Supplemental Information

3368 Washington Street

Submitted to:
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Submitted by:
Washington Pine LLC

c/o The Community Builders
185 Dartmouth Street
Boston, MA 02116

c/o Pine Street Inn, Inc.
444 Harrison Avenue
Boston, MA 02118

Prepared by:
Epsilon Associates, Inc.
3 Mill & Main Place, Suite 250
Maynard, MA 01754

In Association with:
RODE Architects, Inc.
Klein Hornig LLP
Nitsch Engineering, Inc.

October 4, 2019

Epsilon
ASSOCIATES INC.

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Chapter 1.0

Project Information

1.0 PROJECT INFORMATION

1.1 Introduction

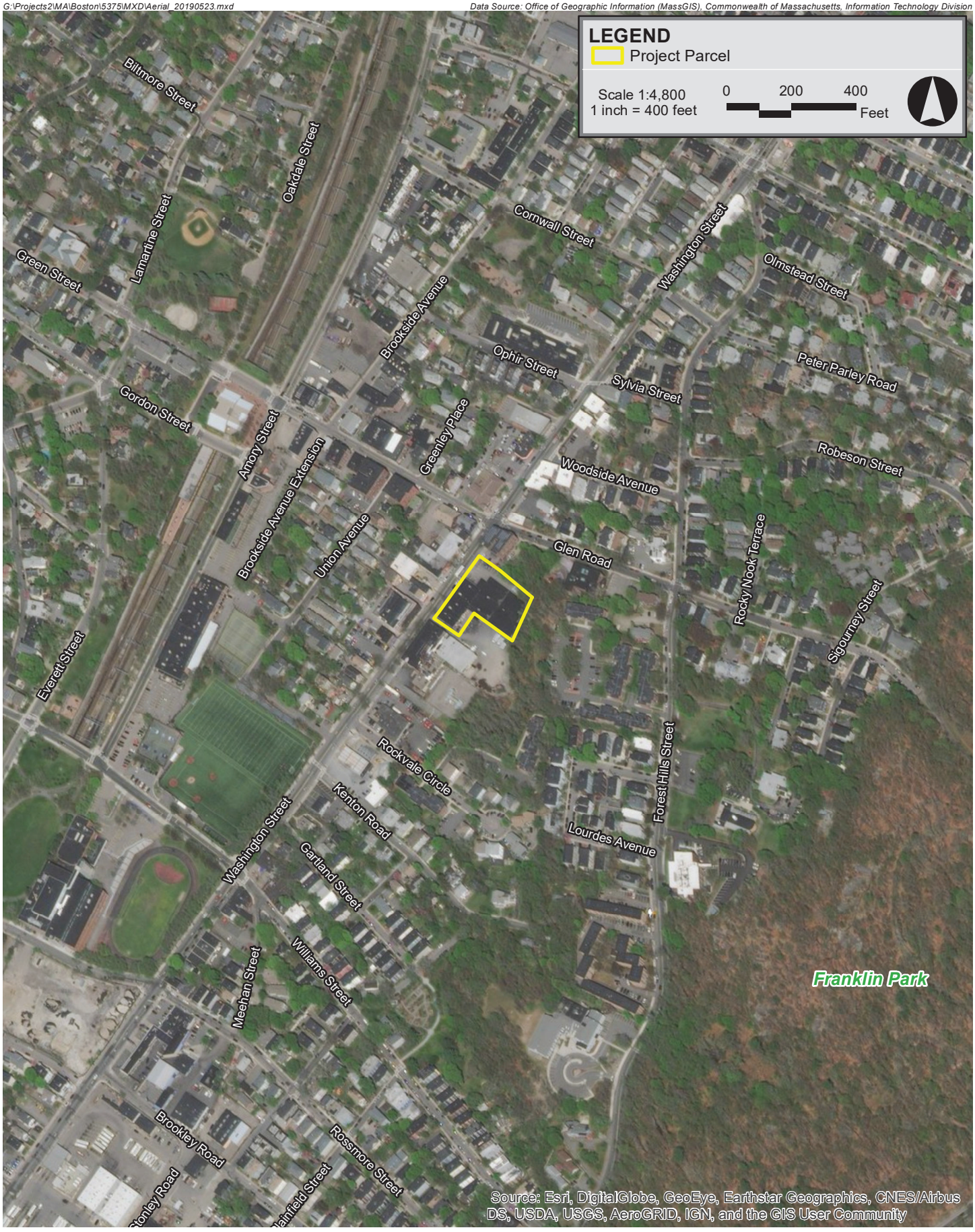
Washington Pine LLC (the "Proponent), a joint venture between The Community Builders, Inc. (TCB) and Pine Street Inn, Inc. (PSI) proposes to redevelop the parcel owned by PSI at 3368 Washington Street in the Jamaica Plain neighborhood of Boston (the "Project site"). The Project site includes an existing office and warehouse building used by the Pine Street Inn to support their mission and properties in the Boston area. See Figure 1-1 for an aerial locus map.

The proposed development includes the demolition of the existing building and construction of a new mixed-use building with ground floor office and warehouse space for PSI and residential units on the upper floors (the "Project"). The residential portion will include Supportive Housing units for individuals served by PSI and low- and moderate-income residential units. TCB will be the Management Agent for all residential units on-site. In addition to the significant contribution to housing that the Project will provide, the redevelopment will improve the streetscape along the Project site with wider sidewalks and a new plaza area and will also provide a community room that will be available, by request, for use by the public.

The Proponent submitted a Project Notification Form (PNF) on June 7, 2019 initiating the Article 80 Large Project Review process. During the review of the PNF, meetings were held with city agencies, the community and Impact Advisory Group (IAG). To ensure adequate time for review of the Project, and because changes were made to the Project in response to comments received during the review process, the comment period was extended approximately two months. On September 24, 2019, the Boston Redevelopment Authority (BRA) doing business as Boston Planning and Development Agency (herein, the "BPDA") issued a Request for Supplemental Information (RSI). This Supplemental Information Document is being submitted to the BPDA in response to the RSI.

<u>About The Community Builders, Inc.</u>

TCB is one of America's leading nonprofit housing organizations. Its mission is to build and sustain strong communities where people of all incomes can achieve their full potential. This mission is realized by developing, financing, and operating residential communities, neighborhood amenities and resident opportunity programs. Since 1964, TCB has constructed or preserved hundreds of affordable and mixed-income housing developments and pioneered the Community Life model for resident success. Over the last 50 years, TCB has completed or preserved over 30,000 homes. Today, anchored by offices in Boston, Chicago, Cincinnati, New York and Washington, D.C., TCB owns or manages over 12,000 apartment homes in more than 14 states.



3368 Washington Street Boston, Massachusetts

Epsilon ASSOCIATES INC.

Figure 1-1
Aerial Locus Map

About Pine Street Inn, Inc.

Founded in 1969, PSI is the largest homeless services provider in New England, offering a comprehensive range of services to nearly 2,000 men and women each day, including permanent housing, workforce development, emergency shelter and street outreach. PSI's goal is to end homelessness by making permanent housing a reality for all, by supporting men and women in moving off the streets, out of shelter into a permanent home, reconnecting with the community and reaching their highest level of independence. PSI Inn has been developing, managing and providing supportive services in permanent housing since 1984.

Today, PSI supports more men and women in housing than in shelter, with over 850 tenants in 40 locations across Boston and in Brookline. PSI has housed thousands of men and women over the last 35 years. With a 90+% retention rate in housing, PSI Inn helps tenants become and remain stable.

1.2 Project Description

1.2.1 Proposed Project

The Project includes the construction of a six-story, approximately 172,500 sf building containing approximately 236 residential units and approximately 16,800 sf of commercial space on the first floor consisting of offices and resident and community amenity spaces. The residential units will be a mix of 141 units of Supportive Housing and 95 units of low- and moderate-income (low/mod) housing; 100% of the units will be affordable rental housing. The existing building will be demolished. Table 1-1 provides the Project details.

Table 1-1 Project Program

Project Element	Approximate Count / Dimension
Units	
Supportive	141
Low- and Moderate-Income	95
Office/Support	16,800 sf
Height (ft)	69'-11" ft
Parking Spaces	38
Total Square Footage	172,500 sf

The central portion of the building along Washington Street is set back to create an entrance plaza for the building (see Figure 1-2 for a view of the plaza). The southern side of the plaza includes the entrance to the TCB management office, while the northern side of the plaza includes the entrance to the PSI offices, community and resident amenity spaces, and the entrance to the Supportive Housing and low/mod units above (see Figure 1-3 for the site plan). Access to PSI spaces including the offices, a resident amenity space, mailboxes and the residential units will be through a secure entrance and check-in point. The first floor also includes a community room on Washington Street and a bike room for residents that, along with the building entrances and office space, will create activity along the street. The community room will be able available, by request, for use by the public.

