

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (“BPDA”)**

**REQUEST FOR SUPPLEMENTAL INFORMATION
3368 WASHINGTON STREET
JAMAICA PLAIN**

PROPOSED PROJECT: 3368 Washington Street

PROJECT SITE: 3368 Washington Street
Jamaica Plain, MASSACHUSETTS

PROPONENT: Washington Pine LLC
185 Dartmouth Street
BOSTON, MA 02116

DATE: SEPTEMBER 24, 2019

The Boston Planning & Development Agency (“BPDA”) is issuing this Request for Supplemental Information in response to the following documentation submitted by Washington Pine LLC and as follow-up to working sessions and public discussions.

Items submitted to the BPDA include:

- Project Notification Form (“PNF”) which Washington Pine, LLC filed for the 3368 Washington Street Project on June 7, 2019

Pursuant to Section 80B-5.3 of the Code, a scoping session was held on Tuesday, July 9, 2019 with the City’s public agencies where the project was reviewed and discussed.

REGULATORY REVIEW/CITY OF BOSTON AGENCY COMMENTS

Comments provided herein reflect considerations and review by departments within the BRA and other City of Boston agencies.

Specifically, they are:

- BPDA Planning
- BPDA Transportation/Infrastructure Planning
- BPDA Urban Design
- BRA Environmental Review
- Boston Transportation Department;
- Mayor's Commission for Persons with Disabilities
- Mayor's Commission for Fair Housing

Additional comments have been solicited and will be received from:

- Boston Parks Department
- Boston Environment Department
- Boston Water and Sewer Commission

STAKEHOLDER REVIEW/PUBLIC COMMENTS

- Public comments received by the BRA during the comment period will be provided and will require response by the development team

PROJECT DESCRIPTION

Pine Street Inn ("PSI") and The Community Builders, Inc., are propose a six-story, new construction, mixed-use building to serve two populations: the formerly homeless and families with a range of incomes.

Project Components include:

- The project will consist of an estimated 225 affordable residential units, with 140 units designated for supportive housing for individuals served by PSI. The remaining 85 units will be available to households earning between 60% and 80% of area median income.
 - The building is presently owned by Pine Street Inn, located at 3368 Washington Street. The existing warehouse facility on site will be demolished and uses temporarily relocated.
- Pine Street is undertaking this redevelopment with TCB as its partner. After construction completion, Pine Street Inn will occupy a new office on-site for its case

management staff and will provide intensive support services to the residents of the 140 supportive housing units. TCB will provide the ongoing physical and operational management of the property.

- The design, by Boston-based RODE Architects, includes an estimated 18,000 square feet of PSI office space on the ground floor and, community space and amenities for residents
- 60 parking spaces for vehicles, bike storage, and 13,400 square feet of outdoor space for residents.

I. REVIEW / SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 10 copies of a bound booklet containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified, are required. The electronic copy should be submitted to the BPDA via the following website: <http://www.bostonplans.org/projects/development-review/submit-your-project-data>

The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Request for Additional Materials should be included in the booklet for review.

A. General Information

1. Applicant/Proponent Information

a. Development team

- (1) Names
 - (a) Developer (including description of development entity and principals)
 - (b) Attorney
 - (c) Project consultants and architects
 - (d) Evidence of current status of existing partnership and ownership interest
- (2) Business address, telephone number, FAX number and e-mail, where available for each
- (3) Designated contact for each

b. Legal Information

- (1) Legal judgments or actions pending concerning the Proposed Project

- (2) History of tax arrears on property owned in Boston by Applicant or affiliates
- (3) Nature and extent of any and all public easements into, through or surrounding the site.

B. Regulatory Controls and Permits

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the Additional Materials.

C. Public Comments

The Supplemental Materials should include responses to any public comment and/or letters submitted to the BRA.

D. Impact Advisory Group (“IAG”) Comments

The Supplemental Materials must include responses to the IAG/Project Review Committee comment and/or letters submitted to the BRA

II. BPDA PLANNING

The comments of BPDA Planning are incorporated herein by reference and made a part hereof. The Proponent is required to address all comments/questions included.

- The project as currently configured complies with the general principles of PLAN: JP/ROX.
- Further information related to transportation, as requested in Section V, should confirm that the project will comply with the general principles of the JP/ROX Transportation Action Plan.
- Further information related to urban design, as requested in Section III, should demonstrate intended strategy for access to open space. As proposed, the project contemplates a courtyard space which is physically accessible to a segment of the intended residential population. Plans with unit layouts with circulation and access diagrams, particularly indicating access to open space, should be included.

III. BPDA URBAN DESIGN

The comments of BPDA Urban Design are incorporated herein by reference and made a part hereof. The Proponent is required to address the following comments.

