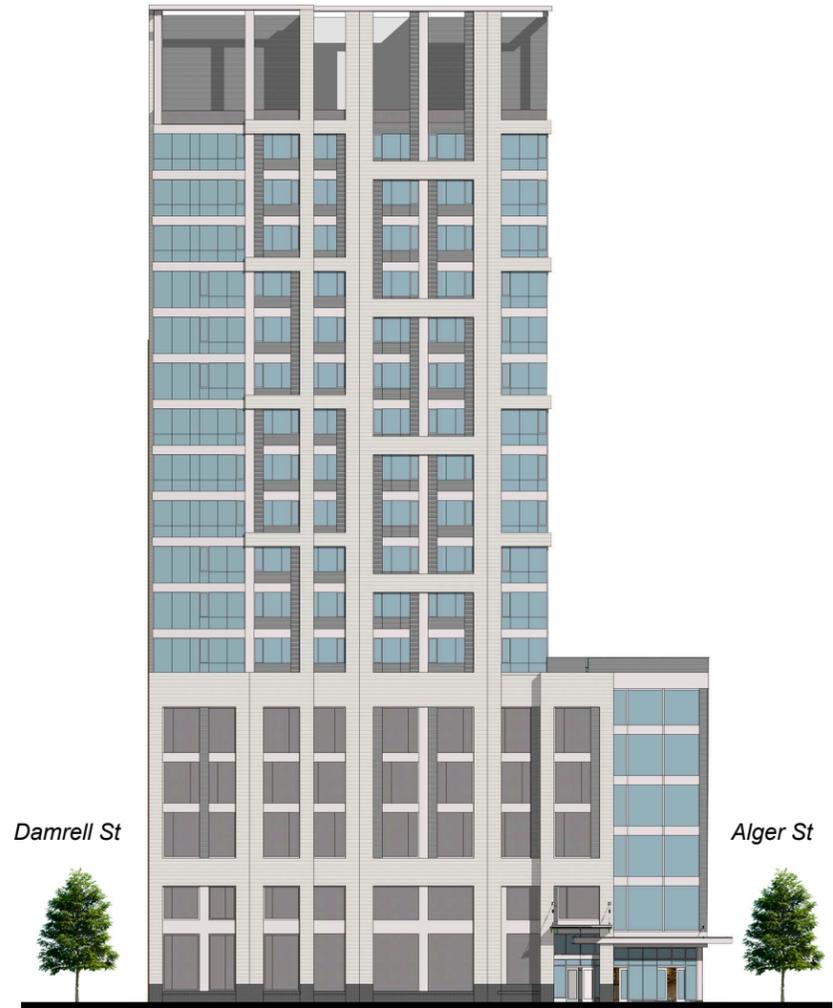


BLDG D - Alger Street Elevation



BLDG D - Mews Way Elevation

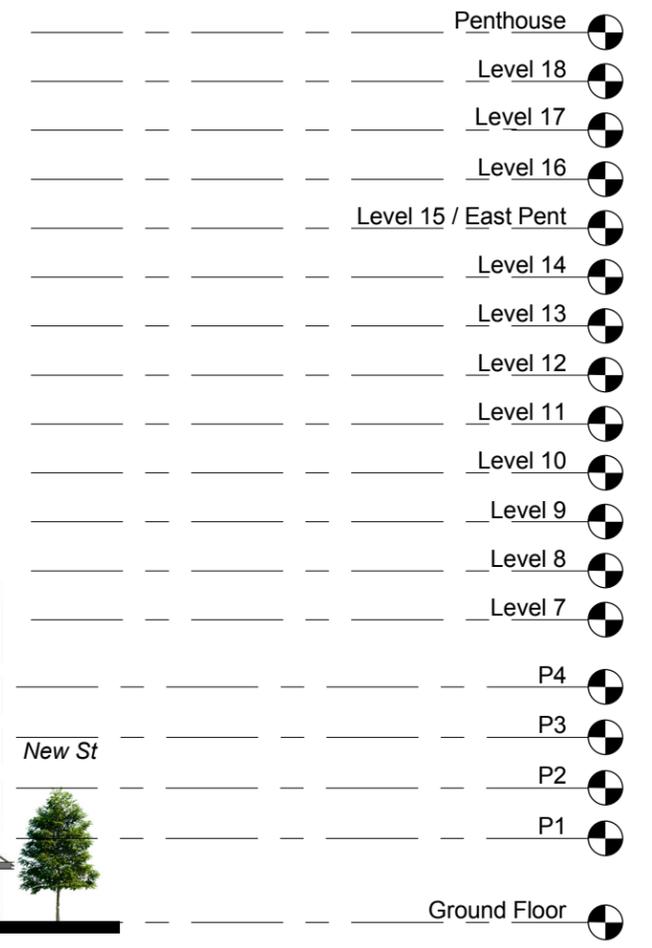
- PENTHOUSE
- Level 24
- Level 23
- Level 22
- Level 21
- Level 20
- Level 19
- Level 18
- Level 17
- Level 16
- Level 15
- Level 14
- Level 13
- Level 12
- Level 11
- Level 10
- Level 9
- Level 8
- Level 7
- Level 6
- Level 5
- P4
- P3
- P2
- Ground Floor



