

# 248 Dorchester Avenue, South Boston, MA

## Mixed-Use Hotel/Commercial Development

### BCDC Briefing Package

October 3, 2017

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## 1.0 PROJECT SUMMARY / OVERVIEW

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### 1.1 Introduction

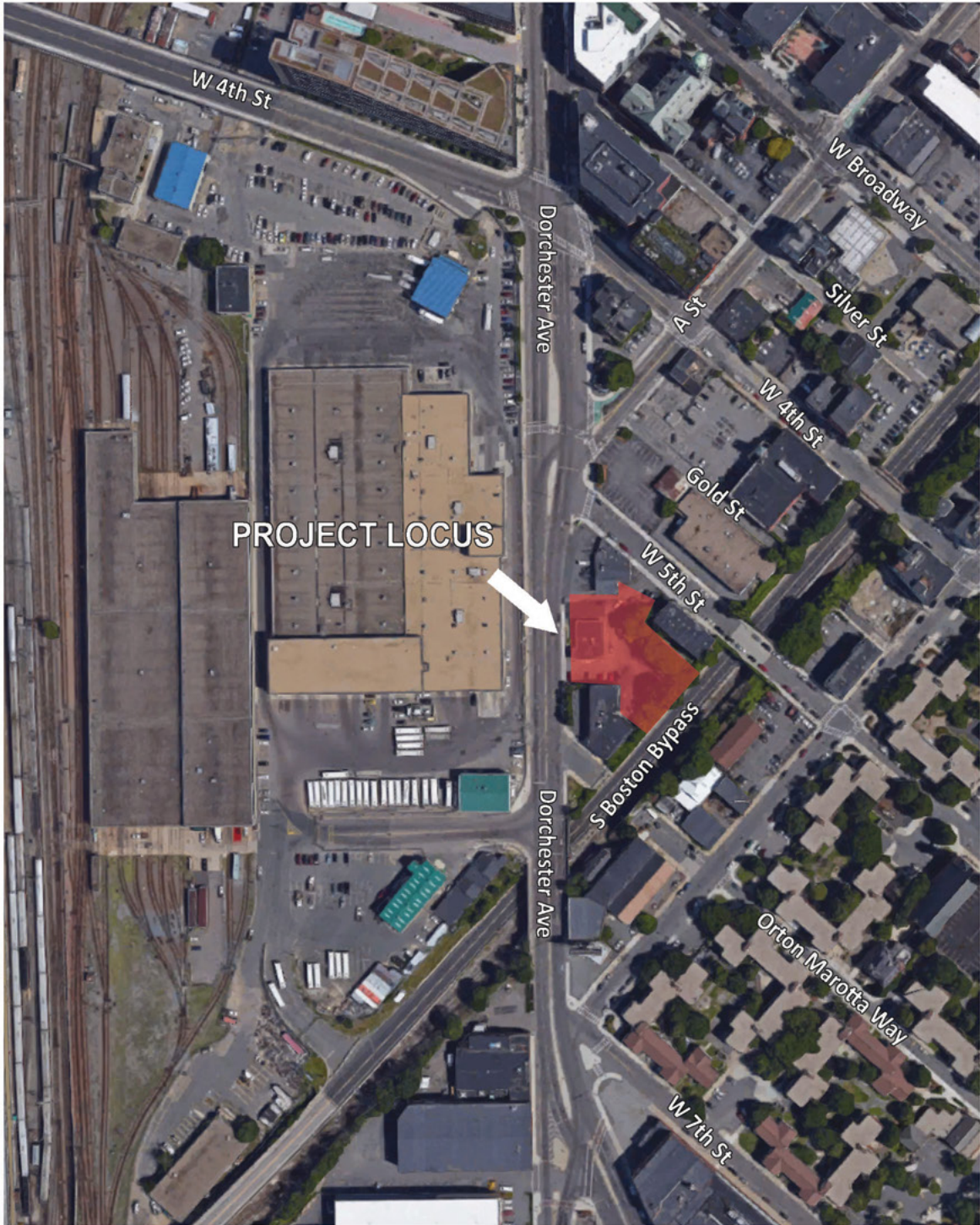
This Boston Civic Design Commission (“BCDC”) Briefing Package is being submitted on behalf of **Evergreen Property Group, LLC** (the “Proponent”) for a mixed-use hotel /commercial development at 246- 248 Dorchester Avenue (“248 Dorchester Avenue”) in the South Boston neighborhood in accordance with the Article 80 requirements of the Boston Zoning Code (“Code”). The Project proposes construction of up to 159 hotel rooms with approximately 15,000 - 20,000 gross square feet (gsf) of neighborhood serving and hospitality amenities, including restaurant, lounge, event space and outdoor deck, and covered at-grade on-site parking for approximately 60 valet-parked vehicles, all totaling 87,000 gsf of interior space (the “Proposed Project”). The Proposed Project will also provide a distinct hospitality use at a design-forward development that better activates the street frontage along Dorchester Avenue with enhanced pedestrian amenities and increased foot traffic attracting local residents, guests and visitors within a short walk from the MBTA’s Redline West Broadway Station.

Currently occupied by the Enterprise Rent-A-Car business, the Property Site consists of 22,042 square foot of under-utilized land in South Boston, with a single-story building occupied by an automobile rental business surrounded by asphalt parking lots. With frontage on Dorchester Avenue, the Property Site is bounded by West Fifth and West Sixth Streets, and the South Boston Bypass/Haul Road at its rear. While the immediate area along this section of Dorchester Avenue is mostly industrial, the Property Site is in a unique section of the Planning Initiative area which the Boston Planning and Development Agency (BPDA) has determined to be generally appropriate for a potential new hotel use, as it transitions from the nearby commercial district to other more residential parts of the Planning Initiative area. All existing structures will be removed to enable the new development. Please see **Figures 1-1** thru **1-6**.

A Project Notification Form was filed with the Boston Planning and Development Agency (the “BPDA”) on October 2, 2017.

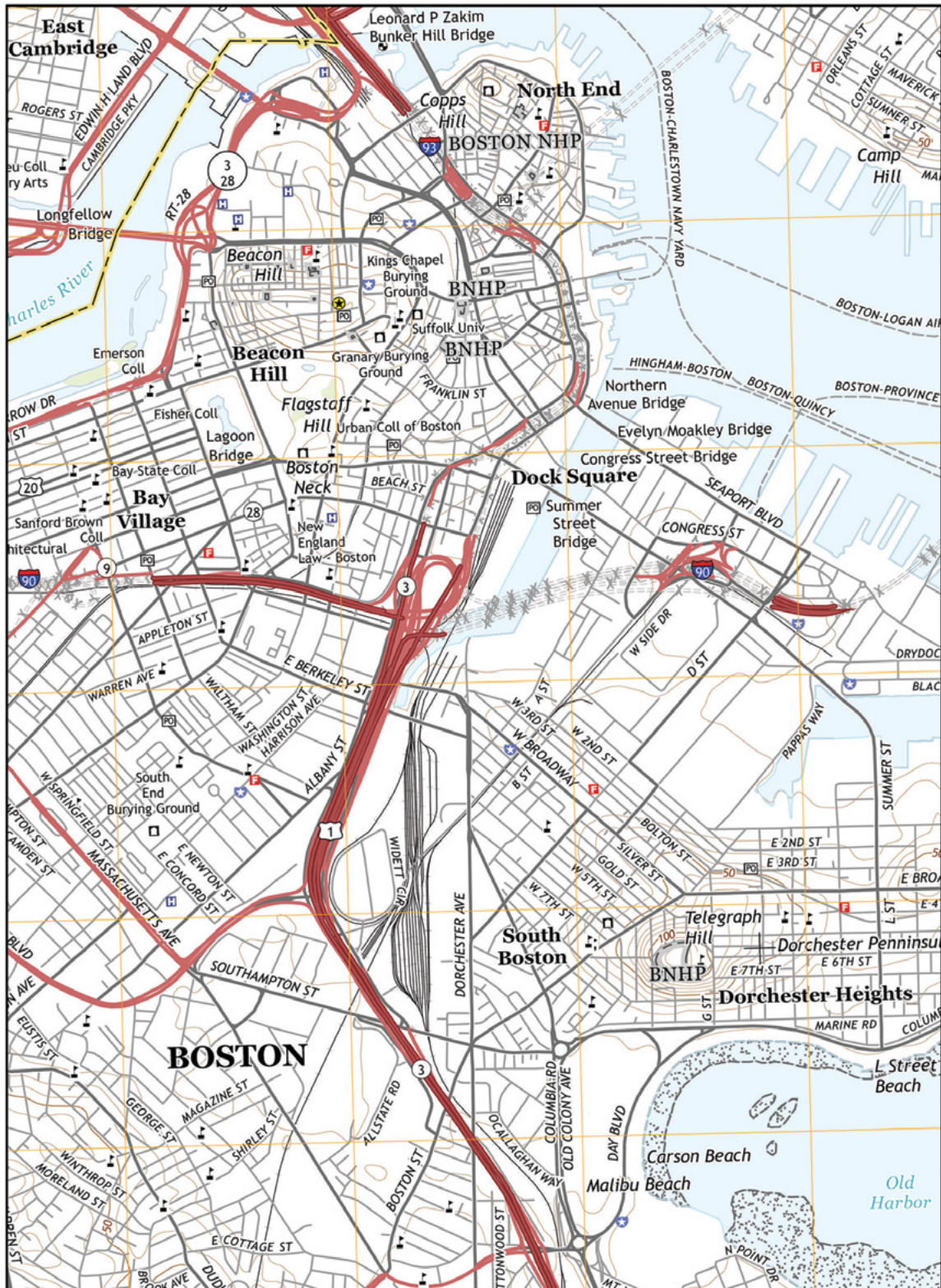
The nearby neighborhood is a mix of light industrial, retail, and other commercial uses, as well as residential buildings ranging from a small number of single-family homes to numerous multi-unit condominiums and apartments. MBTA buses run on Routes 9, 11 and 47 close to the site on both Dorchester Avenue and West Broadway, and the West Broadway Redline Line MBTA station is less than five blocks from the site. Broadway Station provides a direct connection to South Station and downtown Boston, and points north to Cambridge and south to Quincy. The context of the immediate area is supportive of, and well-suited to the proposed scale and scope of the Proposed Project, including several buildings of four to six stories in height, and the Macallen Building with a height of up to ten stories at Dorchester Avenue and West Fourth Street.





**Figure 1-1 Project Locus**





**Figure 1-2**  
**USGS Map**

**Figure 1-3. Existing Site Photos**



**Existing 250 Dorchester Ave Building**



**Onsite Enterprise Rent A Car**



**Figure 1-4. Existing Site Photos**



**Adjacent Doughboys Restaurant**



**Parking on Private Street Next to Existing Building and Adjacent Residential Structure (Under construction) on Otherside of the Haul Road**



**Figure 1-5. Existing Site Photos**



**Adjacent Haul Road**



**Nearby MBTA Storage Yards on Dorchester Avenue**

**Figure 1-6. Existing Site Photos**



**Front of Existing Building along Dorchester Ave**



**Rear New Building Under Construction Along Haul Road**



## **1.2 Detailed Project Description**

### **1.2.1 Existing Conditions Plan**

The proposed site includes 0.5 acres (22,042 sf) and includes 246-248 Dorchester Avenue (Enterprise Rent-A-Car Office) and is bounded to the north by 270 Dorchester Avenue (Doughboy Donuts & Deli) and 26-29 West Fifth Street (multi-family residences), to the east by the MA Department of Transportation Haul Road (South Boston Bypass), to the south by 250 Dorchester Avenue and West Sixth Street, and to the east by Dorchester Avenue. The site is currently occupied by one-story Enterprise Rent-A-Car office building with surface parking on both sides along Dorchester Avenue and in the rear of the site along the Haul Road, which will be demolished to allow for the new construction to commence. (See **Figure 1-7. Existing Conditions Plan.**)

### **1.2.2 Detailed Project Program**

The Project proposes construction of up to 159 hotel rooms with approximately 15,000 - 20,000 gross square feet (gsf) of neighborhood serving and hospitality amenities, including restaurant, lounge, event space and outdoor deck, and at-grade on-site parking for approximately 60 valet-parked vehicles (the “Proposed Project”). The Proposed Project will also provide a distinct hospitality use at a design-forward development that better activates the street frontage along Dorchester Avenue with enhanced pedestrian amenities and increased foot traffic attracting local residents, guests and visitors within a short walk from the West Broadway MBTA Station.