Approximately 38 parking spaces will be located within a basement garage. Access to the basement garage will be via the driveway on the southern portion of the Project site to the ramp behind the building. The Project will include space for approximately 230 bicycles which will be split between the first floor and the basement parking areas. There will be a new drop-off and pick-up area for residents on Washington Street adjacent to the main residential entrance. PSI is changing their distribution from a centralized system to a satellite system, so there is no longer a need for large scale loading and unloading. All remaining loading activities are anticipated to occur within the building.

The Project will also have approximately 14,500 sf of open space for use by the building's occupants. These spaces include the landscaped entrance plaza at the first floor, a courtyard on the second floor dedicated to the Supportive Housing tenants and a terrace on the sixth floor for use by the low/mod income tenants.

1.2.2 Changes since the PNF

Since the PNF, the Project has program and design have been revised. The previous design included a parking and loading area within the building on the ground floor, which resulted in two curb cuts – one on the northern side of the site and one on the south side of the site. Following community and city concerns, this parking area was eliminated and the ground floor was rearranged, including the addition of residential units. In addition, the large warehouse space is no longer needed, as warehouse uses will occur at satellite locations. This change has resulted in an increase of approximately 15 residential units and a decrease of approximately 20 parking spaces. The office/support space has decreased by approximately 6,200 sf, and the total building square footage has increased slightly by approximately 3,000 sf.

The incorporated design principles that inform the revised building mass include: removing the vehicle access and loading on the northwest corner, relocating the community room to have a more public presence, introducing additional articulation of the building mass at the street edge, larger scaled modulation on the sides and rear facades to integrate into adjacent urban context, enhancing the open/public landscaped areas which work better with the existing site topography, enhancing transparency at the street level and creating a more dynamic presence at the entrance.

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-2
Plaza View

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-3
Site Plan

Shape and Massing

The updated design further breaks up the mass of the building. A comparison with the previous design indicates the efforts to reduce the boxy look of the two anchoring elements at the corners and introduce a more layered articulation of the façade (see Figures 1-4 to 1-7). This updated building massing and articulation are asymmetrical to create a more dynamic facade. The layering effect accentuates the north corner which now houses the community room and serves as dynamic visual moment as seen from the adjacent intersection at Green Street (see Figure 1-8). At the southwest corner, there are additional vertical steps in the facade to break it down further, and the brick turns the corner to create a more unified look for neighbors to the south. The previous bay windows which did not relate to the rest of the building have now been eliminated, and the overall mass has been redesigned to have more articulation and a unified aesthetic. Generally, this window modulation is consistent throughout the building's facade on all elevations. Additionally, the removal of the parking at the first floor and the location of the community room at the northwest corner responds to concerns about traffic and the request to create a more dynamic element at this corner. Similarly, modulating the facade with both material and color changes on the side and rear elevations breaks down the wall into components more similar in width to the abutting context (see Figure 1-9).

The entrance massing has been modified and set back to increase the depth of the sidewalk (see Figure 1-10). Architecturally, the entrance is now conceived of as a dynamic pavilion with an increased amount of glass (see Figures 1-4 and 1-5). The new angled roof and canopy creates a more welcoming and friendly face for both pedestrians and occupants of the building. Additionally, the residential entrances to the building have been consolidated into a single entrance leading into a shared lobby. The community room has been enlarged and is located at the northwest corner, and a residential bike room serving the residents is located at the southwest corner. These spaces along the street edge will be dedicated to community use or benefit the residents, and will see activity throughout the day and into the evening (see Figure 1-11). The opportunity to introduce large scale artwork, dynamically painted walls and increased transparency throughout the ground floor and at the community room, with enhanced interior lighting, will create a greater sense of liveliness and visual interest for pedestrians.

Exterior Materials

Various suggestions about the materials for the building have been incorporated. There is a greater level of detailing at the brick facades - soldier courses and a stone base create more softness at the brick. Introduction of a wood-finished cladding panel lightens and warms up the façade (see Figures 1-4 to 1-7). The window insets have been simplified and unified and have a lighter color to create more shade and shadow across the facade. Additionally, the variation of the location of the window within the window inset creates a more flowing rhythm. The detailed rendering of the exterior shows this design development.

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-4
View Across Washington Street

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-5
View from Washington Street Looking North

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-6
View Looking North on Washington Street

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-7
View Looking South on Washington Street

3368 Washington Street Boston, Massachusetts

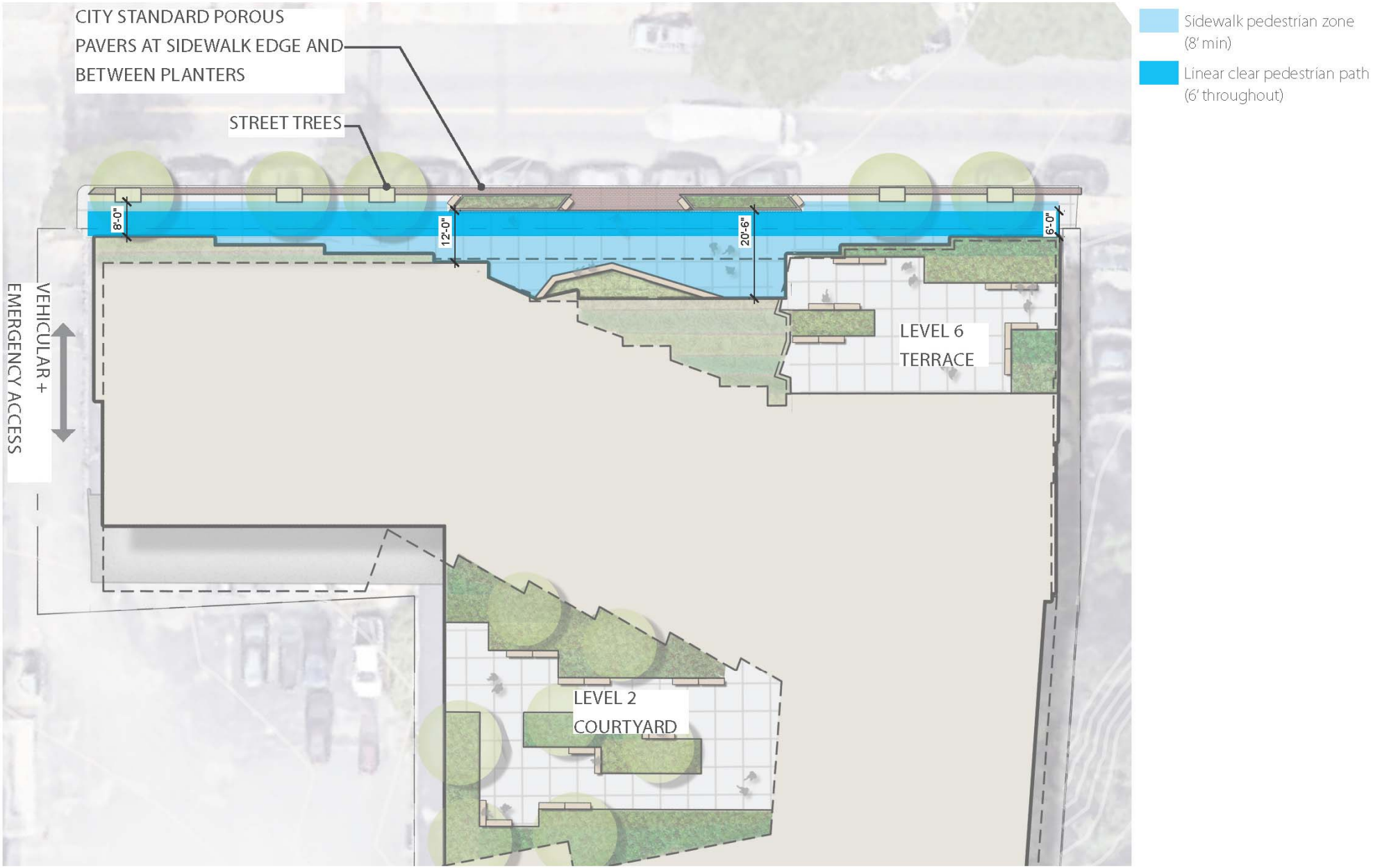
RODE

Figure 1-8
View from Green Street

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-9
View from Glenn Street


CITY STANDARD POROUS
PAVERS AT SIDEWALK EDGE AND
BETWEEN PLANTERS
STREET TREES
8'-0"
12'-0"
20'-6"
6'-0"
VEHICULAR +
EMERGENCY ACCESS
LEVEL 6
TERRACE
LEVEL 2
COURTYARD
Sidewalk pedestrian zone
(8' min)
Linear clear pedestrian path
(6' throughout)

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-11
Night View From Green Street

These changes to the material palette respond to various comments from the community and working sessions with the BPDA Design staff and the Boston Civic Design Commission. The updated material palette represents a dignified and welcoming building with high quality materials for the supportive and affordable housing residents.