BLDG C - Mews Way Elevation



BLDG C - Alger Street Elevation





BLDG C - New Street Elevation

BLDG C - Damrell Street Elevation









DJ PROPERTIES LLC

WASHINGTON VILLAGE

VIEW FROM OLD COLONY AVE.









DJ PROPERTIES LLC

WASHINGTON VILLAGE

VIEW FROM ALGER STREET

PCA
PRELLWITZ CHILINSKI ASSOCIATES
Architecture Planning Interiors





DJ PROPERTIES LLC

WASHINGTON VILLAGE

VIEW FROM OLD COLONY AVE. AND
DORCHESTER ST. INTERSECTION

PCA
PRELLWITZ CHILINSKI ASSOCIATES
Architecture Planning Interiors

CONSTRUCTION PHASE I

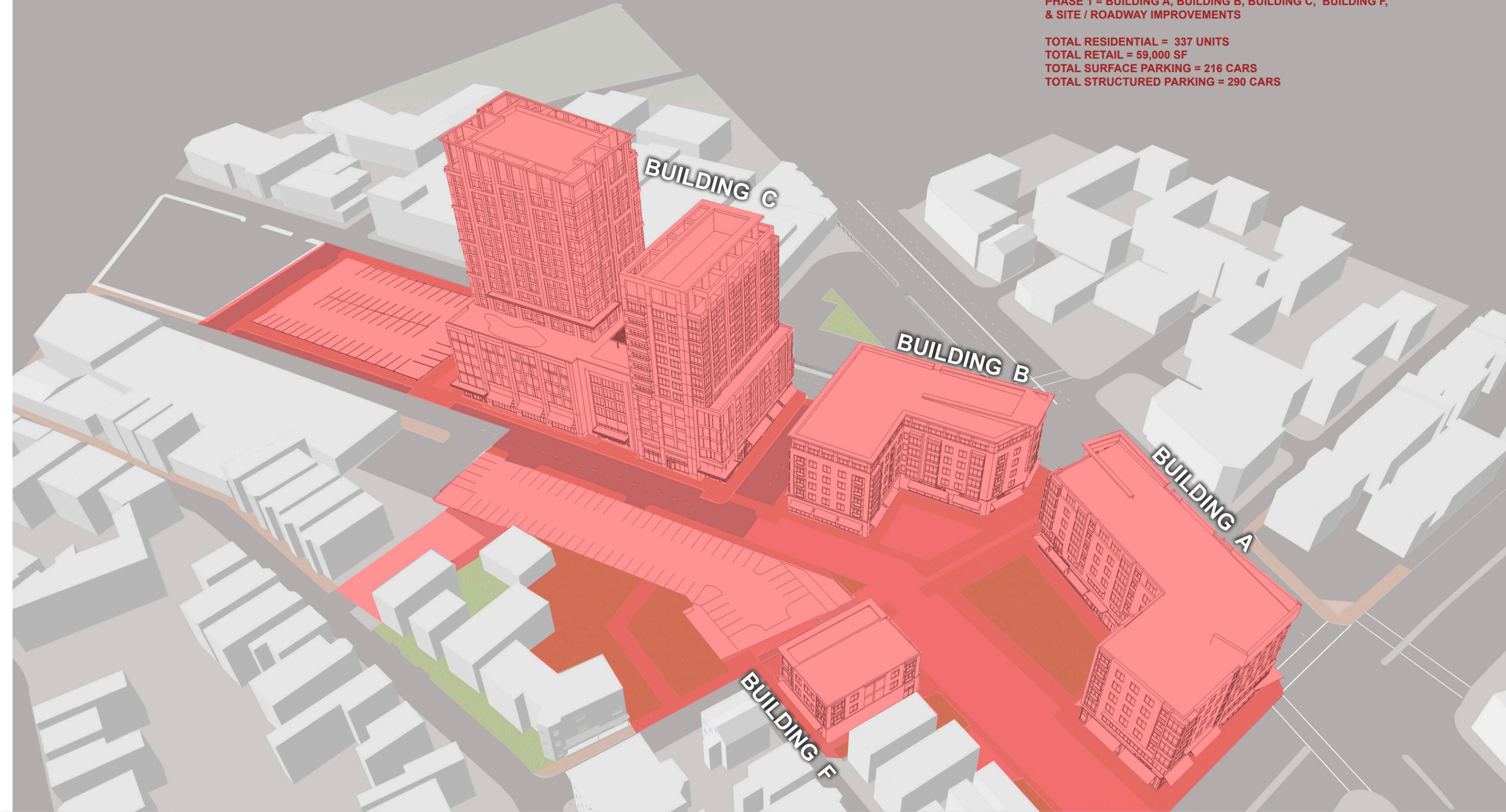
PHASE 1 = BUILDING A, BUILDING B, BUILDING C, BUILDING F,
& SITE / ROADWAY IMPROVEMENTS