The hotel which will include five hotel floors over the ground level lobby/commercial spaces/garage will be topped by an amenity seventh floor, with an eighth floor providing 5,000 sf of event space. Typical upper floors will be approximately 13,244 sf. Total height to the top of the highest occupiable floor will be 99 feet. Automobile access will be undercover into a turnaround area and access to the garage from Dorchester Avenue. Service vehicle access will be provided from Dorchester Avenue and accommodate SU-36 trucks with maneuvering within the site. The context of the immediate area is supportive of, and well-suited to the proposed scale and scope of the Proposed Project, including several buildings of four to six stories in height, and the Macallen Building with a height of up to ten stories at Dorchester Avenue and West Fourth Street. See Project Dimensions in **Table 1-1** below.



**Table 1-1. Approximate Project Dimensions of Proposed Project**

<b>Lot Area</b>	0.5 acres / 22,042 square feet
<b>Gross Square Feet</b>	87,000 gross square feet
<b>FAR</b>	3.94
<b>Floors</b>	8 Floors with an Amenity Deck
<b>Height*</b>	99 feet

\*Height from Average Front Grade



## 2.0 URBAN DESIGN AND SUSTAINABILITY

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### 2.1 Introduction

The proposed project will have many positive impacts on the surrounding neighborhood. Key components such as active ground floor uses, generous public space along street side, carefully located vehicle access and proximity to public transportation have all been thoughtfully considered to reduce the negative impacts and enhance the positive impacts. The project will meet Stretch Code and achieve a high level of energy efficiency. The project team is familiar with the recommendation and principals of the ongoing Dorchester Avenue Study and has taken every opportunity to integrate these principals into the project.

### 2.2 Urban Design Principles

#### 2.2.1 *Place Making Opportunities – Small Business, Visual Access to Ground Floor Use*

In keeping with the City of Boston Strategic Plan’s stated goal of bolstering place making opportunities along Dorchester Avenue, the project proposes to provide approximately 3,600 square feet of commercial/retail space along the highly visible Dorchester Avenue frontage. The Hotel Lobby is also located along Dorchester Avenue providing maximum active uses along the street. The both entries are set back from the Street creating a **public plaza** alongside the street which would be ideal for outdoor dining or other uses increasing the public profile and urban realm opportunities on the site. The retail storefronts are proposed to be constructed of glass curtain wall providing **high visual access to the ground floor uses**. This will also further enhance and extend the West Broadway commercial/retail district further along Dorchester Avenue.

The hotel lobby is located to the south of the retail space near the vehicle access allowing for easy off street guest arrival for the hotel. It will have glass storefront windows, accent lighting and a canopy to mark the entry and bring a pedestrian scale to the streetscape. The volume of pedestrians coming and going from the hotel and various publicly accessible spaces on site will further bolster the overall activity along this stretch of Dorchester Avenue and create a **strong pedestrian presence** at its edges.

#### 2.2.2 *Recreation and Green Space Connections*

The Project will house indoor storage for bicycles to encourage their use as primary transportation. The project’s location provides guests with quick and direct access to the **South Bay Harbor Bike Trail** which connects Dudley Square to the waterfront. The project is also proximate to the new park under the expressway overpass and the culmination of the Emerald Necklace as it arrives at the water at Carson Beach. The project also proposes to study a linear park along the Haul Road connecting adjacent properties with a boardwalk through the existing urban wild with the potential for micro-retail to be dispersed along its extents.



### **2.2.3 Streetscape/Open Space**

As stated above, the Project will provide a public plaza-like space along Dorchester Avenue. This will be in keeping with the Strategic Plan's stated goal of **improving the pedestrian realm** and will create a usable, accessible street level activity hub which will serve as a touchstone for new active uses along this stretch of Dorchester Avenue. This will include a bike lane, planters, planted trees, an accessible pathway and a generous area which can be used for outdoor dining or other retail activities. Additionally, the upper floors of the hotel will include publicly accessible restaurant, lounge, roof deck and pool uses as well as a 5,000 gsf event venue.

### **2.2.4 Dorchester Avenue Corridor Uses –Support/Small Business Opportunity**

The approximately 4,500 square feet of commercial/retail space will offer a new opportunity for one or more small businesses to flourish and add to the unique retail experience of this part of South Boston.

### **2.2.5 Proximity to Public Transit and Alternative Transportation**

The Project will take full advantage of its proximity to public transit and is within close range of 6 different bus lines, a host of Zipcar and Hubway locations and is one stop away from South Station on the redline and a quick two station ride to Logan Airport via the MBTA Red to Silver Lines. Additionally, the project plans to provide rental bicycles available to the hotel guests to encourage alternative and sustainable forms of transportation. This will reduce overall trips generated from the site and reduce pressures on the busy traffic moving along Dorchester Avenue towards downtown and the expressway. Please refer to the traffic narratives in **Section 7.0** for more detailed information regarding this issue.

## **2.3 Building Exterior Design Principals**

### **2.3.1 Summary**

The site sits within the West Broadway neighborhood of South Boston and will be considerate of input from both the West Broadway Neighborhood Association and the St. Vincent's Neighborhood Association. The site is also within the ongoing Dorchester Avenue Study area and will closely consider the goals and vision of that study. The immediate context varies widely in its architectural style and era. Much of the neighboring properties are of an industrial nature with open surface parking lots. As such the facades of the buildings are driven by factors ranging from historic references to urban scaled responses to adjacent conditions as well as more sustainable criteria such as maximizing the benefits of the sun.

### **2.3.2 Materiality**

Historically, South Boston was made up of street after street of brick and wood framed rowhouses all built at the edges of the water front industrial districts. More recently buildings of larger scale and varying materiality have been emerging from the vacant lots and industrial parcels which

currently reside along the Dorchester avenue corridor. The recently completed buildings range in materiality from brick to metal panel to “Hardy board” siding. In general, there is little consistency to point to in terms of finding a prevailing character in the neighborhood. The project at 248 Dorchester Avenue proposes a contemporary vision and character which we feel is consistent with the more ambitious buildings recently built nearby. We also feel that a clean, more contemporary expression is critical to the success of the project and its position within this emerging neighborhood. The “body” of the building (up to 70’) proposes generous windows framed by a deeply recessed metal panel system which accentuates the play of light on the facades throughout the day while also providing critical shading to the windows. Above 70’ the building steps back, consistent with the Dorchester Avenue study, and proposes a pavilion which floats above the roof of the building base and becomes a glowing beacon in the evenings. This portion of the building is intended to be clad in a metal mesh or graphically patterned metal panel that reinforces the abstract nature of this floating form. Between the building base and the floating pavilion will be a publicly accessible restaurant/lounge with a generous roof terrace which is occupiable in warmer months. The detailing of this level will reinforce the indoor/outdoor nature of this program but having full height glass walls that are detailed with the most slender mullions possible.

### **2.3.3 Scale**

The new Dorchester Avenue study permits building heights of up to 120’ at this location. With a few notable exceptions, the majority of nearby development projects built prior to the Dorchester Avenue Study top out at 70’. As such, the proposed design of the project endeavors to recall the scale of these building from the pedestrian perspective by stepping the upper floors back from the street edge by 30’ and the side yards typically by 20’. With these setbacks, the 7<sup>th</sup> and 8<sup>th</sup> floors of the proposed project are much smaller and more pavilion-like on the roof of the larger building. This element of the design allows the project to be a scale bridge between existing and future development along this corridor.

The building is setback at the ground floor along Dorchester Avenue beyond the requirement. While maintaining recommended street wall setbacks, the second floor of the proposed building cantilevers toward the street by four feet creating an eighteen foot high “ceiling” along our street level plaza. This move helps to create a more intimate sense of scale to the pedestrian passerby.

## **2.4 Landscape Design**

In accordance with the Complete Street guidelines, the project landscape proposes to enhance the public realm experience at the sidewalks along Dorchester Avenue by providing generous space for bikes pedestrians and outdoor activities as well as providing a row of tree planters along Dorchester Avenue to create shade for the active uses along the sidewalk and beautify the street experience. Along the northeast side of the parcel where we abut a residential uses we plan to provide planted buffers to soften the impacts of the proposed building on the rear yards of the residential building. The project will also propose rooftop uses most of which will be publicly accessible and will deploy areas of planted roof both intensive and extensive. Plant selection will carefully consider our climate and region and will primarily propose native and local plantings to reduce the overall need for irrigation.

## **2.5 Sustainable Design/Energy Conservation**

### **2.5.1 Introduction**

The proposed design will meet the Massachusetts Stretch Energy Code as well as the city's LEED Silver Certifiable requirement. The site's unique location provides inherent sustainability benefits. Density, proximity to public transit, storm water mitigation, a fleet of rental bicycles, bicycle storage for employees, accommodation for fuel efficient vehicles are all part of the site design. The heating and cooling energy demands will be reduced through high performance insulation strategies, carefully selected glass specifications and reduced water use fixtures. The project will provide internal space for trash and recycling and will divert much of the construction waste from landfills. Indoor air quality will be controlled through the use of an energy recovery ventilator providing tempered outdoor air to all habitable spaces as well as low emitting paints and sealants. Urban heat Island effect will be mitigated through the use of light colored roofing materials as well as rooftop terraces with extensive planted areas.

Sustainability informs every design decision. Enduring and efficient buildings conserve embodied energy and preserve natural resources. The project embraces the opportunity to positively influence the urban environment. Its urban location takes advantage of existing infrastructure while some access to mass transportation will reduce dependence on single occupant vehicle trips and minimize transportation impacts.

The Proponent and the Project design team are committed to an integrated design approach and are using the LEED v4 for BD+C: New Construction and Major Renovation rating system and intend to meet certification as presented in **Figure 3.6-19** in **Appendix A**. This rating will meet or exceed Boston's Green Building standard. The LEED rating system tracks the sustainable features of the project by achieving points in following categories: Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation and Design Process.

### **2.5.2 Sustainable Sites**

The development of sustainable sites is at the core of sustainable design. The sustainable sites credit category encourages development on previously developed land, minimizing a building's impact on ecosystems and waterways, regionally appropriate landscaping, smart transportation choices, stormwater runoff management, and reduction of erosion, light pollution, heat island effect, and pollution related to construction and site maintenance.

The previously developed site features connectivity to basic services in the community and is located in an urban setting that is well served by the existing utility infrastructure. The site's adjacency to basic services in the community and the development density of its urban context enable the project to satisfy available approaches to the Development Density and Community Connectivity credit. Access to the Broadway Redline Line MBTA station is less than five blocks from the site, and MBTA buses run on Routes 9, 11 and 47 close to the site on both Dorchester Avenue and West Broadway. On-site bike storage/rental will offer environmentally sound

transportation alternatives. Coupled with alternative parking options, the Project will try to reduce parking capacity below zoning requirements. Through these approaches, the Project also achieves many of the Alternative Transportation credits.

The planted gardens interspersed on the ground help to limit stormwater runoff to assist in meeting Stormwater Design- Quantity credit. To achieve Heat Island Effect credits and minimize the project's impact on the creation of urban heat islands, a combination of high-albedo roofing membrane and planted areas to maximize solar reflectance and minimize heat gain. In addition more than 50% of the parking spaces are below grade.

### **2.5.3 Water Efficiency**

Buildings are major users of our potable water supply and conservation of water preserves a natural resource while reducing the amount of energy and chemicals used for sewage treatment. The goal of the Water Efficiency credit category is to encourage smarter use of water, inside and out. Water reduction is typically achieved through more efficient appliances, fixtures and fittings inside and water-wise landscaping outside. To satisfy the requirements of the Water Use Reduction Prerequisite and credit, the project will incorporate water conservation strategies that include low flow plumbing fixtures for water closets and faucets. Further, drought tolerant plant species will be specified in landscaped areas to eliminate the requirement for irrigation in most areas and satisfy the requirements for the Water Efficient Landscaping credit.

### **2.5.4 Energy and Atmosphere**

According to the U.S. Department of Energy, buildings use 39% of the energy and 74% of the electricity produced each year in the United States. The Energy and Atmosphere credit category encourages a wide variety of energy strategies: commissioning; energy use monitoring; efficient design and construction; efficient appliances, systems and lighting; the use of renewable and clean sources of energy, generated on-site or off-site; and other innovative practices.