Landscape Strategy

The landscape design has been developed further to include material choices and to respond to the new design at the entrance plaza. See Figure 1-12 for the updated landscape plan and sheets L1 and L2 in Appendix A for the materials plan and landscape sections, respectively. The Project was already designed to comply with City of Boston Complete Streets guidelines. The building has already been set back an additional two feet from the property line to widen the sidewalk further. The City has not yet created guidelines about the requirement of an additional deep setback for a bus lane, hence the additional two-foot setback has been provided per the City's recommendations. The width of the sidewalk not only complies with Complete Streets, but at key locations expands approximately 17'6" which allows for pedestrians and neighbors to have adequate room to walk along Washington Street (see Figure 1-10). There is also an additional 3'-6" buffer zone beyond the planters as shown on the landscape plan and section. The landscape design includes street trees, plantings at the ground level and seating adjacent to the planters, thus providing a usable green space at the ground level. The planter also provides a safe buffer from the traffic at Washington Street. A new dedicated drop-off and pick-up area further enhances this safety. Material choices for the entrance plaza include poured concrete materials to provide a smooth surface to enhance pedestrian safety and accessibility, porous pavers along the buffer for relief, wood seating at the planter walls and wood finishes at the entrance canopy. Clearances for vehicular circulation at the rear of the site are shown in the traffic diagram.

As the design progresses details about maneuverability around the site for pedestrians and traffic, locations of light poles and utilities and other components will continue to be coordinated.

The landscape design for the open space recreational areas at the upper levels has also been developed further. Currently the plan is to provide programmed open space for the Supportive Housing residents in the sheltered second floor courtyard where they can interact in small and large groups with other Supportive Housing residents and staff, and also have areas where they can relax by themselves. The courtyard design shows these uses and the rendering and landscape plan details the materials and plantings (see Figure 1-13). All Supportive Housing residents including the ones on the first floor can access this space. The strategy to provide one large courtyard allows for the provision of more complex programming which improves the quality of life for the residents. The low/mod tenants will also have access to a separate outdoor terrace which will also include amenities and programming for their use. The creation of two outdoor spaces is in keeping with the overall strategy about the location of units in the building. Programming of these outdoor spaces will be further developed as the design progresses.

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-12
Updated Landscape Plan

3368 Washington Street Boston, Massachusetts

RODE

Figure 1-13
View of the Courtyard

1.2.3 Consistency with PLAN: JP/ROX

The Project site is located within the Green Street section of the PLAN: JP/ROX area. The design of the building follows the parameters set forth in the Plan. In addition to the community priorities for diverse affordable housing options, the Project strengthens the local business and job opportunities which comprise the neighborhood's economy by maintaining on site the administrative offices for PSI. The design conforms to the Plan's guidelines for greater density along commercial corridors such as the Washington/Green Street area. PLAN:JP/ROX allows for a density bonus for a six-story building with first floor commercial up to 70 feet in height. Additionally, the building step-backs are an average of five feet for 80% of the façade at the fifth and sixth floors.

The height and number of floors conform to the limits set by the Plan. The proposed design only deviates from the Plan at the fifth floor on Washington Street, where the strategy is to provide a single more significant step back at the sixth floor in lieu of smaller step backs called for in the Plan. This approach mitigates the height more successfully than a modest step-back of five feet on the two upper floors. The Project is consistent with these targets; with a height of 69 feet, and the step backs proposed are greater (13 feet average for 80% of the front façade) than stipulated by the Plan.

This variation from the Plan reduces the overall height of the building at the north-west corner. This strategy, in tandem with the deep set back of the second through sixth floors in the middle, greatly reduces the effect of the building mass as compared to strict adherence to the Plan step back recommendations, thus exceeding the guidelines set forth by the Plan. After fully reviewing the comments and assessing the design, the deeper setback on the sixth floor was determined to be the better urban move than the step-backs per the Plan. In response to the comments related to the materials, the Project team is working with a generally lighter palette, including the introduction of warmer wood look materials. Additionally, modulation of the facade has been introduced to reduce the scale of the various building components. Diagrams which show a side by side comparison of the proposed JP/ROX Plan step backs alongside the Project's proposed step-backs is included as Figure 1-14.

1.3 Public Benefits

The Project will provide a number of benefits to the City of Boston, the main benefit inherent in the missions of both PSI and TCB, is the provision of new housing for the homeless and for low- and moderate-income individuals and households.

Additional benefits include those related to urban design, jobs and economic development, including:

- Upgraded sidewalks, landscaping and other public amenities consistent with the Boston Transportation Department's (BTD's) Complete Streets Guidelines;

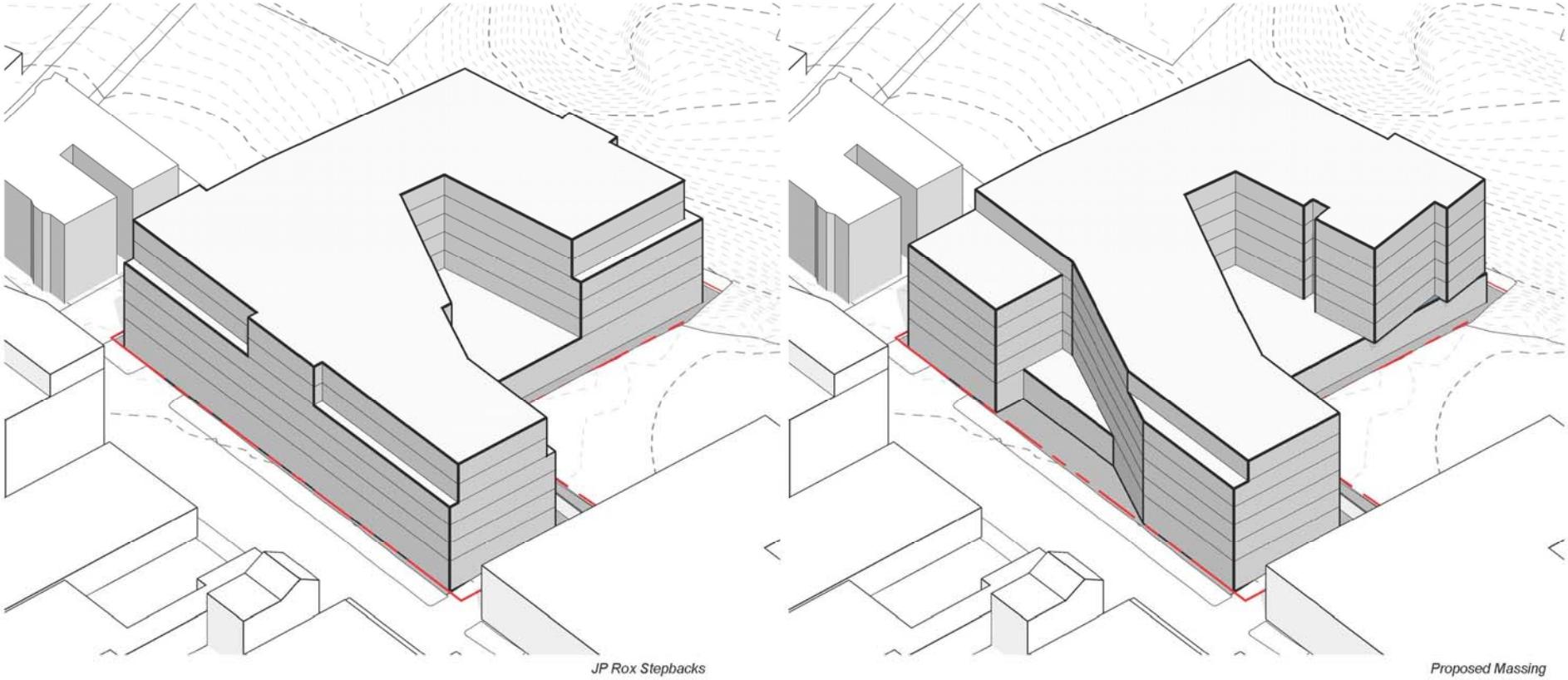


Figure 1-14
JP/ROX Massing Comparison

- New landscaped entrance plaza on Washington Street, along with a community room and offices along the front of the building to create activity at the street edge;
- Development of an underutilized parcel with new uses that meet the intent of PLAN: JP/ROX;
- Improved stormwater management on-site;
- Creation of approximately 480 full-time equivalent construction jobs and approximately 15 permanent jobs. The permanent jobs will be across property management and maintenance, case management and administrative support.