- There has been notable progress on the overall design thus far including the elimination of the curb cut and parking at the first floor, improvement of the Washington Street facade, enhancement of the community space, and further study of the building entrances and public realm.
- More information is needed, however, regarding the unit layout, especially the proposed supportive housing units located on the first floor. A section drawing through the site would help to understand the relationship between these units at the rear of the first floor and the grade.
- Additionally, a more developed site and landscape plan is needed for the entire site, which will allow for further understanding of the grade issues, parking entrance ramp maneuverability, utility locations (transformer, switch, etc.), and walkways, etc.
- Finally, please note that this project still requires a vote by the full Boston Civic Design Commission (BCDC).

IV. BPDA ENVIRONMENTAL & ARTICLE 37 GREEN BUILDING REVIEW

The comments of the BPDA Environmental Review Team are included. The Proponent is required to address all the following questions/comments:

- The PNF indicates that the project will use the LEED v4 New Construction rating system and commits the project to achieving 52 points. The IGBC accepts the rating system selection and notes that similar projects have also used the LEED v4 Homes Multifamily Midrise rating system.
- The project team is encouraged to demonstrate leadership in sustainability by achieving a LEED Platinum and commit to a minimum LEED Gold for all buildings. Please review the following LEED credits:
 - Surrounding Density and Diverse Uses - 2 or 3 additional points.
 - Bicycle Facilities - see BTD Bicycle Parking Guidelines - 1 additional point.
 - Indoor Water Use Reduction - 1 or 2 additional points.
 - Enhanced Commissioning - most project teams find this a cost effective and essential measure for achieving proposed performance - 2 to 4 additional points.
 - Optimized Energy Performance - see Carbon Neutral Building Assessment below - 5 to 7 additional points.
 - Renewable Energy Production - include installed solar PV - 1 additional point.
 - Innovation and Regional Priority - consider a Social Equity pilot credit for inclusive and accessible design, and Heat Island reduction - 5 additional points.
- In support of the City of Boston's Resiliency and GHG emissions reduction goals and DND's guidelines for Zero Emissions Buildings, the IGBC requests the project team prepare a project specific Carbon Neutral Building Assessment by modeling a Low Carbon Building design with an Enhanced Building Envelope, Optimized and All Electric Mechanical Systems, Maximized Solar Energy Systems, and determine any amount of off-site Renewable Energy Procurement required for zero carbon performance including:
 - Enhanced Building Envelope – reduced air infiltration (ACH below 0.6), increased opaque curtain wall insulation (below U-0.05), improved vision curtain wall performance (below U-0.20), improved window performance (below U-0.20), reduced window to wall ratios, tuned glazing with Solar Heat Gain Coefficient (below SGHC 0.30), and increased insulation levels for roof (R-50 c.i.), wall (R-36 with c.i.), and slab (R-12 c.i.) conditions.
 - Optimized and All Electric Mechanical Systems – smaller, more efficient and alternative systems for heating & cooling, dedicated fresh air with ERV (better 80% with MERV 8 filter) systems that fully consider the improved envelope performance and utilize advanced heat pump and hybrid heating technology and heat pump hot water equipment.

- Maximized Solar Renewable Energy System – optimize roof design and install Solar PV and thermal systems.
- Renewable Energy Procurement – green renewable energy assets, RECs, credits, and carbon offsets.
- The project should assess utility and state energy efficiency program opportunities and engage utility representatives to determine how to maximize building performance.

The development team refer to the [Boston Article 37 Green Building and Climate Resiliency Guidelines](#) web site for additional and more detailed information and related documents and submit requested materials accordingly.

V. BOSTON TRANSPORTATION DEPARTMENT AND BPDA TRANSPORTATION/INFRASTRUCTURE PLANNING

The comments of the Boston Transportation Department (“BTD”) and BPDA Transportation/Infrastructure Planning are included. The Proponent is required to address all the following questions/comments:

Transportation

- Provide traffic count data collected for all locations provided per BTD standard format.
- Provide more electric vehicle charging stations at the facility.
- The changes to the site access as requested by the City are greatly appreciated which includes the consolidation of access to the southern edge of the site. This is also results in a better public realm and better and more active 1st floor layout.
- The final approval and details of the proposed drop-off zone along Washington St will need to be coordinated with BTD Planning, BTD Engineering and Public Improvements Commission (“PIC”) staff
- Continued refinement of the project’s public realm will need to be coordinated with BPDA Urban Design, BTD, Disability Commission and PIC staff.

Infrastructure/Smart Utilities

- Please provide a diagram or diagrams showing laterals for all utility infrastructure (water, sewer, electric, telecom, etc.) and where they will be extended to the building from the right-of-ways. If multiple possible scenarios exist and final plans are undetermined, please indicate all possibilities.
- Any street lights that need to be installed as a part of the project are being asked to be ready for smart technologies. This requires extra electrical and fiber optic

- connections at the light poles. Please provide a diagram indicating how the extra electric and fiber optic would be brought from the right of way to the light poles.
- Have there been any conversations with BTB regarding the intersections in the project area and whether any work on them will be required? If work is required, assessment of adaptive signal technology should be done.
- Use the edit link that you received when the initial checklist was submitted to update your checklist where necessary. Any diagrams should be submitted to Manuel Esquivel at manuel.esquivel@boston.gov.