To meet the Optimize Energy Performance credit, the building envelope will include high performance glazing systems and high levels of insulation. The HVAC system will incorporate a multi variable refrigerant volume (VRV) split HVAC system, which utilizes energy recovery units and VRV heat pumps to maximize the building's energy performance. In addition, the large amount of glass used in each building reduces the daytime requirement for electrical lighting. LED, halogen or fluorescent bulbs are used in light fixtures throughout the property. These lights use much less energy, generate less heat and last much longer than incandescent bulbs.

The Project will meet or exceed the ASHRAE 90.1-2007 standard for Minimum Energy Performance through a variety of measures. Further, no chlorofluorocarbon (CFC) based refrigerants will be used in the project to reduce ozone depletion in the atmosphere and satisfy the Fundamental Refrigeration Management prerequisite. Fundamental Commissioning of Building Energy Systems will be performed to ensure that systems are operating at peak efficiency. In addition, Enhanced Commissioning will assess the performance of energy and water systems



during the first days of building operation and can help to bring additional efficiency to the systems for the life of the building.

### **2.5.5 *Materials and Resources***

During both construction and operations, buildings generate a lot of waste and use a lot of materials and resources. This credit category encourages the selection of sustainable materials, including those that are harvested and manufactured locally, contain high-recycled content, and are rapidly renewable. It also promotes the reduction of waste through building and material reuse, construction waste management, and ongoing recycling programs.

The project includes recycling facilities within the building for the convenience of the occupants in accordance with the requirements of the Storage and Collection of Recyclables prerequisite. A Demolition and Construction Waste Management Plan will be implemented to divert construction waste material from landfills per the Construction Waste Management credit. Building materials will be specified based on their recycled content and proximity of extraction and manufacturing locations to the project site such that points will be achieved in each of the Recycled Content and Regional Materials credits.

### **2.5.6 *Indoor Environmental Quality***

The U.S. Environmental Protection Agency estimates that Americans spend about 90% of their day indoors, where the air quality can be significantly worse than outside. The Indoor Environmental Quality credit category promotes strategies that can improve indoor air through low emitting materials selection and increased ventilation. It also promotes access to natural daylight and views.

During construction, an indoor air quality management plan will be implemented to prevent contamination of mechanical systems and absorptive materials. Material specifications will include only low-emitting interior finishes for paints, carpets, and woods to preserve indoor air quality. Occupants will also have control over lighting and their thermal environment. The project shall be designed to meet or exceed the rates as per ASHRAE 62.1-2007 “Ventilation for Acceptable Indoor Air Quality” and rooms will have access to daylight and views.

### **2.5.7 Innovation and Design Process**

The Innovation in Design and Innovation in Operations credit categories provide additional points for projects that use new and innovative technologies, achieve performance well beyond what is required by LEED credits, or utilize green building strategies that are not specifically addressed elsewhere in LEED. This credit category also rewards projects for including a LEED Accredited Professional on the team to ensure a holistic, integrated approach to design, construction, operations and maintenance. Four credits are being pursued and could include the following:

- Innovation in Design: Exemplary Perf SS 5.2
- Innovation in Design: Exemplary Perf WEc3
- Innovation in Design: Green Housekeeping
- Innovation in Design: Energy Star Appliances
- Innovation in Design: Education Plan

Regional Priority:

- Regional Priority: SS c3
- Regional Priority: Heat Island 7.1-Non- Roof
- Regional Priority: Heat Island 7.2 Roof
- Regional Priority: SS 6.1 Stormwater Quantity

## **2.6 Urban Design and LEED Drawings**

Urban design drawings and renderings depicting the Proposed Project, and the LEED Checklist are contained in **Appendix A** and include:

Figure 3.6-1. Urban Context

Figure 3.6-2. Aerial: Northeast

Figure 3.6-3. Dorchester Avenue Elevation

Figure 3.6-4. Roof Deck View

Figure 3.6-5. Dorchester Avenue Streetscape

Figure 3.6-6. Sidewalk Section

Figure 3.6-7. Site Plan

Figure 3.6-8. Ground Floor Plan

Figure 3.6-9. Typical Hotel Floor Plan

Figure 3.6-10. 7<sup>th</sup> Floor Plan

Figure 3.6-11. 8<sup>th</sup> Floor Plan

Figure 3.6-12. Dorchester Avenue Section

Figure 3.6-13. South Boston Bypass Road Section

Figure 3.6-14. North Elevation

Figure 3.6-15. West Elevation

Figure 3.6-16. South + Southwest Elevation

Figure 3.6-17. Southeast Elevation

Figure 3.6-18. Northeast + East Elevation

Figure 3.6-19. Project Checklist: LEED v4 for BC+D: New Construction and Major Renovations

## 3.0 GENERAL INFORMATION

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### 3.1 Project Schedule

<b>Construction Commencement</b>	<b>4<sup>th</sup> Quarter 2018</b>
<b>Construction Completion</b>	<b>3<sup>rd</sup> Quarter 2020</b>
<b>Status of Project Design</b>	<b>Schematic</b>

### 3.2 Applicant Information

#### 3.2.1 Project Proponent

The Proponent is Evergreen Property Group LLC (“EPG”) based in Boston, MA. The principal of EPG is Jason Cincotta. Since 2009, EPG and its affiliated companies have been involved in real estate development and investment in the Boston area and beyond. EPG specializes in complex boutique urban projects across the hotel, multifamily, retail, and office asset classes. It is currently engaged in multi-phase development projects in Downtown Boston, South Boston, and downtown Sarasota, Florida. EPG has a strategy to work with local stakeholders to entitle development that will both add to and fit in with the neighborhoods in which it builds and builds to own and remain invested in the neighborhoods as an operator and small business owner.

Principal Jason Cincotta has been working in the Broadway Station neighborhood since 2012 when his firm, EPG, purchased properties at 22-26 West Broadway and 25 Athens Street, combining the three lots into a larger parcel to support a mid-scale development. Shortly after that, he moved to the neighborhood in time to watch EPG’s first South Boston project, 26 West Broadway, get underway. As both a resident and a developer, he’s been interested in and fascinated by the evolution of this small corner of the South Boston neighborhood.

EPG’s plans for 248 Dorchester Avenue will draw on the knowledge and lessons gained from these past projects. The project as designed fits in with the firm’s philosophy to build high-quality, architecturally significant projects and remain invested for the long term in the neighborhood as a business owner upon completion.

EPG's plans for 248 Dorchester Avenue will draw on the knowledge and lessons gained from these past projects. The project as designed fits in with the firm's philosophy to build high-quality, architecturally significant projects and remain invested for the long term in the neighborhood as a business owner upon completion.

### **3.3 Public Benefits**

The Proposed Project will provide substantial public benefits to the City of Boston and the South Boston neighborhood. The Proposed Project provides for:

- Creation of up to 159 hotel rooms and approximately 15,000 - 20,000 gsf of neighborhood serving and hospitality amenities, including restaurant, lounge, event space and outdoor deck;
- Provide a local hotel to complement the population increase and expanded residential growth within the community;
- Assist in addressing the current shortage in the availability of high-quality hotel rooms for guests and visitors to the City of Boston at a location within ready access to the Boston Convention and Exhibition Center, the Innovation District and the downtown area of the City;
- Introduction of new neighborhood visitors who will provide support to the local community and utilize local businesses;
- Establishment of a design forward development that helps better activate the street frontage along Dorchester Avenue, and provides enhanced pedestrian amenities and increased foot traffic;
- Replacement of a blighted open and underutilized lot used for rental car parking and storage, improving the safety and visual appearance of the area, and improving environmental conditions on the existing site;
- Activation of an underutilized site at the crossroads of numerous modes of public transit and ready access to the state highway system;
- Improvement of the safety and visual appearance of the site and surrounding neighborhood by replacing an unattractive concrete-block commercial building surrounded by open-air parking and vehicle storage;
- Introduction of planting of new street trees, improved sidewalks, and other streetscape amenities to improve and enhance the pedestrian landscape and experience;
- Establishment of a premier example of sustainable construction and development;
- Temporary creation of many new jobs in the construction and building trade industries; and
- Substantial addition to real property taxes for the City of Boston.

### **3.4 Regulatory Controls and Permits**

#### **3.4.1 Zoning Overview**

The Project Site is located within a Restricted Manufacturing (M-1) zoning district under the base underlying Boston Zoning Code. The Proposed Project will therefore require relief from the Code in the form of Variances and/or Conditional Use Permits under the current code sections applicable to the Proposed Project at the Project Site. The Project Site is also subject to review under the Restricted Parking Overlay District (RPOD) but the determination of off-street parking



and loading will be reviewed by the BRA as stipulated by Article 80. While 60 valet parking spaces are currently programmed, the final amount of off-street parking and loading will be reviewed and determined by the BPDA pursuant to the provisions of the Article 80 Large Project Review process.

More significant, the Site is within the area of the South Boston Dorchester Avenue Planning Initiative (the “Planning Initiative”), a planning initiative commenced by the BPDA and the City of Boston for the purpose of ensuring that the 144 acres of the Study Area are strategically planned for a broader type of uses and a scale of development best suited to the future growth of the Dorchester Avenue corridor. A product of months of intensive participation by a broad group of area residents, property owners, business owners, advocates, public agencies, and other stakeholders, the Planning Initiative details a framework for new zoning for the area that will allow for future growth in a manner that is consistent with the community’s vision. The development team has taken great care to work within the applicable framework of the Planning Initiative, with respect to building height, density, setbacks, parking, and design, in order to achieve a Proposed Project that lives up to the objectives of the Planning Initiative. With frontage on Dorchester Avenue, the Project Site is bounded by West Fifth and West Sixth Streets and the South Boston Bypass/Haul Road at its rear. While the immediate area along this section of Dorchester Avenue is mostly industrial with limited retail uses, the Project Site is in a unique section of the Planning Initiative area which the BPDA has determined to be generally appropriate for a potential new hotel use, as it transitions from the nearby commercial district to other more residential parts of the Planning Initiative area. All existing structures will be removed to enable the new development.

### **3.4.2 Boston Zoning Code – Use Requirements**

Hotel Use (Use Item No. 15) is a Forbidden Use within the relevant M-1 zoning subdistrict. Both Local Retail Business (Use Item No. 34) and General Retail Business (Use Item No. 35) are Allowed Uses within the relevant M-1 zoning subdistrict. Additionally, both Retail Catering (Use Item No. 36A – Take Out Restaurant) and Restaurant (Use Item No. 37) are Allowed Uses within the relevant M-1 zoning subdistrict.

### **3.4.3 Boston Zoning Code – Dimensional Requirements**

The Proposed Project will include approximately 87,000 feet of gross floor area on a site that consists of approximately 22,042 square feet of land, for a resulting projected floor area ratio (“FAR”) of approximately 3.94. Current M-1 zoning establishes a maximum FAR of 1.0. The applicable dimensional regulations for “Other Use” under zoning require No Minimum Lot Size, No Additional Lot Area, No Lot Width Minimum, No Usable Open Space Minimum, and No Front Yard or Side Yard Minimum. The applicable dimensional regulations require a maximum building height of 2-½ stories and 35 feet and a Rear Yard Setback Minimum of 20 feet. It is anticipated that the proposed building will require Variances for excessive building height, excessive FAR and insufficient rear yard setback. It is important to note that the development team is being responsive to cues about future height, density, and off-street parking goals being

discussed as part of the ongoing South Boston Dorchester Avenue Planning Initiative. As a project that is subject to Large Project Review, required off-street parking spaces and off-street loading facilities are expected to be determined as a part of the Large Project Review process in accordance with the provisions of Article 80 of the Boston Zoning Code. Design elements of the Proposed Project will also be reviewed pursuant to Large Project Review.

**Table 3-1. M-1 Zoning District - Dimensional and Off-Street Parking Requirements**

<b>Dimensional Element</b>	<b>M-1 Zoning (Other Use)</b>	<b>Proposed Project*</b>	<b>Expected Zoning Relief Required?</b>
<b>Minimum Lot Size</b>	None	22,042 sf	No
<b>Minimum Lot Size (Add'l Dwelling Units)</b>	None	22,042 sf total	No
<b>Max. Floor Area Ratio</b>	1.0	3.82	Yes
<b>Max. Building Height</b>	35 feet 2-½ Stories	99 feet 8-Stories	Yes
<b>Minimum Lot Width</b>	None	129' 7"	No
<b>Minimum Lot Frontage</b>	None	126 feet	No
<b>Minimum Front Yard Setback</b>	None	10 feet	No
<b>Minimum Side Yard</b>	None	Varies (0'-3')	No
<b>Minimum Rear Yard</b>	20 feet	0 feet	Yes
<b>Required Off-Street Parking</b>	Per Article 80	60	Per Article 80
<b>Minimum Number of Loading Bays</b>	Per Article 80	1	Per Article 80
<b>Minimum Usable Open Space</b>	None	3,000 sf	No

\* The dimensions cited in this table may change as the Proposed Project undergoes ongoing review by BPDA staff.