1.4 Legal Information

1.4.1 Legal Judgements Adverse to the Proposed Project

To the Proponent's knowledge, there are no legal judgments or actions pending concerning the Project.

1.4.2 History of Tax Arrears on Property

The Proponent, Washington Pine LLC, does not own any property in Boston on which the property taxes are in arrears.

1.4.3 Site Control/Public Easements

PSI acquired the property in May 1997 pursuant to a deed recorded in the Suffolk County Registry of Deeds, and presently has site control of the parcel. The Proponent intends to acquire the Project site from PSI upon closing of the construction loan. There are no public easements which traverse or affect any portion of the Project site.

1.5 Anticipated Permits and Approvals

Table 1-2 represents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project, based on currently available information. It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required. The schedule for each permit or approval is based on current information, but may change as the Project moves forward.

Table 1-2 Anticipated Permits and Approvals

Agency	*Permit / Approval*	*Anticipated Schedule*
Local		
Boston Planning & Development Agency	Review under Article 80, including Large Project Review, as required pursuant to Article 80B of the Code	Completion in 4th quarter 2019
	Cooperation Agreement	1st quarter 2020
Boston Civic Design Commission	Design Review	Completion in 4th quarter 2019
Boston Employment Commission	Construction Employment Plan	1st quarter 2020
Boston Fire Department	Approval of Fire Safety Equipment	Concurrent with ISD process
	Permit for Maintenance of Fire Protection Equipment	Concurrent with ISD process
	Permit for Safe Access to Site by Fire Department	Concurrent with ISD process
Interagency Green Building Committee	Article 37 Compliance	2nd quarter 2020 and prior to Certificate of Occupancy
Boston Transportation Department	Approval of Transportation Access Plan Agreement	1st quarter 2020
	Construction Management Agreement and Traffic Maintenance Plan Agreement	1st quarter 2020
Public Improvements Commission	Street Sidewalk Specific Repair Plan	2nd quarter 2022
	Maintenance Agreement Approval	2nd quarter 2022
Boston Department of Public Works	Street Opening Permit	2nd quarter 2022
	Street/Sidewalk Occupancy Permit	2nd quarter 2022
Boston Water and Sewer Commission	Local Sewer and Water Tie-in	2nd quarter 2022
	Site Plan Approval, if necessary	1st quarter 2020
Boston Inspectional Services Department	Building Permit	3rd quarter 2020
	Demolition Permit	3rd quarter 2020
	Other construction-related permits	3rd quarter 2020
	Certificate of Occupancy	2nd quarter 2022
State		
Massachusetts Department of Environmental Protection	Notification of Demolition and Construction	3rd quarter 2020

Table 1-2 (Continued) Anticipated Permits and Approvals

Agency	*Permit / Approval*	*Anticipated Schedule*
State (continued)		
Massachusetts Historical Commission	Determination of No Adverse Impact by Massachusetts Historic Commission	Completed
Massachusetts Water Resources Authority	Construction Dewatering Permit (if required)	3rd quarter 2020
	Temporary Construction Dewatering Permit (if required)	3rd quarter 2020
	Sewer Use Discharge Permit (if required)	3rd quarter 2020
Federal		
Environmental Protection Agency	NPDES General Permit for Construction Stormwater	3rd quarter 2020
	NPDES Remediation General Permit	3rd quarter 2020

1.6 Schedule

Construction is anticipated to start in the third quarter of 2020 with completion by the second quarter of 2022.

1.7 Project Identification and Team

Proponent: Washington Pine LLC

c/o The Community Builders, Inc.
185 Dartmouth Street
Boston, MA 02116
(857) 221-8600
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Lydia Scott

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Permitting Consultant	Epsilon Associates, Inc. 3 Mill & Main Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Geoff Starsiak
Legal Counsel	Klein Hornig LLP 101 Arch Street, Suite 1101 Boston MA 02110 (617) 224-0600 Joseph Lieber
Transportation Consultant / Civil Engineer	Nitsch Engineering, Inc. 2 Center Plaza, Suite 430 Boston, MA 02108 (617) 338-0063 John Schmid Bryan Zimolka

Chapter 2.0

Transportation

2.0 TRANSPORTATION

2.1 Introduction

Nitsch Engineering prepared a qualitative assessment of safety, traffic circulation, and traffic access/egress associated with the proposed Project. This chapter describes the Project area, presents traffic counts, and analyzes existing and future traffic operations. The operational analysis in Section 3.6 shows that the Project will not have a substantial effect on study area intersections.

2.1.1 Project Description/Site Location

As described in detail in Chapter 1, the Project site is located in the Jamaica Plain neighborhood of Boston on Washington Street. Figure 2-1 represents the Locus Map showing the site and the surrounding roadway network. The Project includes approximately 236 total apartments, approximately 38 parking spaces, and ground floor offices. Access to the basement garage will be via the driveway on the southern portion of the Project site to the ramp behind the building.

2.1.2 Methodology

The traffic analysis herein is summarized in the following sections:

1. An inventory of existing transportation conditions, including roadway capacities, parking, transit, pedestrian and bicycle circulation, loading, and site conditions.

2. An evaluation of future transportation conditions and an assessment of potential traffic impacts associated with the Project and other neighboring projects. Long-term impacts are evaluated for the year 2024, based on a five-year horizon from the 2019 base year. Expected roadway, parking, transit, pedestrian, and loading conditions and deficiencies are identified. This section includes the following scenarios:

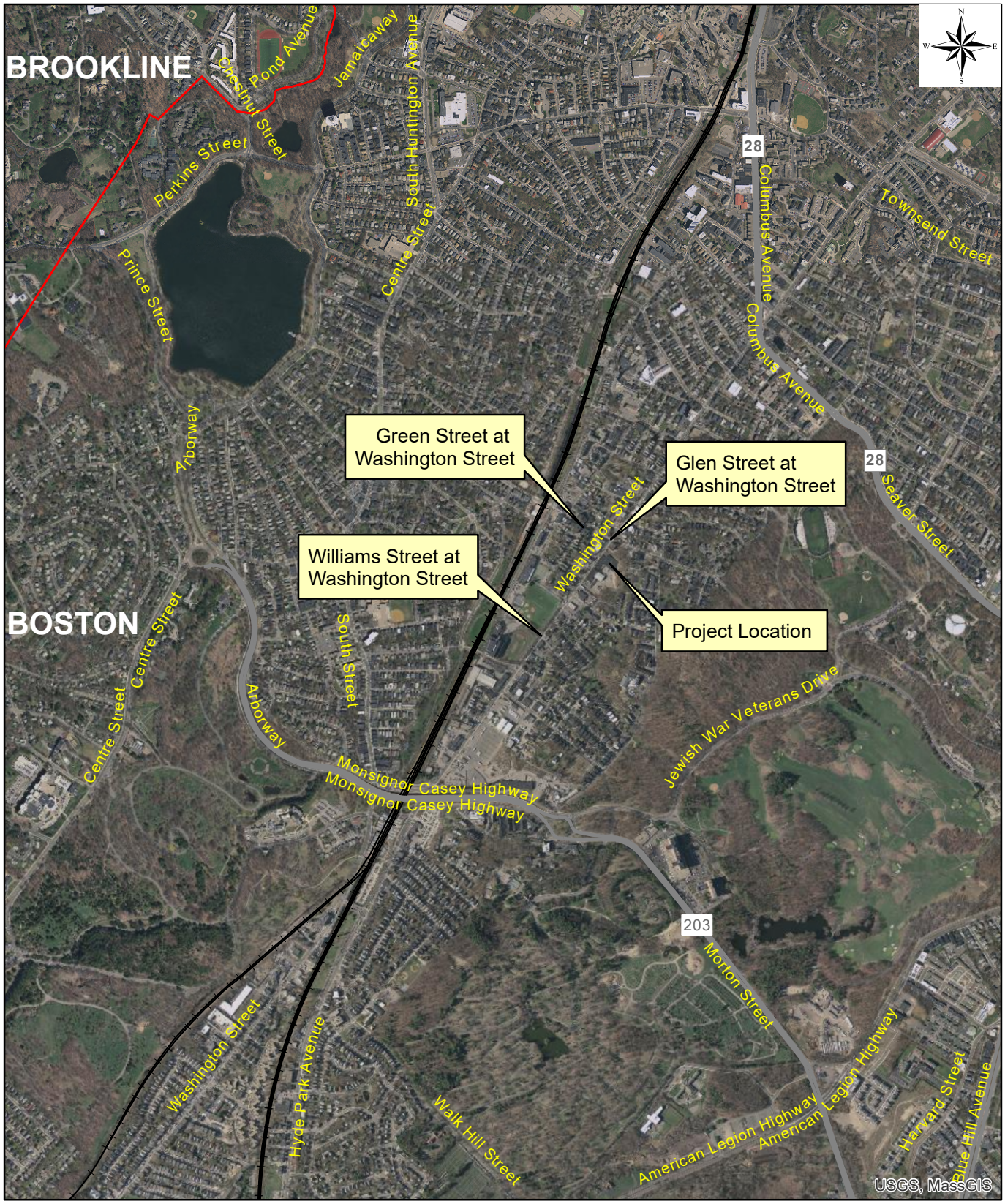
    a) The No-Build Scenario (2024) includes general background growth and additional vehicular traffic associated with specific proposed or planned developments and roadway changes near the Project site; and

    b) The Build Scenario (2024) includes specific travel demand forecasts for the Project.