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V. MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

The comments of the Mayor's Commission for Persons with Disabilities are included. The Proponent is required to address all the following questions/comments:

- It is a requirement of the City of Boston as of August 2014 that all development projects provide an Accessibility Checklist as part of the Article 80 process. If one has not been prepared, the development team should complete the documents provided in the Accessibility Guidelines <http://www.bostonredevelopmentauthority.org/planning/planning-initiatives/accessibility-guidelines-and-checklist> and submit for review by the Commission for additional comments
- Revised plans of the Washington streetscape are appreciated and sets a precedent for an inclusionary and multi-model design for the corridor. We look forward to the continued refinement of the project's public realm in coordination with BPDA Urban Design, Boston Transportation Department and Public Improvement Commission staff.
 - Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.
 - Should the Proponent have an interest in sponsoring a BlueBikes Station, please ensure that proposed locations are taken into consideration when determining streetscape dimensions. For sidewalk-level bike share locations, typically a minimum of 7ft of clear path of travel is recommended to minimize bike and pedestrian conflicts.
- Please provide more information on the location of the interior and exterior accessible routes to/from the rear units on the first floor, from Washington Street.
 - A plan with spot grades or a section through the site would help the Commission understand the topological conditions at the site
- Please provide more information on the location and unit types for the built-out accessible (Group 2) units within the supportive housing and low-moderate income housing programs.

- Please provide the updated number of proposed accessible parking spaces, the location and accessible route to vertical circulation.
- The Commission encourages the Proponent to work with Pine Street Inn to incorporate Universal Design principles in the tenant-fit-out design, as well as in operations.
 - We would support the inclusion of a single stall accessible family/companion bathroom in the lobby of the building, even if not required by *248 CMR Section 10.00: Uniform State Plumbing Code*.
 - Please consider the use of automatic or power-assist doors at entrances, to ensure that entering and exiting the building will be accessible and straightforward to all users.
 - Please consider using a variety of seating and table options (backrest, armrest, wheelchair accessible, etc) in all common and outdoor spaces.

VI. BOSTON FAIR HOUSING COMMISSION

- **The comments of the Boston Fair Housing Commission are included. The Proponent is required to address all the following questions/comments:**

The Boston Fair Housing Commission, Affirmative Marketing Program, working with the Department of Neighborhood Development (DND), who through its funding programs and inclusionary development policy, subsidizes rent and sales prices of existing and newly constructed housing units in order to maintain and create quality, vibrant housing that Boston residents can afford. In accordance with housing program guidelines, and since the City’s investment of public subsidy is directly related to the rent or sales price, the City expects there to be no substantial difference between the income-restricted units — Extremely Low Income to High-Moderate Income — and Market-rate units. The goal is to ensure that the units are consistent and equitable in access, size, design, finishes, and quality.

- The City may approve deviations from these standards only when a developer demonstrates a substantially superior affordable housing outcome. In such a case, the developer must still meet or exceed [DND Design Guidelines](#).
- The City reserves the right to complete its own inspection prior to issuance of a Certificate of Completion.
- These stipulations are in line with the [Mayor’s Executive Order on Inclusionary Development](#), The [BPDA’s Inclusionary Development Policy](#), and supports the standards set forth for projects with [HOME](#) funds.

LOCATION AND ARRANGEMENT

- Income-restricted units cannot be clustered, stacked, segregated, or concentrated within a development based on affordability, subsidy type, and associated set-aside program. Income-restricted units, in all their diversity, must be distributed evenly across floors throughout the

building and in each building within multi-building/scattered site developments.

EXTERIOR

- Income-restricted and market-rate units need to be indistinguishable in terms of the treatment of the exterior elevations including components — doors, windows, cladding materials, etc. Entry to the building must be the same for all levels of affordability. All residents must have the same access to the building, its amenities, and common areas. There cannot be separate doorways anywhere on-site based on income level.

UNIT SIZE AND LAYOUT

- Income-restricted units cannot be confined to a particular bedroom size (1-BR- 2-BR, etc). They must be evenly distributed by bedroom size in the same proportion as the unit mix in the Development. Also, the unit sizes, including the size of bedrooms, kitchens, and bathrooms, must be comparable in square footage and layout of income-restricted and market-rate units must be comparable throughout the project. For DND funded projects, the number of unit bathrooms may not exceed the number outlined in the DND Design Guidelines.

INTERIOR FINISHES AND APPLIANCES

- The unit interiors also need to be visually indistinguishable. Interior finishes, appliances, fixtures, and features are not required to be identical, but distinctions should not be visually discernible.
 - The City may approve alternatives if requests are accompanied by a cost breakdown.

SCHEDULE

- Income-restricted units should normally be constructed and occupied earlier than or at least concurrently with market-rate units.
 - We may consider waiving this requirement under exceptional circumstances.

V. *MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES*

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