TOTAL RESIDENTIAL = 337 UNITS

TOTAL RETAIL = 59,000 SF

TOTAL SURFACE PARKING = 216 CARS

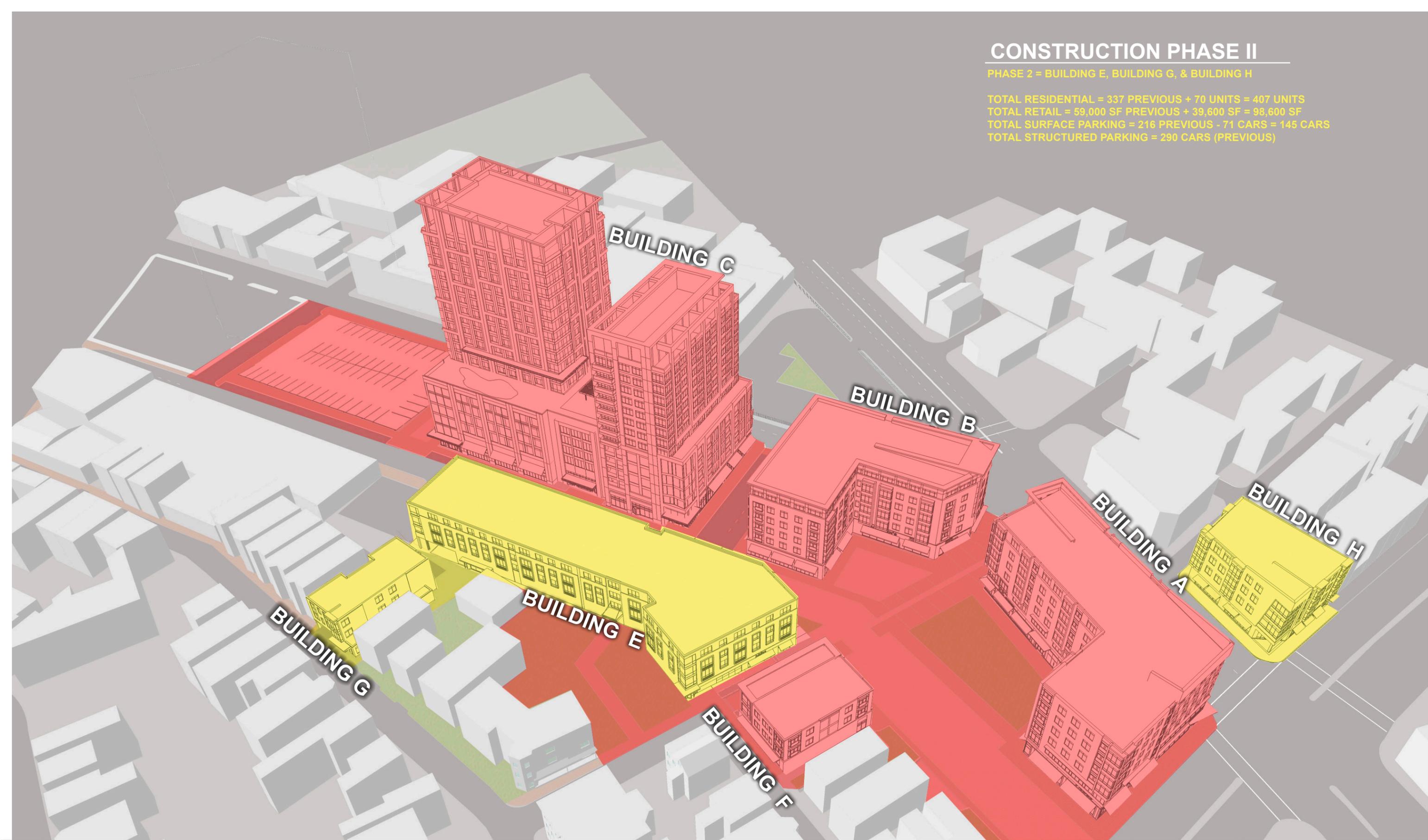
TOTAL STRUCTURED PARKING = 290 CARS



CONSTRUCTION PHASE II

PHASE 2 = BUILDING E, BUILDING G, & BUILDING H

TOTAL RESIDENTIAL = 337 PREVIOUS + 70 UNITS = 407 UNITS
TOTAL RETAIL = 59,000 SF PREVIOUS + 39,600 SF = 98,600 SF
TOTAL SURFACE PARKING = 216 PREVIOUS - 71 CARS = 145 CARS
TOTAL STRUCTURED PARKING = 290 CARS (PREVIOUS)

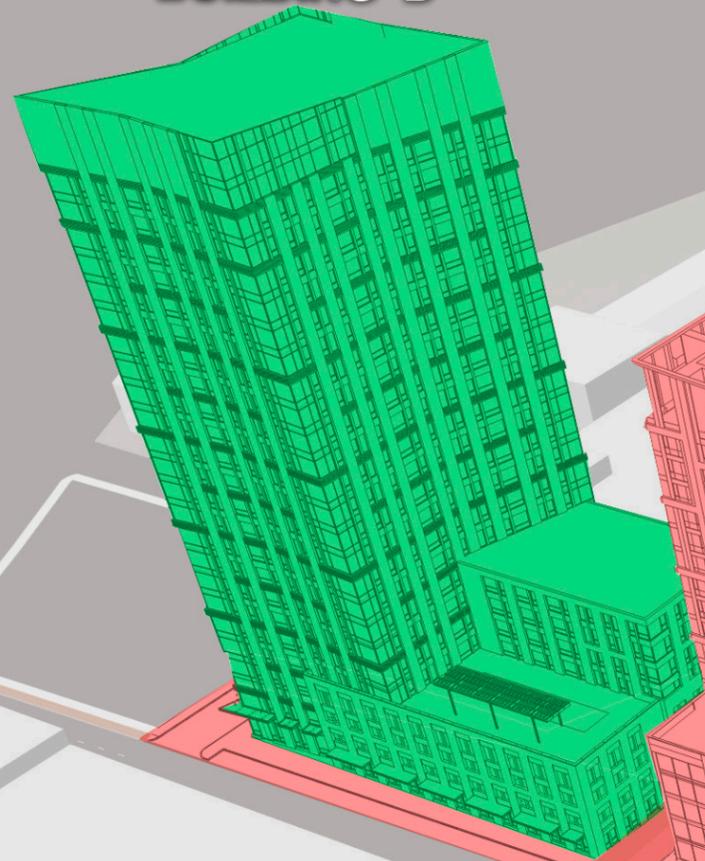


BUILDING D

CONSTRUCTION PHASE III

PHASE 3 = BUILDING D

TOTAL RESIDENTIAL = 407 UNITS PREVIOUS + 249 UNITS = 656 UNITS
TOTAL RETAIL = 98,600 SF (PREVIOUS)
TOTAL SURFACE PARKING = 145 PREVIOUS - 75 CARS + 46 CARS = 183 CARS
TOTAL STRUCTURED PARKING = 290 PREVIOUS + 150 CARS = 440 CARS



BUILDING C

BUILDING B

BUILDING A

BUILDING H

BUILDING E

BUILDING G

BUILDING F

BUILDING A

RETAIL ON FLOOR 1-2
 RESIDENTIAL ON FLOORS 3-6 TOTAL HEIGHT 69'-8"

RETAIL 25,800 SF
 RETAIL COMMON 2,250 SF
 RESIDENTIAL GROSS SF 60,200 SF
 TOTAL GROSS SF 88,250 SF

1 BED 28
 1 BED + 8
 2 BED 12
 3 BED 8
 S 8

Grand total: 64

BUILDING F

RETAIL ON FLOOR 1
 RESIDENTIAL ON FLOORS 2-3 TOTAL HEIGHT 37'-8"