    All information as it relates to future transportation conditions adheres to the general principles outlined in the JP/ROX Transportation Action Plan.

3. An identification of appropriate measures to mitigate Project-related impacts identified in the previous phase.

4. An evaluation of short-term traffic impacts associated with construction activities is also included.



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

Epsilon Associates Inc. | Nitsch Engineering

Figure 2-1
Locus Map

2.2 Existing Conditions

2.2.1 Field Reconnaissance

Nitsch Engineering conducted field reconnaissance on March 8, 2019 to observe traffic operations, geometric conditions, parking activity, pedestrian accommodations, signing, pavement markings, local site access and egress, and overall roadway and intersection conditions at the Project site.

2.2.2 Study Area

The study area includes the following roadways:

- Washington Street
- Glen Road/Green Street
- Williams Street

Washington Street

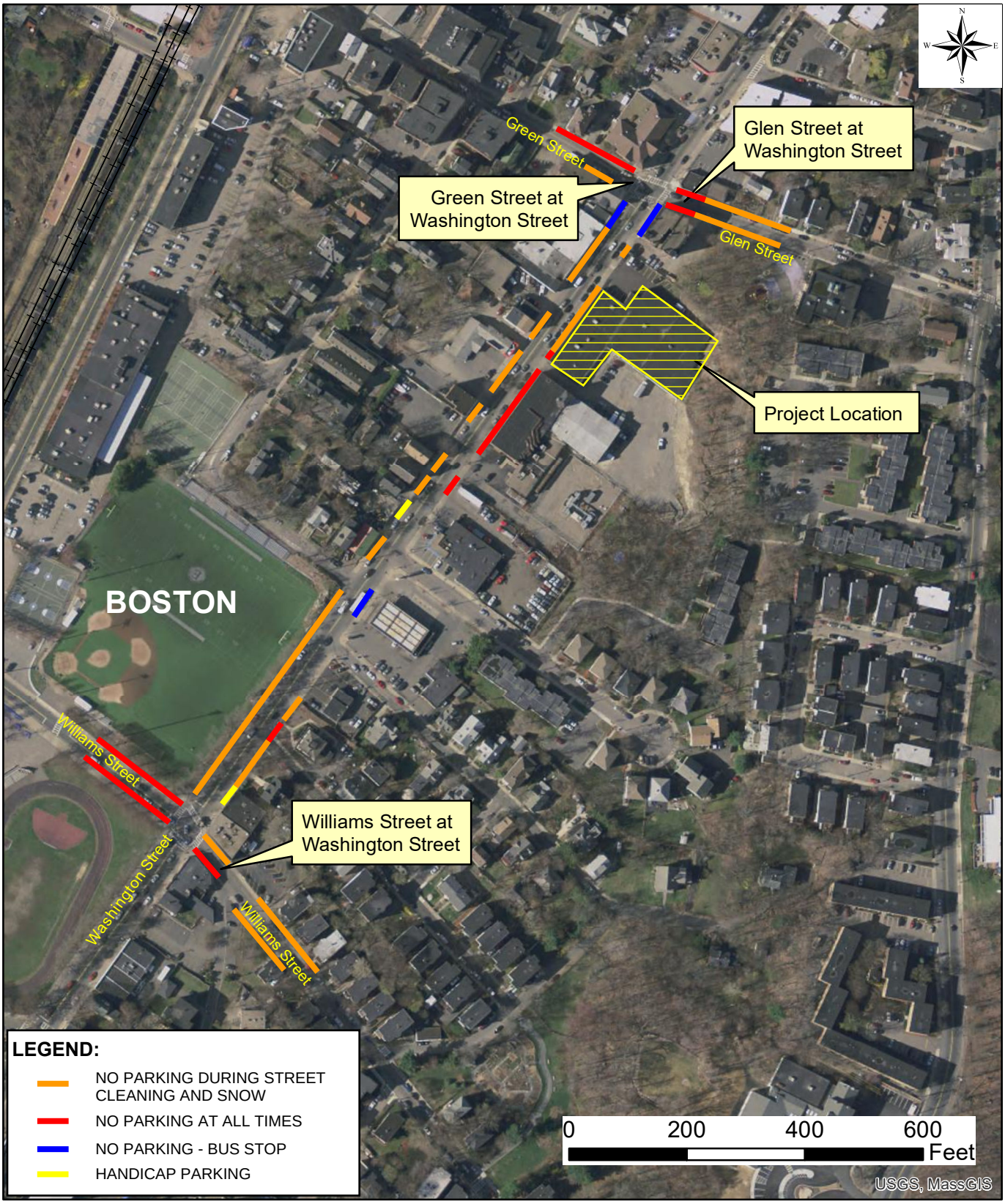
Washington Street is within the jurisdiction of the City of Boston and is classified by the Massachusetts Department of Transportation (MassDOT) as an urban principal arterial. The roadway runs in the north-south direction between Glen Road/Green Street and Williams Street in Jamaica Plain. In the Project vicinity, Washington Street has one travel lane in each direction and sidewalks are provided along both sides of the roadway. The speed limit is 30 miles per hour (MPH), and unrestricted parking is provided along both sides of the roadway apart from the MBTA bus stops.

Glen Road / Green Street

Glen Road turns into Green Street at Washington Street. Both roadways are within the jurisdiction of the City of Boston and are classified by MassDOT as urban collectors. The roadways run east-west and have one travel lane in each direction in the Project vicinity, and sidewalks are provided along both sides of the roadway. The speed limit is not posted. Unrestricted parking is provided along the westbound side of Glen Road and on the eastbound side of Green Street.

Williams Street

Williams Street is within the jurisdiction of the City of Boston and classified by MassDOT as a local road. Williams Street west of Washington Street runs east-west and has one travel lane in each direction in the Project vicinity. Sidewalks are provided, and parking is restricted along both sides of the roadway. Williams Street east of Washington Street is a one-way road that has one travel lane and runs eastbound. Sidewalks and unrestricted parking are provided along both sides of the roadway. Figure 2-2 represents the on-street parking classifications along the studied roadways.



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

Epsilon Associates Inc. Nitsch Engineering

Figure 2-2
Parking Map

2.2.3 Study Area Intersections

To examine the existing conditions, the following intersections were studied:

- Washington Street and Glen Road/Green Street; and
- Washington Street and Williams Street.

Washington Street and Glen Road / Green Street

This is a four-legged signalized intersection with four approaches, approximately 200 feet north of the Project site. The Washington Street northbound approach comprises one 11.5-foot wide bike-shared travel lane with adjacent on-street parking leading up to the #42 bus stop at the southeast corner of the intersection. The Washington Street southbound approach also comprises one 11.5-foot wide bike-shared travel lane with adjacent on-street parking. The Green Street eastbound approach comprises one 10.5-foot wide travel lane with adjacent parking provided along the eastbound side of the roadway. The Glen Road westbound approach comprises one 12-foot wide approach lane with restricted parking at the northeast corner. Crosswalks and stop lines are located at all approaches to the intersection with accessible pedestrian ramps at each corner.

The Actuated/Coordinated traffic signal operates in four phases: (1) Washington Street protected northbound; (2) Washington Street permissive northbound and southbound; (3) all-pedestrian phase; and, (4) Green Street permissive eastbound and Glen Road permissive westbound. Underground inductive loops are present at the Green Street and Glen Road approaches, and pedestrian push button actuation is provided at all the pedestrian ramps.

Washington Street and Williams Street

This is a four-legged signalized intersection with three approaches, approximately 1,000 feet south from the Project site. The Washington Street northbound approach comprises one 11.5-foot wide bike-shared travel lane with time restricted (7:00 a.m. – 9:30 a.m.) on-street parking at the southeast corner of the intersection. The Washington Street southbound approach comprises one 11.5-foot wide bike-shared travel lane with adjacent on-street parking. The Williams Street eastbound approach comprises one 12.5-foot wide travel lane with no parking provided at the intersection. Crosswalks and stop lines are located at all approaches to the intersection with accessible pedestrian ramps at each corner.