## 4.0 ADDITIONAL PROJECT INFORMATION

### 4.1 Preliminary List of Permits or Other Approvals Which May be Sought

Agency Name	Permit or Action*
<b>Local Agencies</b>	
Boston Planning and Development Agency (BPDA)	Article 80 Review and Execution of Related Agreements; Section 80B-6 Certificate of Compliance
Boston Civic Design Commission	Schematic Design Review
Boston Zoning Board of Appeal	Variances/Zoning Relief, as Required
Boston Public Safety Commission Committee on Licenses	Garage License, Flammable Fuels
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works Public Improvements Commission	Possible Sidewalk Repair Plan; Curb-Cut Permit; Street/Sidewalk Occupancy Permit; Permit for Street Opening
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer Commission	Approval for Sewer and Water Connections; Construction Site Dewatering; and Storm Drainage
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction-Related Permits
<b>Federal Agencies</b>	
Federal Environmental Protection Agency	Notice of Intent for EPA Construction Activities General Discharge Permit with associated SWPPP
<b>State Agencies</b>	
MA Department of Environmental Protection Division of Water Pollution Control	Sewer Connection Permit
MA Department of Environmental Protection Division of Air Quality Control	Fossil Fuel Permit

\*This is a preliminary list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.



## 4.2 Project Team

Project Name	248 Dorchester Avenue, So. Boston
Property Owner / Developer	<p><b>Evergreen Property Group, LLC</b>            8 Byron Street            Boston, MA 02018</p> <p>Jason F. Cincotta            Tel: 508-344-5727</p>
Article 80 Permitting Consultant	<p><b>Mitchell L. Fischman Consulting (“MLF Consulting”) LLC</b>            41 Brush Hill Road            Newton, MA 02461</p> <p>Mitch Fischman  <a href="mailto:mitchfischman@gmail.com">mitchfischman@gmail.com</a>            Tel: 781-760-1726</p>
Legal Counsel/Outreach	<p><b>McDermott Quilty &amp; Miller LLP</b>            28 State Street, Suite 802            Boston, MA 02109            Tel: 617-946-4600</p> <p>Joseph Hanley, Esq. - Partner  <a href="mailto:jhanley@mqmlp.com">jhanley@mqmlp.com</a>            Tel: 617-946-4600, Ext. 4438</p> <p>Nicholas Zozula, Esq.  <a href="mailto:nzozula@mqmlp.com">nzozula@mqmlp.com</a>            Tel: 617-946-4600</p>
Architect	<p><b>Utile, Inc.</b>            115 Kingston Street            Boston, MA 02111            Tel: 617-423-7200</p> <p>Michael LeBlanc  <a href="mailto:lebalanc@utiledesign.com">lebalanc@utiledesign.com</a></p> <p>Ben Greer  <a href="mailto:greer@utiledesign.com">greer@utiledesign.com</a></p>

Sustainable Consultant	<p><b>WSP USA</b>  88 Black Falcon Avenue  Suite 210  Boston, MA 02210  Tel: 617-210-1708</p> <p>Jeremy Pinkham, P.E., LEED AP BD+C  <a href="mailto:jeremy.pinkham@WSP.com">jeremy.pinkham@WSP.com</a></p>
Landscape Architect	<p><b>GroundView LLC</b>  5 Dell Street  Somerville, MA 02145  Tel: 617-548-9688</p> <p>Wilson Martin  <a href="mailto:wilsonmartin@groundviewdesign.com">wilsonmartin@groundviewdesign.com</a></p>
Transportation Planner / Engineer	<p><b>Howard Stein Hudson</b>  11 Beacon Street, Suite 1010  Boston, MA 02108  Tel: 617-482-7080</p> <p>Keri Pyke, P.E., PTOE,  <a href="mailto:kpyke@hshassoc.com">kpyke@hshassoc.com</a>  Tel: 617-348-3301</p>
Civil Engineer/ Infrastructure / Survey	<p><b>Samiotes Consultants, Inc.</b>  20 A Street  Framingham, MA 01701  Tel: 508-877-6688</p> <p>Stephen R. Garvin, PE, LEED AP  <a href="mailto:sgarvin@samiotes.com">sgarvin@samiotes.com</a></p> <p>Alicja Zukowski  <a href="mailto:azukowski@samiotes.com">azukowski@samiotes.com</a></p>
Noise and Air Consultant	<p><b>Tech Environmental, Inc.</b>  Hobbs Brook Office Park  303 Wyman Street, Suite 295  Waltham, MA 02451  Tel: 781-890-2220</p> <p>Marc C. Wallace  <a href="mailto:mwallace@techenv.com">mwallace@techenv.com</a>  Tel: 781-890-2220 x30</p>

Geotechnical Engineer	<b>McPhail Associates</b> 2269 Massachusetts Avenue Cambridge, MA 02140 Tel: 617-868-1420  Tom Fennick <a href="mailto:TJF@mcphailgeo.com">TJF@mcphailgeo.com</a>
Hazardous Waste Consultant	<b>GZA GeoEnvironmental, Inc.</b> 249 Vanderbilt Avenue Norwood, MA 02062

## **5.0 APPENDICES**

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### **Appendix A - Urban Design Figures and LEED Checklist**