RETAIL 2,900 SF
 RESIDENTIAL GROSS SF 7,450 SF
 TOTAL GROSS SF 10,350 SF

1 BED 8

Grand total: 8

BUILDING G

RESIDENTIAL ON FLOORS 1-3 TOTAL HEIGHT 37'-8"

RESIDENTIAL GROSS SF 6,400 SF
 TOTAL GROSS SF 6,400 SF

1 BED 4
 S 2

Grand total: 6

BUILDING B

RETAIL ON FLOOR 1
 RESIDENTIAL ON FLOORS 2-6 TOTAL HEIGHT 69'-8"

RETAIL 11,300 SF
 RESIDENTIAL GROSS SF 64,850 SF
 TOTAL GROSS SF 76,150 SF

1 BED 15
 1 BED + 10
 2 BED 30
 3 BED 5

Grand total: 60

BUILDING E

BASEMENT / STORAGE
 RETAIL ON FLOOR 1-2
 RESIDENTIAL ON FLOORS 3-4 TOTAL HEIGHT 48'-8"

RETAIL 36,000 SF
 RETAIL COMMON 3,250 SF
 RESIDENTIAL GROSS SF 42,100 SF
 TOTAL GROSS SF 81,350 SF

1 BED 24
 2 BED 8
 3 BED 4
 S 10

Grand total: 46

BUILDING H

RETAIL ON FLOOR 1
 RESIDENTIAL ON FLOORS 2-4 TOTAL HEIGHT 48'-8"

RETAIL 3,600 SF
 RESIDENTIAL GROSS SF 18,500 SF
 TOTAL GROSS SF 22,100 SF

1 BED 9
 2 BED 6
 S 3

Grand total: 18

NOTE: -RETAIL AREAS MEASURED TO OUTSIDE FACE OF EXTERIOR WALL
 -RESIDENTIAL AREAS MEASURED TO CENTERLINE OF EXTERIOR WALL
 -BASEMENT AND PENTHOUSE MECHANICAL EXCLUDED FROM COUNTS
 -RESIDENTIAL GROSS INCLUDES CIRCULATION AND SUPPORT UPPER FLOOR MEP
 -* GROUND FLOOR PARKING EXCLUDED FROM COUNTS

BUILDING C

RETAIL ON FLOOR 1
 PARKING ON FLOORS 2-5
 RESIDENTIAL ON FLOORS 6-17
 MECH PENTHOUSE ON FLOOR 18 TOTAL HEIGHT 214'-0"

RETAIL GROSS SF 19,000 SF
 OPEN PARKING GARAGE GROSS 100,900 SF
 RESIDENTIAL GROSS SF 204,900 SF
 AMENITY 2,250 SF
 TOTAL GROSS SF 327,050 SF

TOTAL GARAGE PARKING 290 CARS

1 BED 79
 2 BED 79
 S 47

Grand total: 205

BUILDING D

PARKING ON FLOORS 1-4
 RESIDENTIAL ON FLOORS 5-24
 MECH PENTHOUSE ON FLOOR 25 TOTAL HEIGHT 278'-0"

OPEN PARKING GARAGE GROSS 50,700 SF
 RESIDENTIAL GROSS SF 230,400 SF
 AMENITY 1,850 SF
 TOTAL GROSS SF 282,950 SF

GROUND FLOORPARKING* 18,000 SF
 TOTAL GARAGE PARKING* 150 CARS

1 BED 64
 1 BED + 24
 2 BED 100
 S 61

Grand total: 249

PROJECT TOTALS

RETAIL GROSS SF 98,600 SF
 RETAIL COMMON 5,500 SF
 RESIDENTIAL GROSS SF 634,800 SF
 AMENITY GROSS SF 4,100 SF
 OPEN PARKING GARAGE GROSS 151,600 SF
TOTAL GROSS SF 894,600 SF
FAR (GROSS/ SITE @ 213,076 SF) 4.2
 STUDIOS 131 UNITS = 20%
 1 BEDROOM 226 UNITS = 35%
 1 BEDROOM + 47 UNITS = 7%
 2 BEDROOM 235 UNITS = 35%
 3 BEDROOM 17 UNITS = 3%
TOTAL UNIT COUNT 656 UNITS