The Actuated/Coordinated traffic signal operates in four phases: (1) Washington Street protected northbound; (2) Washington Street permissive northbound and southbound; (3) all-pedestrian phase; and, (4) Williams Street permissive eastbound. Underground inductive loops are present at the Williams Street approach, and pedestrian push button actuation is provided at all the pedestrian ramps.

2.2.4 Bicycle Facilities

Washington Street is a bike-shared roadway indicated using shared-lane, or sharrow markings. In addition, there is a bike rental pickup and drop-off rack for 19 bikes along the eastbound side of Williams Street.

2.2.5 Pedestrian Mobility

Sidewalks in the study area are generally in good condition and are approximately nine feet wide, which provide adequate capacity. However, the presence of utility poles and street lights reduce the effective width of the sidewalk along Washington Street both opposite and adjacent to the Project site. Handicapped-accessible ramps and crosswalks are provided at the study area intersections.

2.2.6 Public Transportation

The study area is served by subway, commuter rail, and bus services.

Subway

The MBTA operates the Orange Line which extends from Oak Grove in Malden to Forest Hills, providing direct access to downtown Boston. The Green Street station is located less than 0.2 miles to the west along Green Street, and the Forest Hills Station is located less than 0.7 miles south along Washington Street.

Commuter Rail

The Forest Hills Station also services the MBTA Commuter Rail Needham Line which extends from Needham to South Station. The commuter rail makes a total of 32 stops at Forest Hills Station (16 inbound, 16 outbound) during a typical weekday.

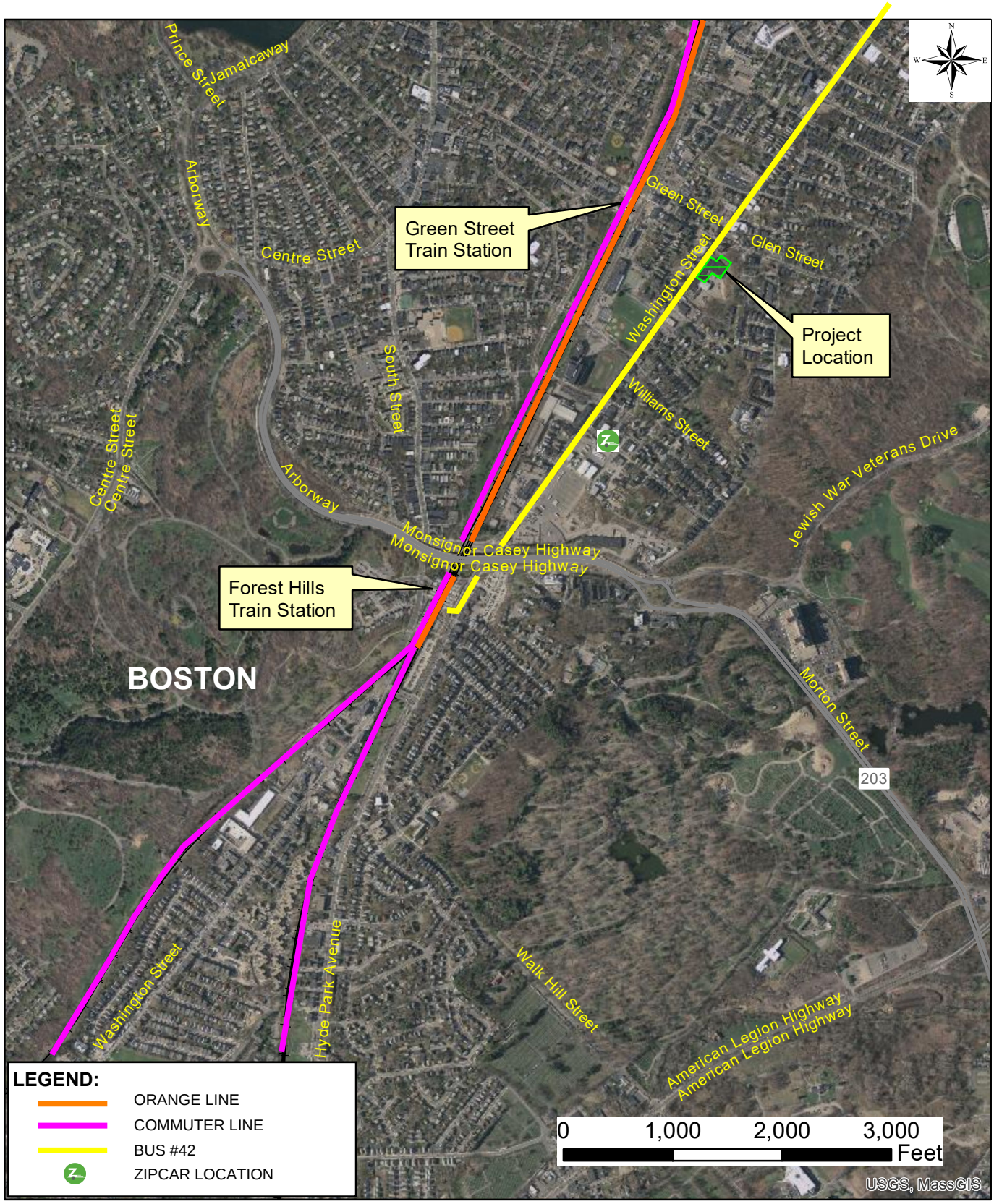
Bus

The MBTA #42 Bus Route servicing Dudley Square and Forest Hills has bus stops in the northbound and southbound directions adjacent to the Project site.

Car Sharing

Car sharing, predominantly provided by Zipcar in the Boston area, provides access to vehicular transportation for those who do not own cars. Vehicles are rented hourly or daily and are checked out for a specific time period and returned to their original designated location. There is one Zipcar location within a one-quarter mile radius of the Project site, located on Rossmore Road at Washington Street.

Figure 2-3 represents the MBTA subway, bus, and commuter rail services as well as the Zipcar location proximate to the Project site.



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

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Figure 2-3
Public Transportation Plan

2.3 Existing Traffic Conditions

2.3.1 Turning Movement Count (TMC) Data

Boston Traffic Data collected Turning Movement Count (TMC) data for the study area intersections on Wednesday, March 13, 2019 for 11 hours from 7:00 a.m. to 6:00 p.m. to capture the weekday commuter peaks, per the Boston Transportation Department (BTD) regulations.

The TMC data included bicycle and pedestrian counts. The peak hours within the study area were calculated to be from 7:00 a.m. to 8:00 a.m. during the weekday morning period, and 4:00 p.m. to 5:00 p.m. during the weekday evening period. The 2019 existing traffic volumes for vehicles, pedestrians, and bicycles are shown on Figures 2-4, 2-5, and 2-6, respectively. The raw traffic counts are shown in Appendix A.

2.4 Future Conditions

2.4.1 2024 No-Build Condition Volumes

The No-Build Condition is a combination of existing 2019 trips inflated by a background growth rate and site-generated trips added from other land development projects near the Project site.

A background growth rate was applied to existing traffic volumes using a rate of 0.5% per year, which is consistent with the growth in an urban environment in eastern Massachusetts. To be more conservative, these project trips that passed through the study area were added to the 2024 No-Build Condition.