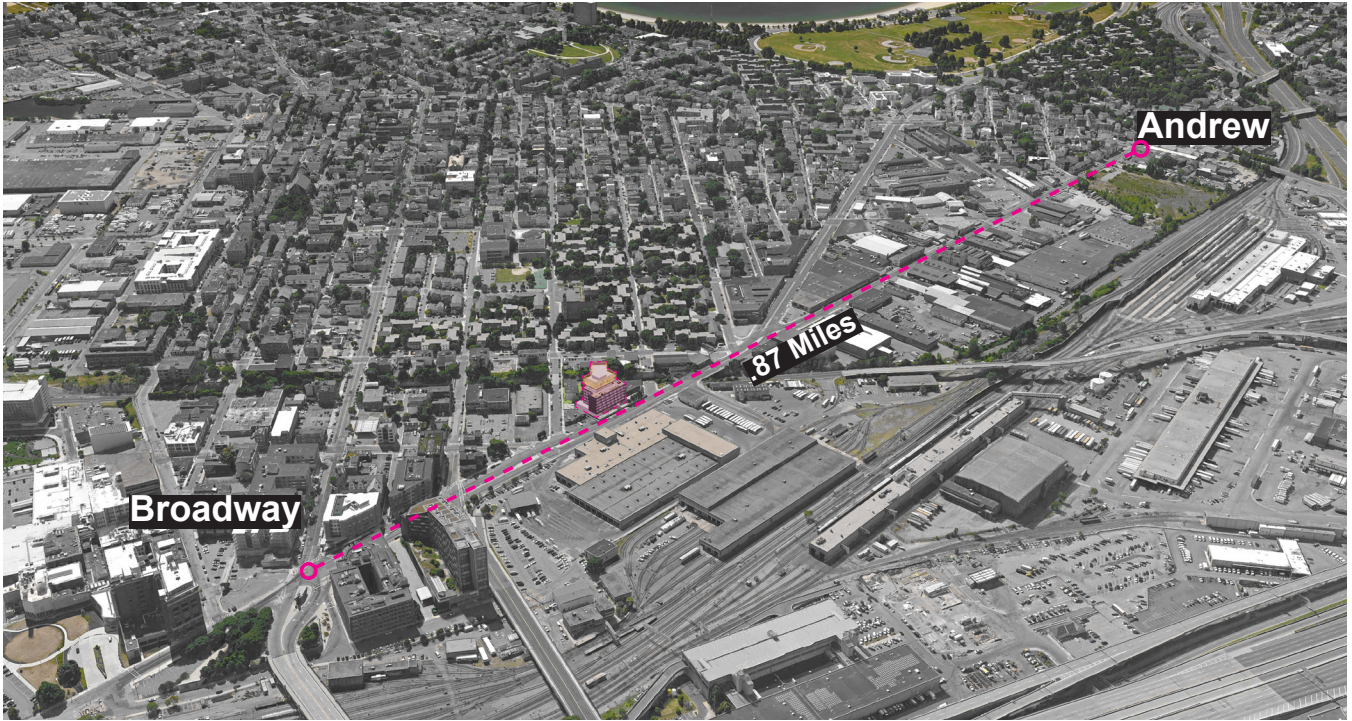


Figure 3.6-1. Urban Context



Figure 3.6-2. Aerial: Northeast





Figure 3.6-3. Dorchester Ave Elevation



Figure 3.6-4. Roof Deck View





Figure 3.6-5. Dorchester Ave Street Scape

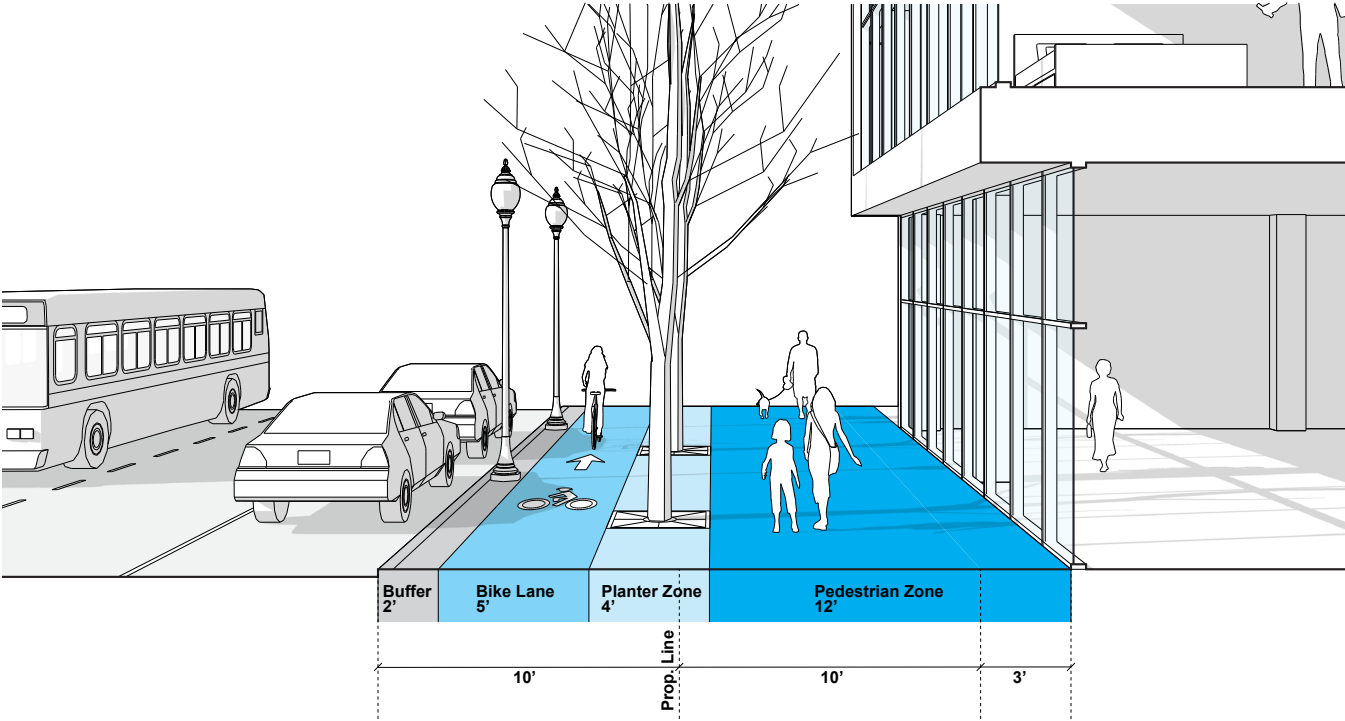


Figure 3.6-6. Sidewalk Section



Figure 3.6-7. Site Plan





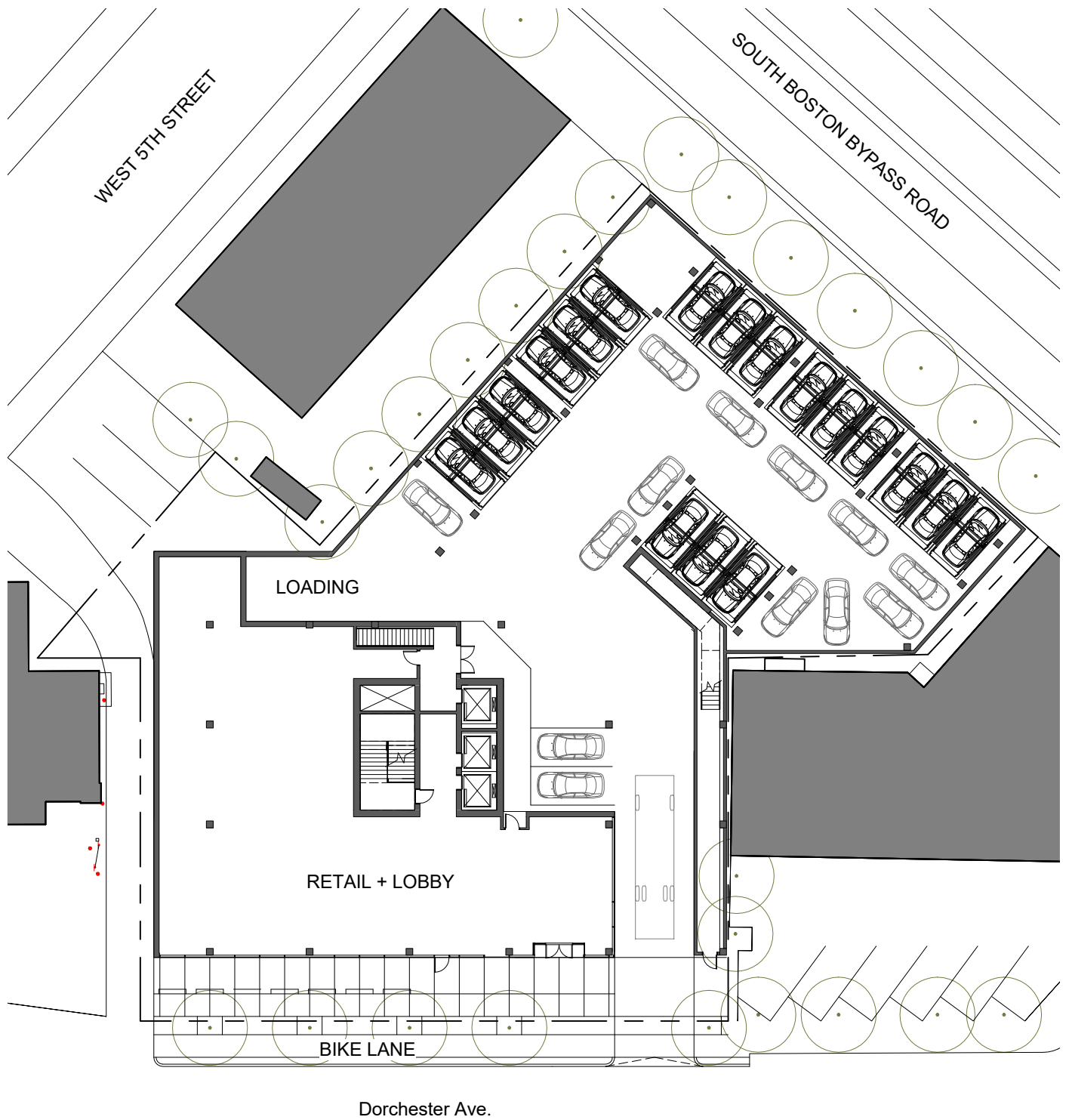


Figure 3.6-8. Ground Floor Plan



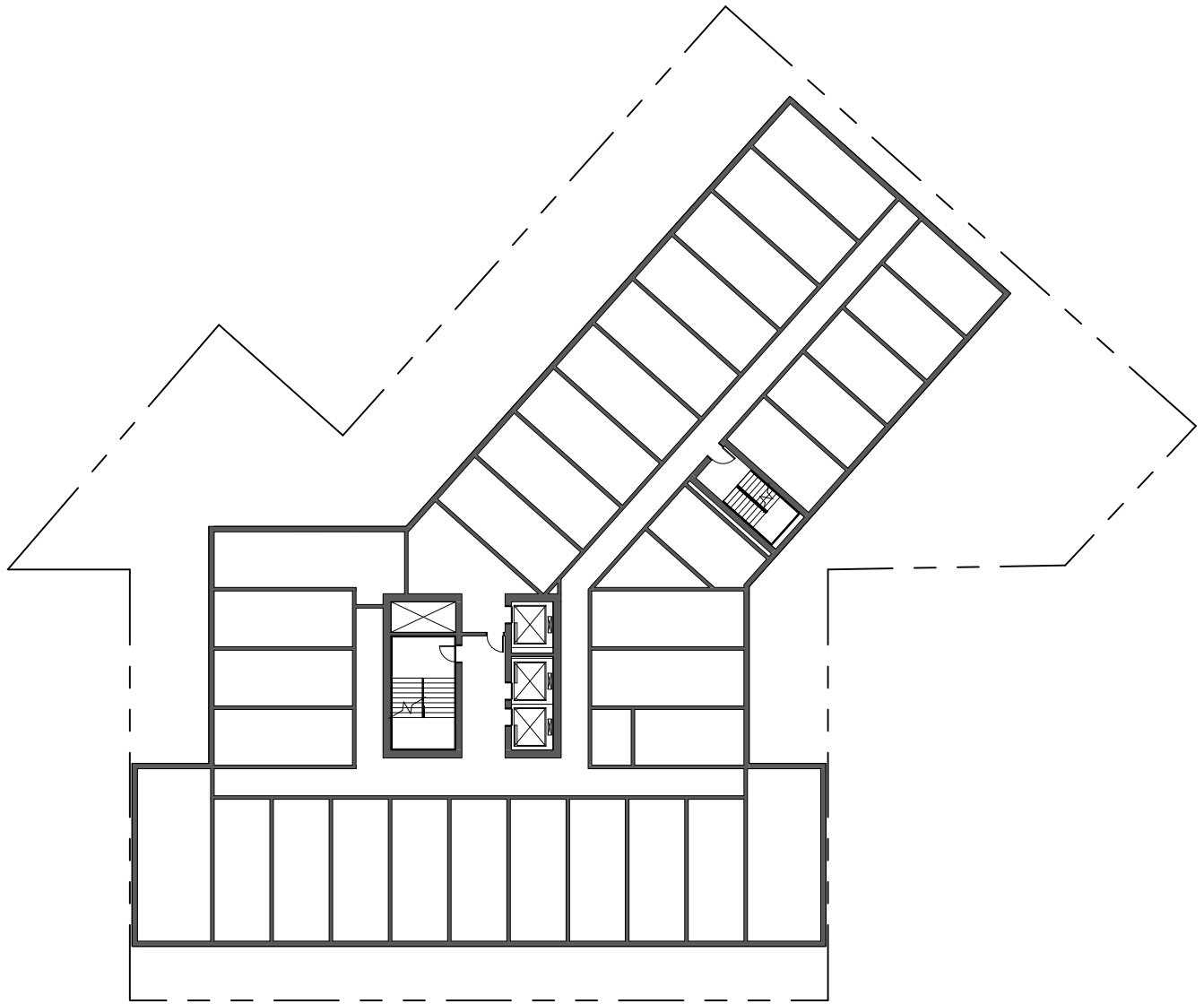


Figure 3.6-9. Typical Hotel Floor Plan



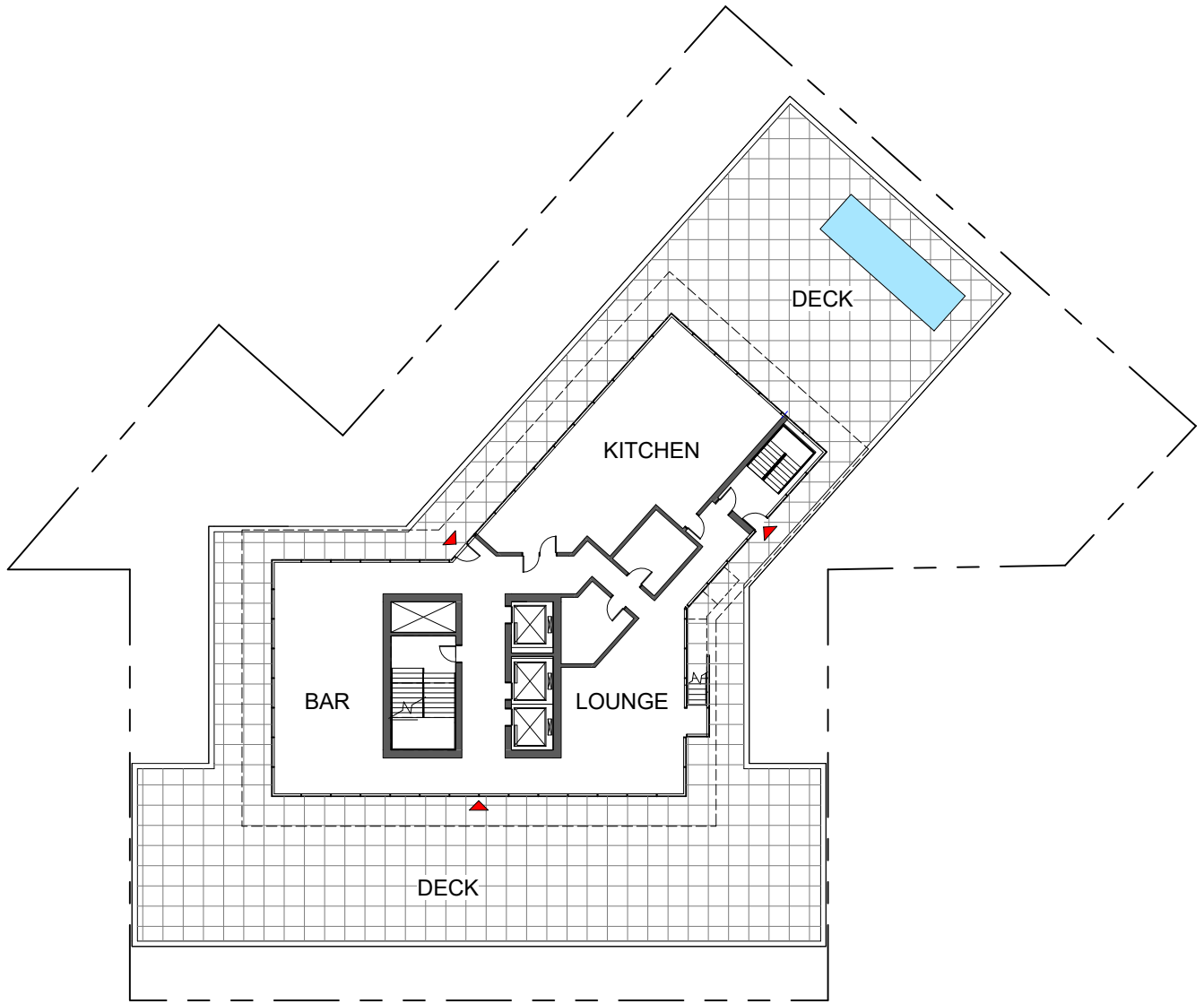


Figure 3.6-10. 7th Floor Plan



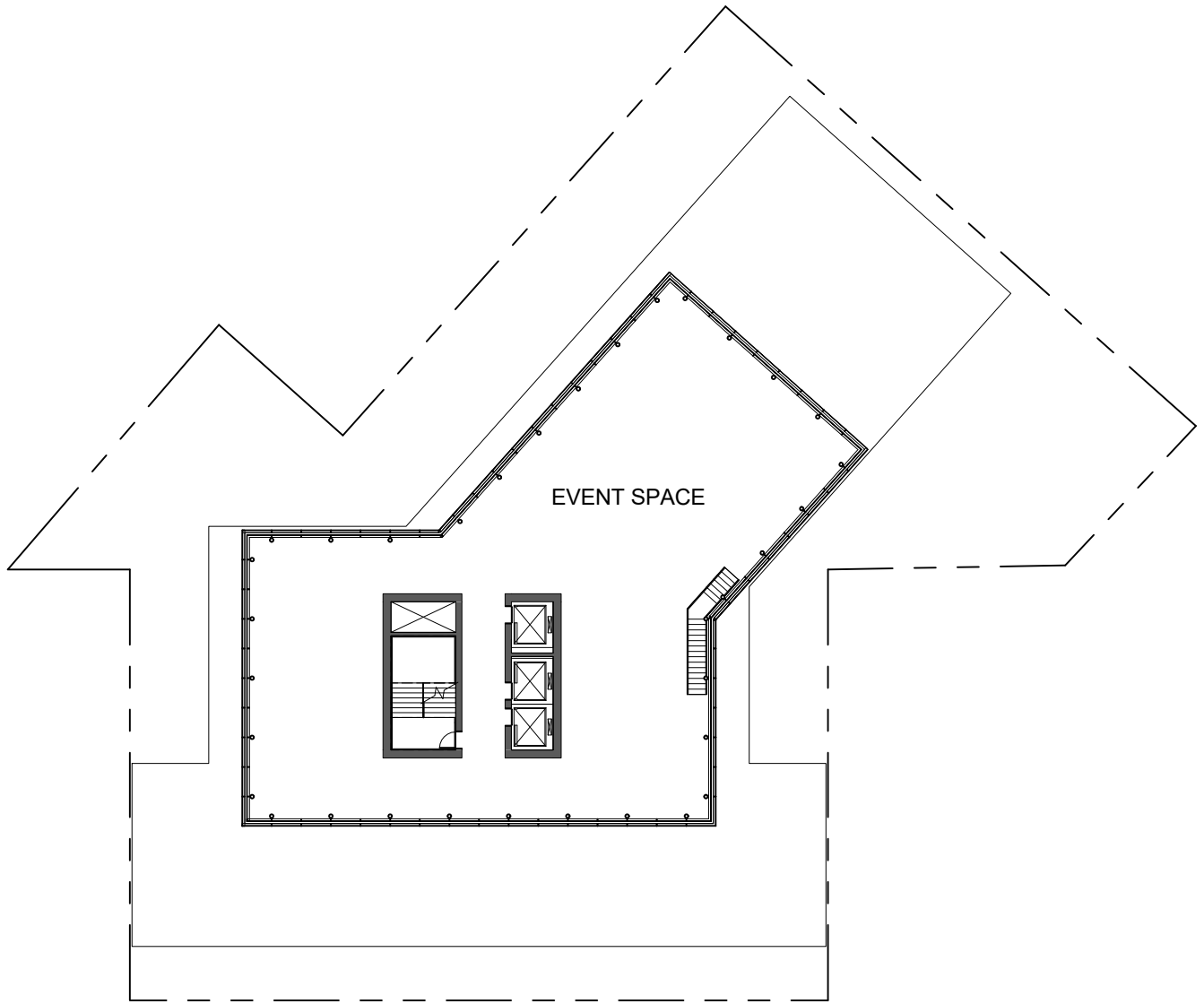


Figure 3.6-11. 8th Floor Plan





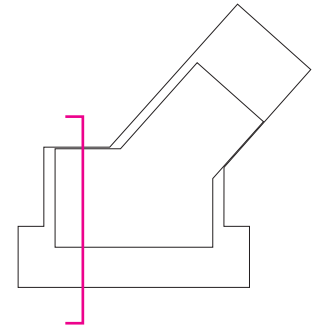
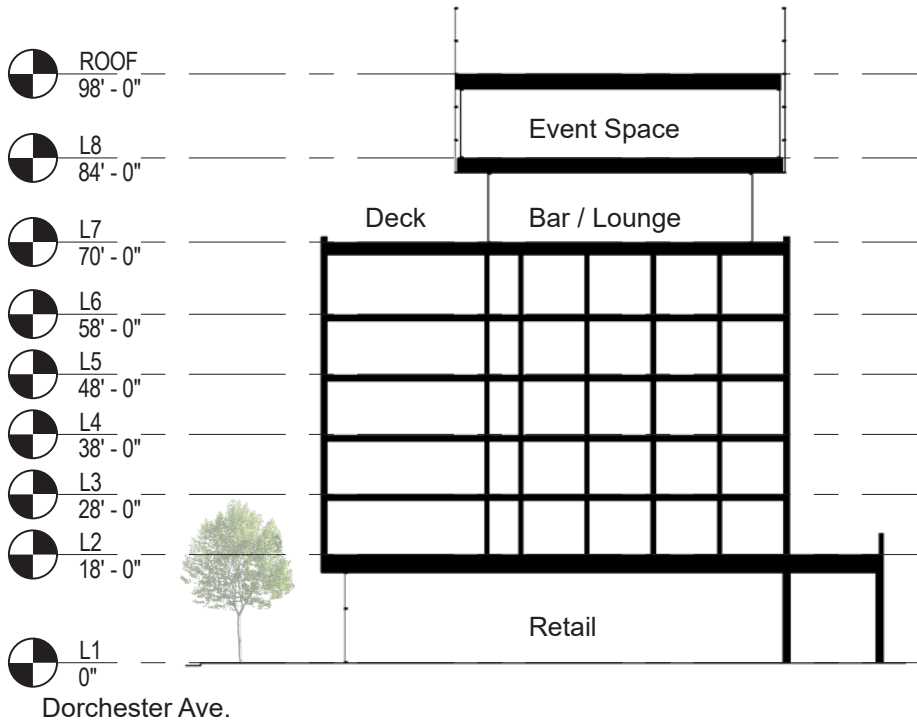


Figure 3.6-12. Dorchester Ave. Section

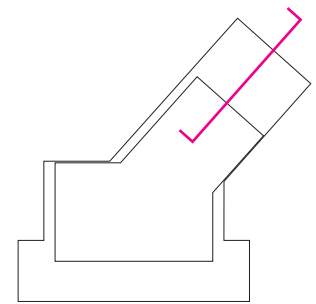
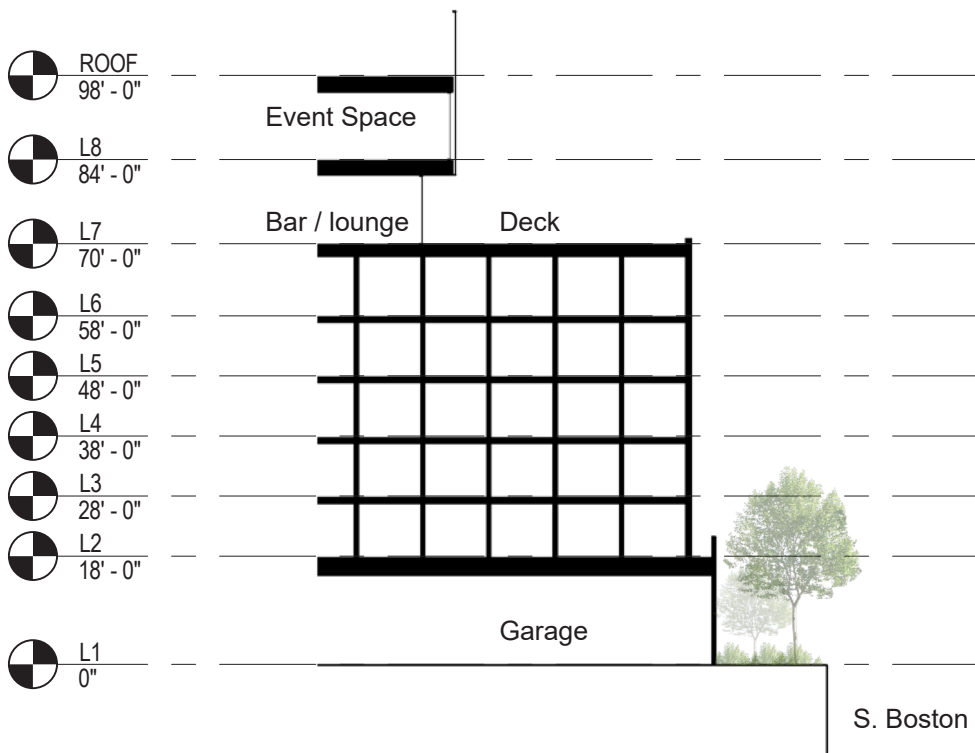