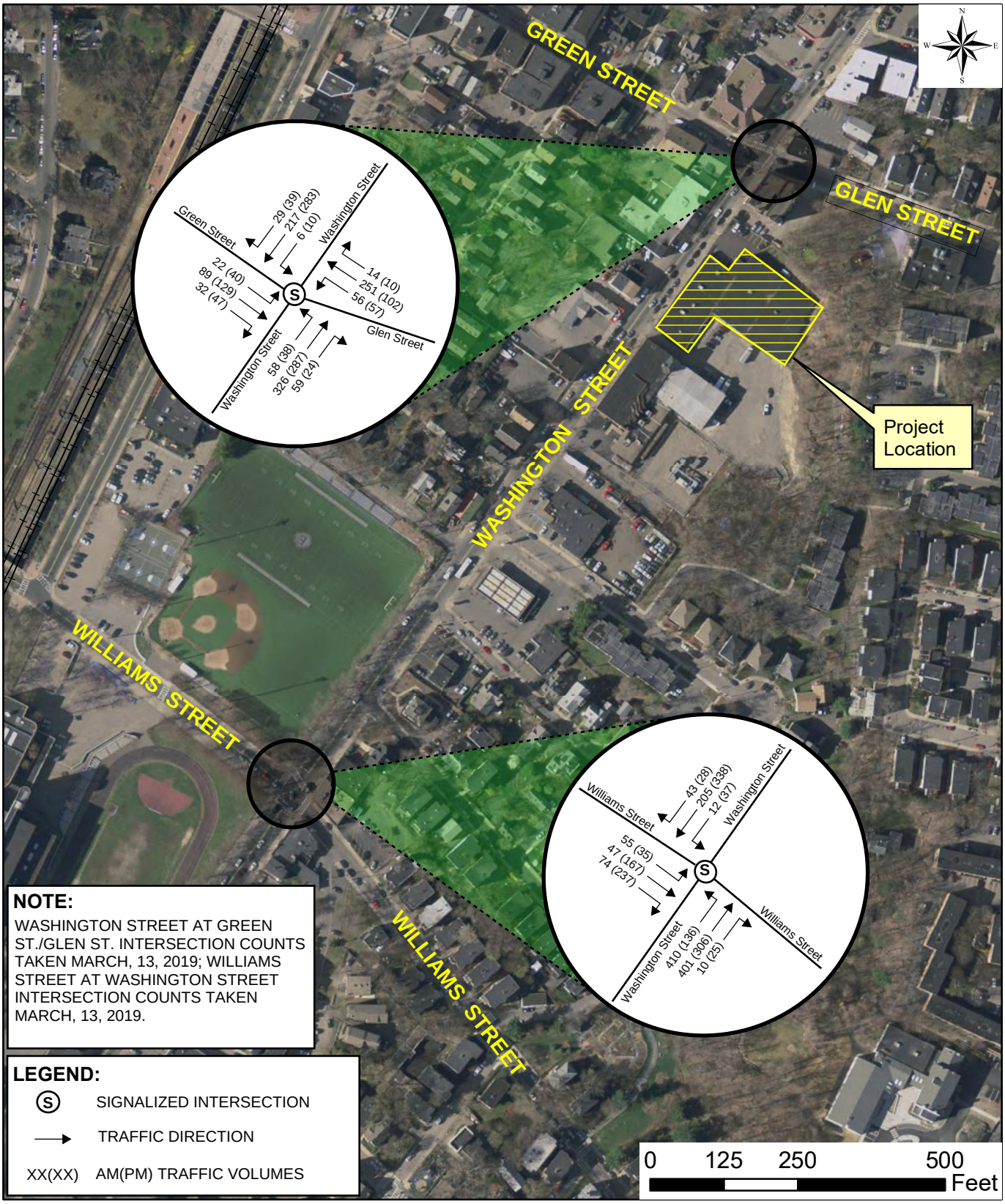
Two projects approved by the BPDA Board were identified in the surrounding area, as shown in Table 2-1.

Table 2-1 Forthcoming Projects near the Project Site

Location	Description
197-201 Green Street	11,736 sf Residential/Retail; Board approved.
3353 Washington Street	45 residential rental units; 2,000 sf retail space; Board approved.

In addition to the above referenced projects, which were only subjected to the Article 80 Small Project Review, the JP/ROX Transportation Action plan indicated that there will be additional development along the corridor. At this time the other future developments have not been identified as particular uses and therefore additional traffic information is not provided. Since all of the projects will generate a relatively low number of trips, the additional trips are assumed to be captured by the applied background growth.

Figure 2-7 shows the No-Build Condition traffic volumes.



Data Source: MassGIS
Nitsch Project #13110

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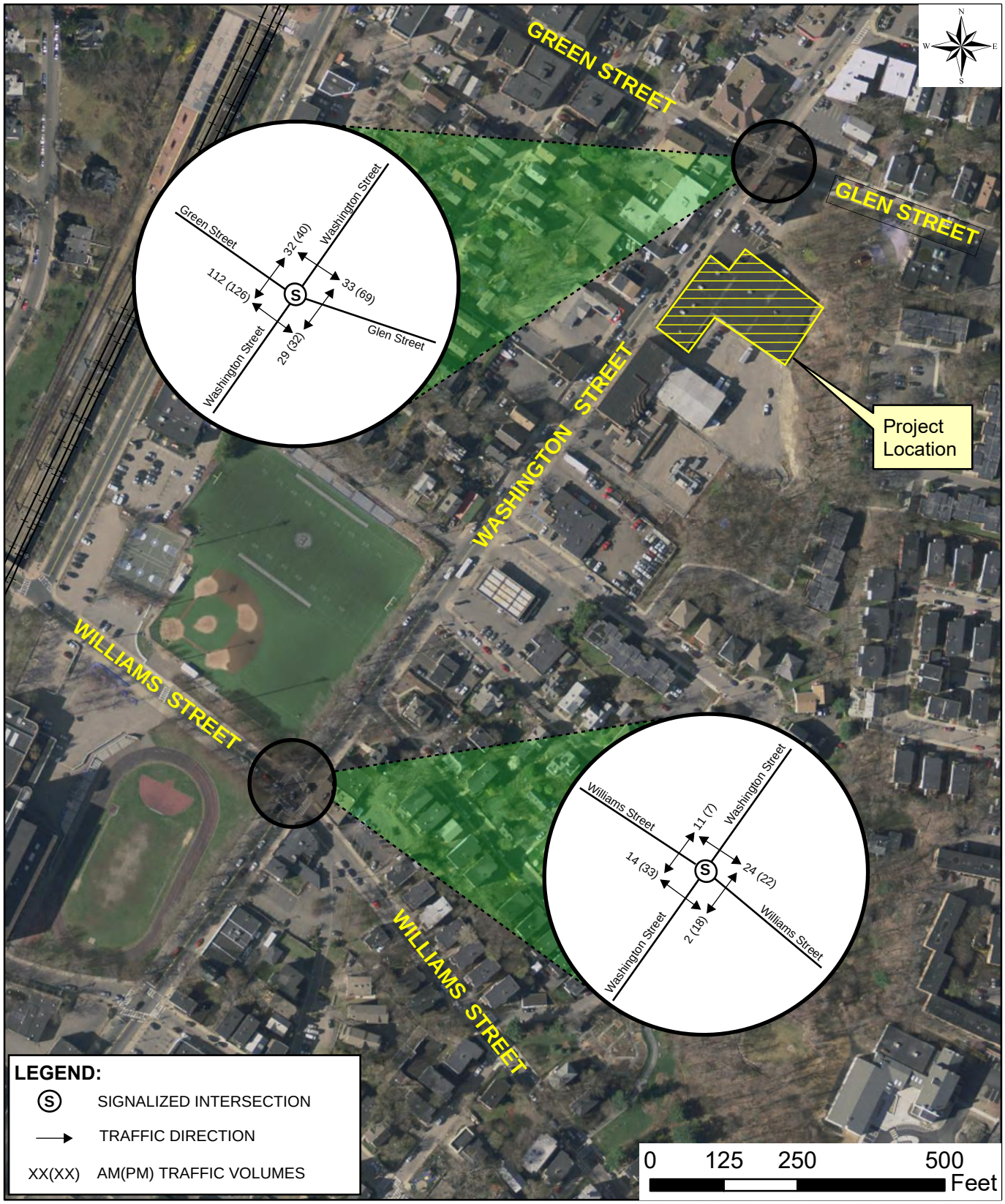
Figure 2-4
Existing Traffic Volumes