Figure 3.6-13. S. Boston Bypass Rd. Section



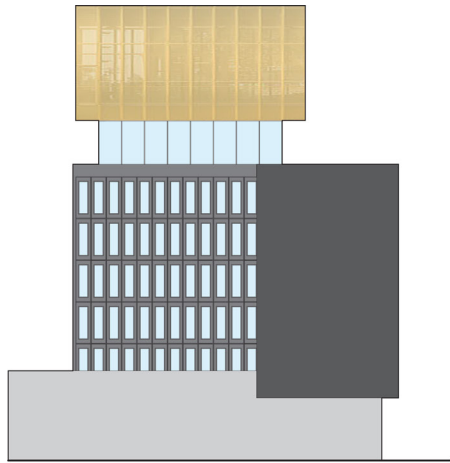


Fig. 3.6-14. North Elevation

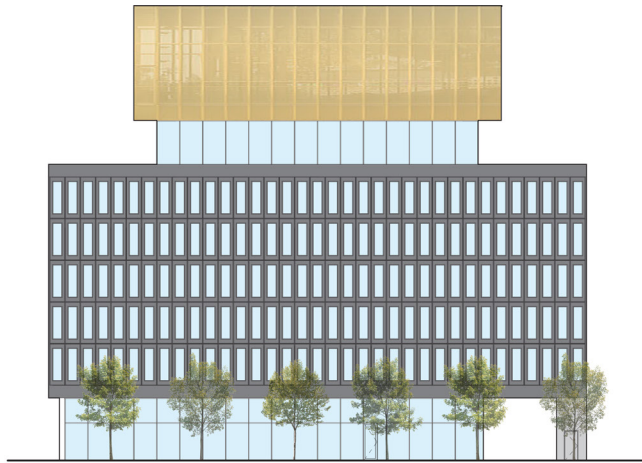


Fig. 3.6-15. West Elevation

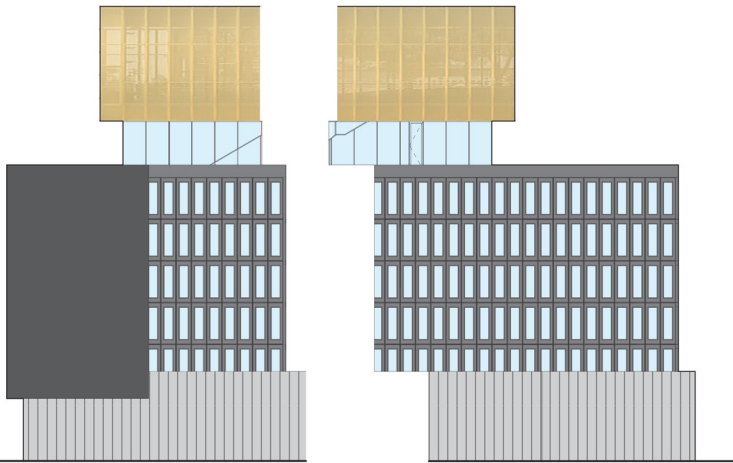


Fig. 3.6-16. South + Southwest Elevation

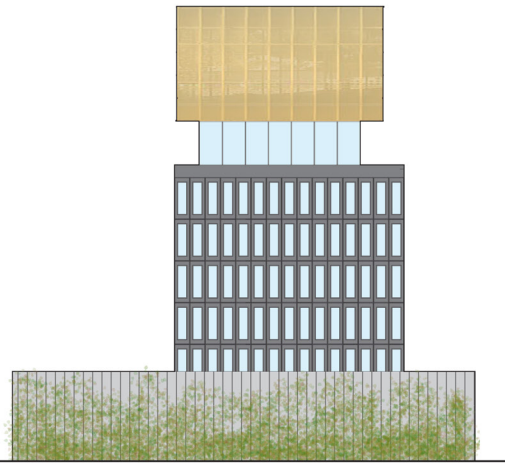


Fig. 3.6-17. Southeast Elevation

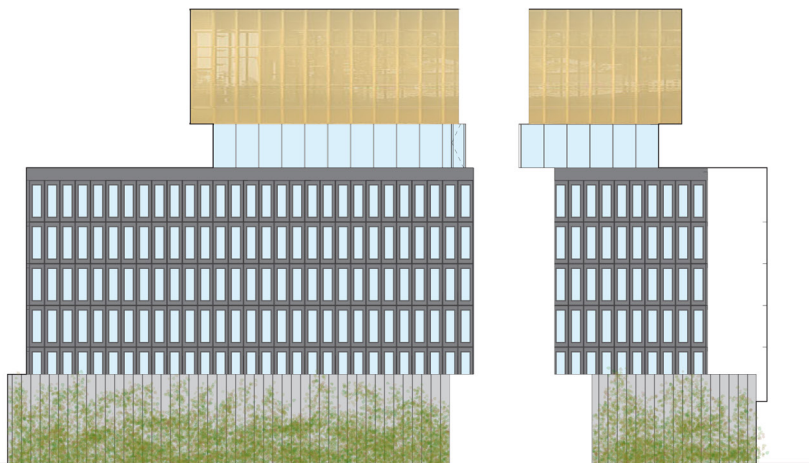


Fig. 3.6-18. Northeast + East Elevation



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

Project Name: 248 Dorchester  
Date: 8/9/2017

<b>0</b>	<b>1</b>	<b>0</b>	<b>Integrative Process</b>	<b>1</b>
0	1	0	Credit Integrative Process	1
<b>12</b>	<b>0</b>	<b>4</b>	<b>Location and Transportation</b>	<b>16</b>
0	0	0	Credit LEED for Neighborhood Development Location	16
1	0	0	Credit Sensitive Land Protection	1
0	0	2	Credit High Priority Site	2
5	0	0	Credit Surrounding Density and Diverse Uses	5
3	0	2	Credit Access to Quality Transit	5
1	0	0	Credit Bicycle Facilities	1
1	0	0	Credit Reduced Parking Footprint	1
1	0	0	Credit Green Vehicles	1
<b>5</b>	<b>0</b>	<b>5</b>	<b>Sustainable Sites</b>	<b>10</b>
Y			Prereq Construction Activity Pollution Prevention	
0	0	1	Credit Site Assessment	1
0	0	2	Credit Site Development - Protect or Restore Habitat	2
0	0	1	Credit Open Space	1
3	0	0	Credit Rainwater Management	3
2	0	0	Credit Heat Island Reduction	2
0	0	1	Credit Light Pollution Reduction	1
<b>6</b>	<b>3</b>	<b>2</b>	<b>Water Efficiency</b>	<b>11</b>
Y			Prereq Outdoor Water Use Reduction	
Y			Prereq Indoor Water Use Reduction	
Y			Prereq Building-Level Water Metering	
1	1	0	Credit Outdoor Water Use Reduction	2
2	2	2	Credit Indoor Water Use Reduction	6
2	0	0	Credit Cooling Tower Water Use	2
1	0	0	Credit Water Metering	1
<b>12</b>	<b>2</b>	<b>19</b>	<b>Energy and Atmosphere</b>	<b>33</b>
Y			Prereq Fundamental Commissioning and Verification	
Y			Prereq Minimum Energy Performance	
Y			Prereq Building-Level Energy Metering	
Y			Prereq Fundamental Refrigerant Management	
6	0	0	Credit Enhanced Commissioning	6
3	0	15	Credit Optimize Energy Performance	18
1	0	0	Credit Advanced Energy Metering	1
0	0	2	Credit Demand Response	2
0	1	2	Credit Renewable Energy Production	3
0	1	0	Credit Enhanced Refrigerant Management	1
2	0	0	Credit Green Power and Carbon Offsets	2

<b>5</b>	<b>6</b>	<b>2</b>	<b>Materials and Resources</b>	<b>13</b>
Y			Prereq Storage and Collection of Recyclables	
Y			Prereq Construction and Demolition Waste Management Planning	
0	3	2	Credit Building Life-Cycle Impact Reduction	5
1	1	0	Credit Building Product Disclosure and Optimization - Environmental Product	2
1	1	0	Credit Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	1	0	Credit Building Product Disclosure and Optimization - Material Ingredients	2
2	0	0	Credit Construction and Demolition Waste Management	2
<b>4</b>	<b>9</b>	<b>3</b>	<b>Indoor Environmental Quality</b>	<b>16</b>
Y			Prereq Minimum Indoor Air Quality Performance	
Y			Prereq Environmental Tobacco Smoke Control	
1	1	0	Credit Enhanced Indoor Air Quality Strategies	2
1	1	1	Credit Low-Emitting Materials	3
1	0	0	Credit Construction Indoor Air Quality Management Plan	1
0	0	2	Credit Indoor Air Quality Assessment	2
1	0	0	Credit Thermal Comfort	1
0	2	0	Credit Interior Lighting	2
0	3	0	Credit Daylight	3
0	1	0	Credit Quality Views	1
0	1	0	Credit Acoustic Performance	1
<b>6</b>	<b>0</b>	<b>0</b>	<b>Innovation</b>	<b>6</b>
5	0	0	Credit Innovation	5
1	0	0	Credit LEED Accredited Professional	1
<b>1</b>	<b>1</b>	<b>2</b>	<b>Regional Priority</b>	<b>4</b>
0	0	1	Credit Regional Priority: Specific Credit	1
0	0	1	Credit Regional Priority: Specific Credit	1
1	0	0	Credit Regional Priority: Specific Credit	1
0	1	0	Credit Regional Priority: Specific Credit	1
<b>51</b>	<b>22</b>	<b>37</b>	<b>TOTALS</b>	<b>Possible Points: 110</b>

Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110 points

Fig. 3.6-19. LEED v4 for BD+C: New Construction and Major Renovation

## **Appendix B - Shadow Impacts Analysis**

### **Introduction**

A shadow impact analysis was conducted for the Project Notification Form in order to illustrate new shadow created from the proposed project on the surrounding area. The study presents both existing and new shadow impact for the hours 9:00 AM, 12:00 Noon, and 3:00 PM for the vernal equinox, summer solstice, autumnal equinox, and winter solstice. In addition, shadows are depicted for 6:00 PM during the summer solstice and autumnal equinox.

### **Vernal Equinox (March 21)**

**Figures 4.1-1** through **4.1-3** depict shadows on March 21.

At 9:00 AM, new shadows are cast in a northwesterly direction on Dorchester Avenue and the roof of the MBTA Bus Depot. Additional shadow will be cast on a small portion of the Doughboy Donut site.

At 12:00 Noon, new shadows are cast in a northerly direction on the Doughboy Donut site and in the backyard of 25-31 West 5<sup>th</sup> Street.

At 3:00 PM, new shadows are cast in a northeasterly direction on 25-31 West 5<sup>th</sup> Street. Additional shadows are cast on portions of West 5<sup>th</sup> Street and the Doughboy Donuts site.

### **Summer Solstice (June 21)**

**Figures 4.1-4** through **4.1-7** depict shadow impacts on June 21.

At 9:00 AM, new shadows are cast in a westerly direction on Dorchester Avenue and the roof of the MBTA Bus Depot.

At 12:00 Noon, new shadows are cast in a northwesterly direction on the east sidewalk of Dorchester Avenue and a small portion of the Doughboy Donut site.

At 3:00 PM, new shadows are cast in a northeasterly direction on the 25-31 West 5<sup>th</sup> Street site. Additional shadows are cast on portions of the Doughboy Donuts site.

At 6:00 PM, new shadows are cast in an easterly direction on the 25-31 West 5<sup>th</sup> Street site. Additional shadows are cast on portions of the South Boston Bypass Road, West 5<sup>th</sup> Street, and the 55 West 5<sup>th</sup> Street site.

## **Autumnal Equinox (September 21)**

**Figures 4.1-8** through **4.1-11** depict shadow impacts on September 21.

At 9:00 AM, new shadows are cast in a northwesterly direction on Dorchester Avenue and the roof of the MBTA Bus Depot. Additional shadow will be cast on a small portion of the Doughboy Donuts site.

At 12:00 Noon, new shadows are cast in a northerly direction on the east sidewalk of Dorchester Ave., the Doughboy Donut site, and in the backyard of 25-31 West 5<sup>th</sup> Street.

At 3:00 PM, new shadows are cast in a northeasterly direction on 25-31 West 5<sup>th</sup> Street. Additional shadows are cast on portions of West 5<sup>th</sup> Street and the Doughboy Donuts site.

At 6:00 PM, new shadows are cast in an easterly direction on portions of the Doughboy Donut site and the side yard of 25-31 West 5<sup>th</sup> Street. Additional shadows are cast on small portions of West 5<sup>th</sup> Street, and the roofs of surrounding buildings.

## **Winter Solstice (December 21)**

**Figures 4.1-12** through **4.1-14** depict shadow impacts on December 21. Winter sun casts the longest shadows of the year.

At 9:00 AM, new shadows are cast in a northwesterly direction on Dorchester Avenue and the roof of the MBTA Bus Depot. Additional shadow will be cast on a small portion of the Doughboy Donuts site and 25-31 West 5<sup>th</sup> Street site.

At 12:00 Noon, new shadows are cast in a northerly direction on the Doughboy Donuts site, the backyard of 25-31 West 5<sup>th</sup> Street, and in the parking lot on the corner of West 5<sup>th</sup> and A Street. Additional shadows are cast on a small portion of the Colmar Belting site at 20 West 5<sup>th</sup> Street.

At 3:00 PM, new shadows are cast in a northeasterly direction on portions of the Doughboy Donut site and the side yard of 25-31 West 5<sup>th</sup> Street. Additional shadows extend to Silver Street.

## **Summary**

New shadows from the project will be primarily limited to the immediate surrounding public ways and sidewalks of Dorchester Avenue and the adjacent properties to the north (Doughboy Donuts) and northeast (25-31 West 5<sup>th</sup> Street). Shadows will extend further during the winter months, but will not cause significant impact due to existing buildings in the area.

Figure 4.1-1. March 21 Shadows- 9:00 AM

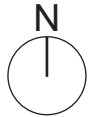
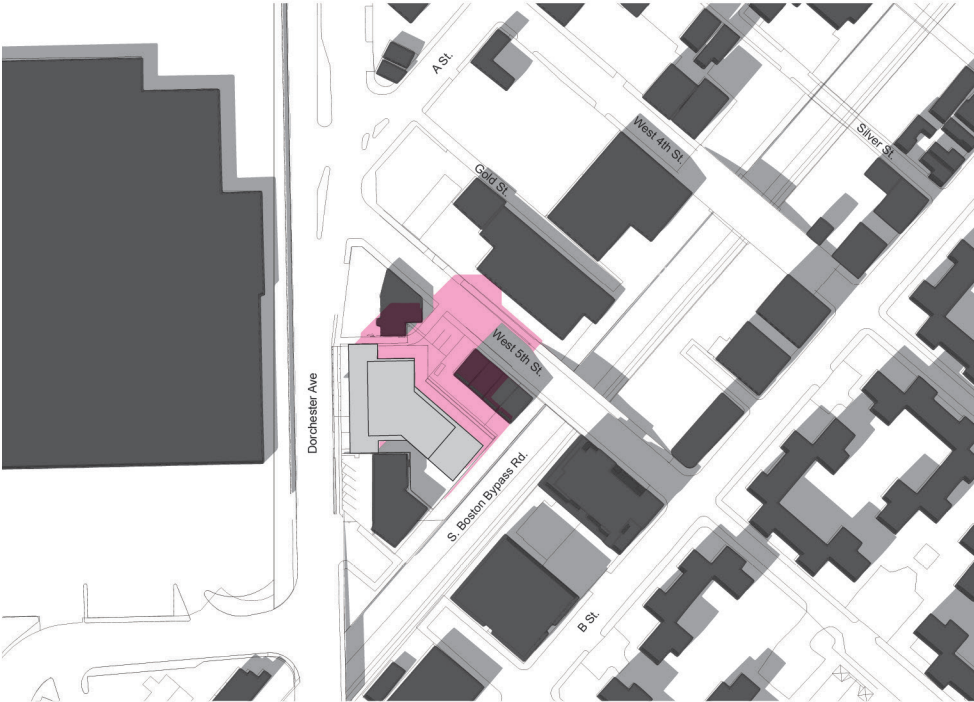


Figure 4.1-2. March 21 Shadows- 12:00 PM





Figure 4.1-3. March 21 Shadows- 3:00 PM



⌚ Solar Angle  
Altitude: 39.2°  
Azimuth: 223.4°

■ Existing Shadow  
■ Net-new Shadow

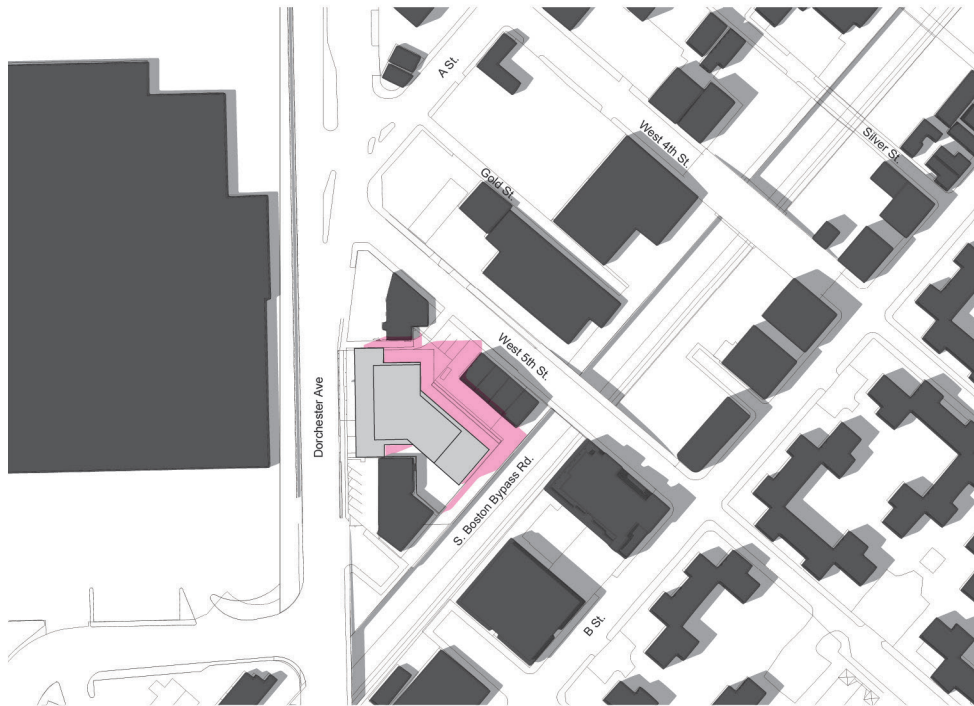
Figure 4.1-4. June 21 Shadows- 9:00 AM



Figure 4.1-5. June 21 Shadows- 12:00 PM



Figure 4.1-6. June 21 Shadows- 3:00 PM



Solar Angle  
Altitude: 56.5°  
Azimuth: 246.3°

Existing Shadow  
Net-new Shadow

Figure 4.1-7. June 21 Shadows- 6:00 PM



Solar Angle  
Altitude: 23.9°  
Azimuth: 280.7°

Existing Shadow  
Net-new Shadow



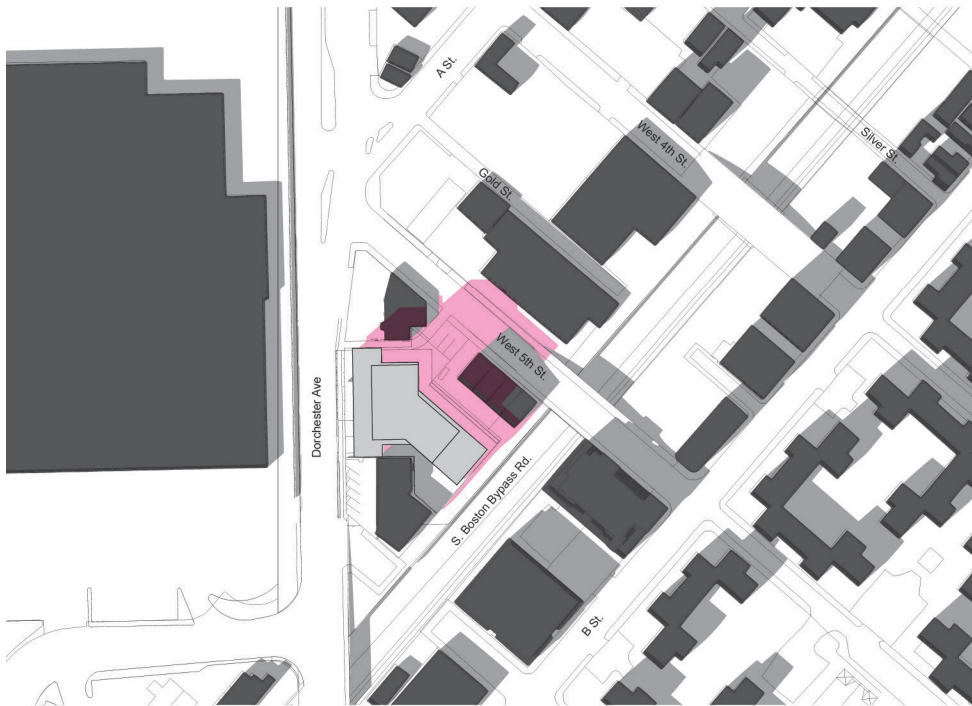
Figure 4.1-8. September 21 Shadows- 9:00 AM



Figure 4.1-9. September 21 Shadows- 12:00 PM



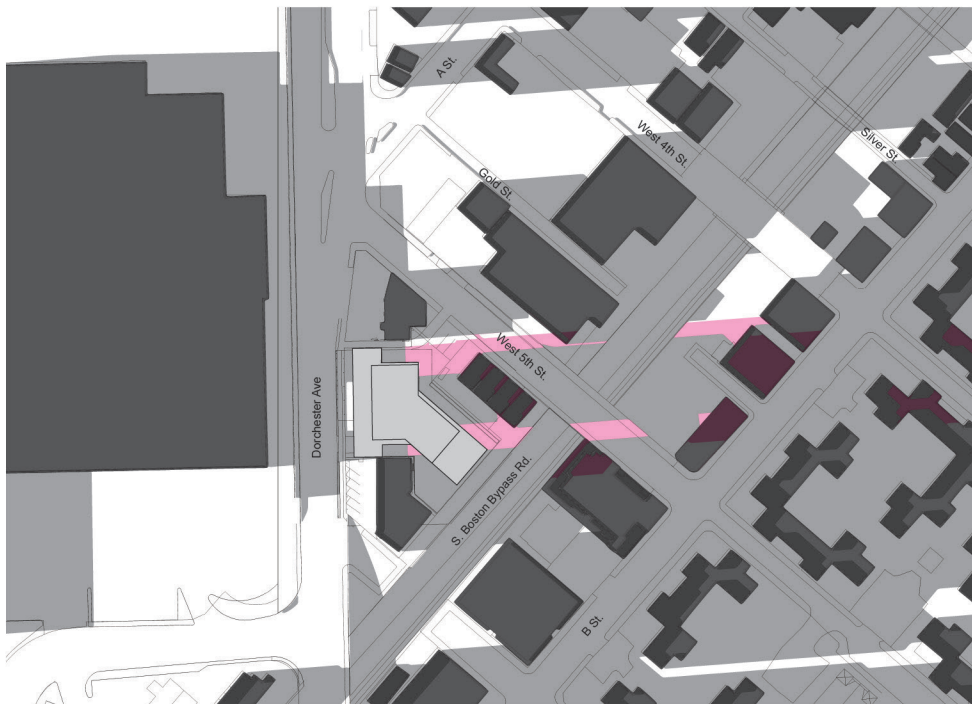
Figure 4.1-10. September 21 Shadows- 3:00 PM



☉ Solar Angle  
Altitude: 37.3°  
Azimuth: 227.1°

■ Existing Shadow  
■ Net-new Shadow

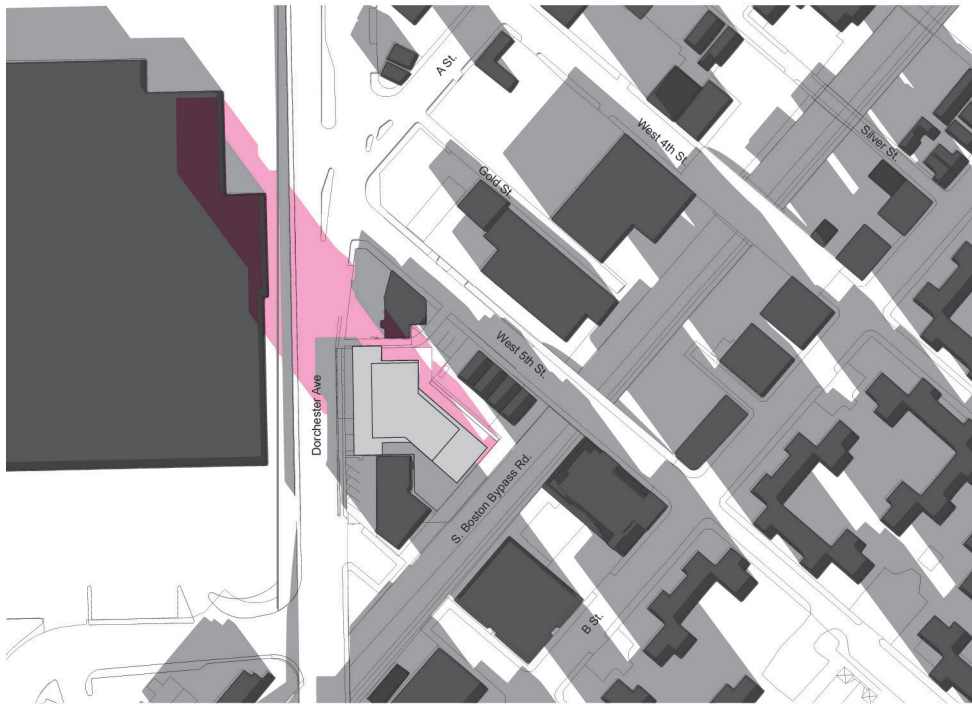
Figure 4.1-11. September 21 Shadows- 6:00 PM



☉ Solar Angle  
Altitude: 7.2°  
Azimuth: 264°

■ Existing Shadow  
■ Net-new Shadow

Figure 4.1-12. December 21 Shadows- 9:00 AM



🕒 Solar Angle  
Altitude: 14.4°  
Azimuth: 141.9°

■ Existing Shadow  
■ Net-new Shadow

Figure 4.1-13. December 21 Shadows- 12:00 PM

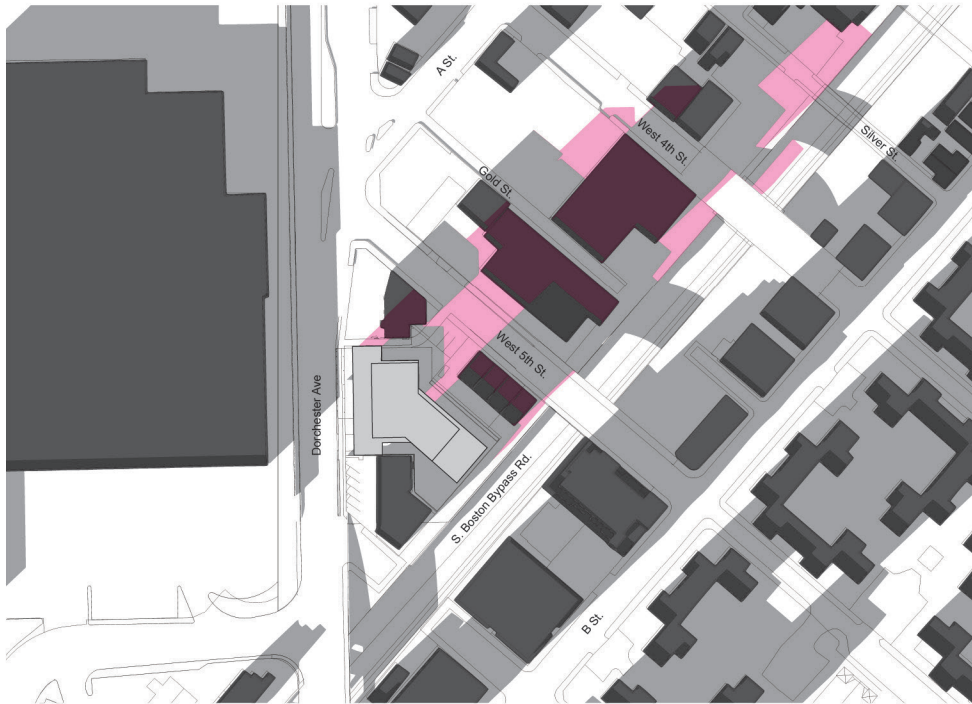


🕒 Solar Angle  
Altitude: 24.2°  
Azimuth: 184.4°

■ Existing Shadow  
■ Net-new Shadow



Figure 4.1-14. December 21 Shadows- 3:00 PM



⌚ Solar Angle  
Altitude: 10.1°  
Azimuth: 225°

Existing Shadow  
Net-new Shadow



**248 Dorchester Avenue, South Boston, MA**



**utile**