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

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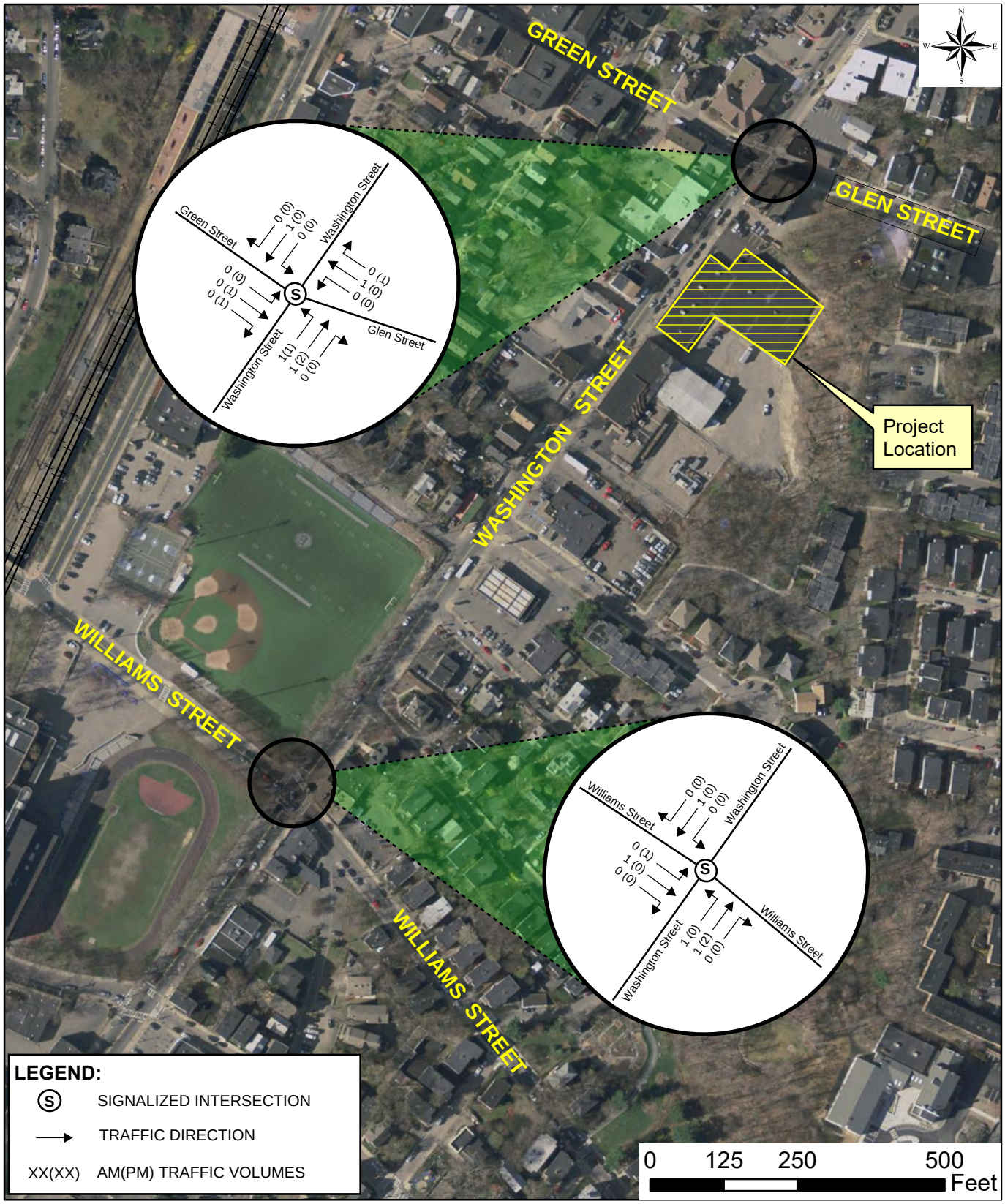
Figure 2-5
Existing Pedestrian Volumes



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

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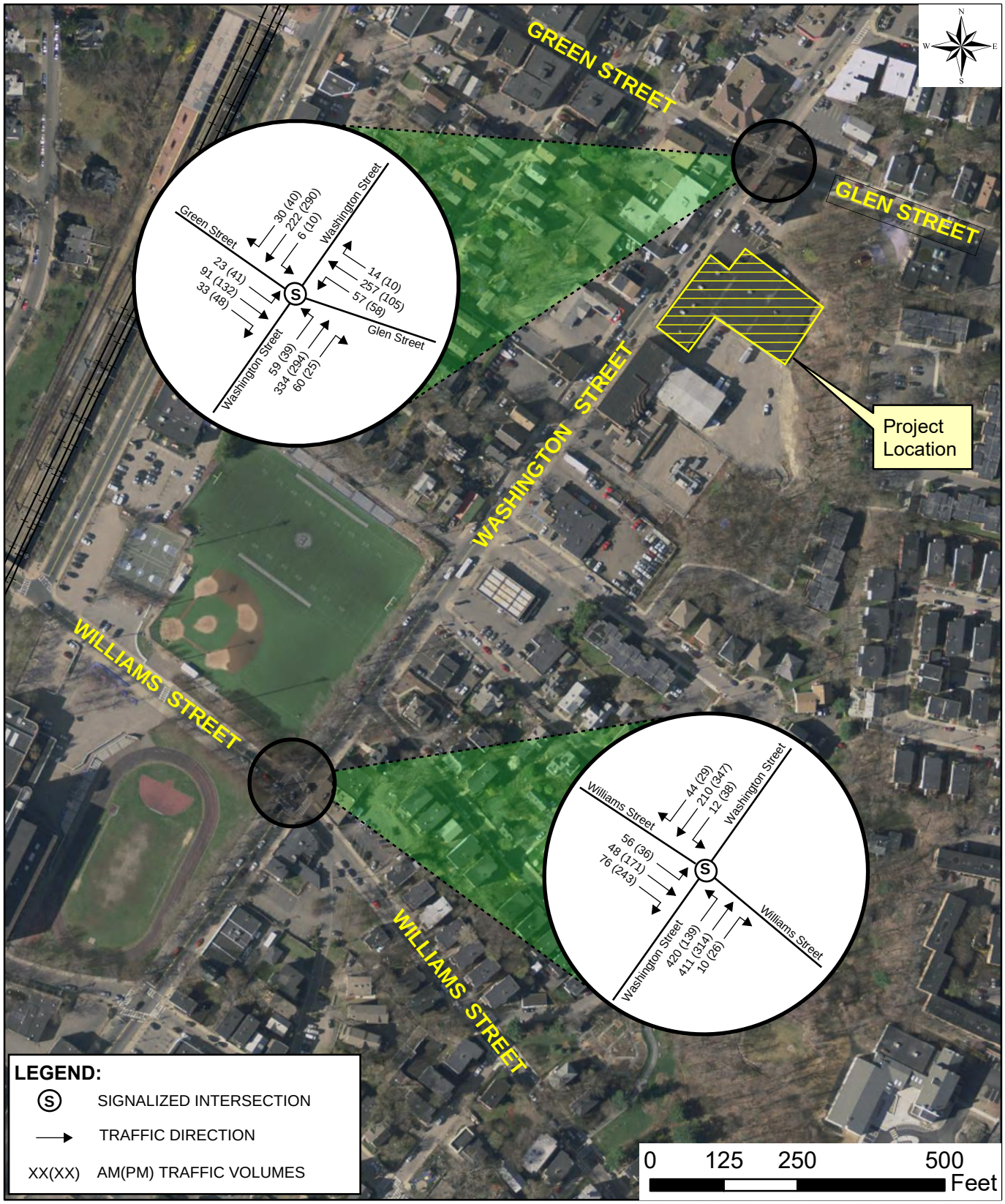
Figure 2-6
Existing Bicycle Volumes



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

Epsilon Associates Inc. | Nitsch Engineering

Figure 2-7
2024 No Build Traffic Volumes

2.4.2 2024 Build Condition

Proposed Trip Generation

As directed in the BPDA Transportation Access Plan guidelines, Project-generated trips have been estimated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition.[1]

In the PNF, Land Use Code (LUC) 221 (Residential Multi-family Housing) was determined to be the appropriate use given that the standard BTD mode share applied to the trips generated would yield an accurate representation of the number of vehicle trips. Upon further coordination with BTD, it was determined that LUC 231 (Mid-Rise Residential with 1st-Floor Commercial) would be a more appropriate use to determine the number of Project-generated trips and a Project-specific mode share should be applied. As such, the trip generation was adjusted to use LUC 231. ITE describes "mid-rise residential with 1st-floor commercial" as mixed-use multifamily housing buildings that have between three and 10 levels (floors) and include retail or office space on the first level. These facilities are typically found in dense multi-use urban and center city core settings.

For LUC 231, ITE provides the independent variable "Occupied Dwelling Units" for dense urban area in person trips. The results are provided in Table 2-2.

[1] The ITE Trip Generation informational report provides trip generation rates for numerous land use and building types. ITE Procedures estimate the number of trips entering or exiting a site at a given time (sometimes the number entering and exiting combined is estimated). ITE Rates are functions of type of development, and square footage, number of gas pumps, number of dwelling units, or other standard measurable things, usually produced in site plans. They do not consider location, competitors, complements, the cost of transportation, or many other likely important factors. They are often estimated based on very few observations (a non-statistically significant sample). Many localities require their use to ensure adequate public facilities for growth management and subdivision approval. Therefore, the ITE Trip Generation manual is used as a baseline data which should be verified by the agency having jurisdiction as to the appropriate land use type and how modes should be adjusted based on the specific use and location.

Table 2-2 Comparison of Peak Hour Trip Generation Data Sources

		Weekday Morning Peak Hour Trips	Weekday Evening Peak Hour Trips
Land Use	Independent Variable	Average	Average
Mid-Rise Residential with 1st-Floor Commercial LUC (231)	Occupied Dwelling Units	246	387

According to the ITE Trip Generation Manual, the direction distribution during the weekday morning peak hour is 40% entering and 60% exiting. For the weekday evening, the directional distribution is 45% entering and 55% exiting. Peak hour trip generation estimates for entering and exiting total trips are shown in Table 2-3.

Table 2-3 Peak Hour Trip Generation Estimates

	Weekday Morning Peak Hour Trips	Weekday Evening Peak Hour Trips
Entering	98	174
Exiting	148	213
Total	246	387

PSI's experience with the population that will occupy the supportive housing units is that none of them can afford to own a vehicle. Therefore, they should not be included in vehicle trip generation. Furthermore, the Metropolitan Area Planning Council (MAPC) studies show that even more occupants that live closer to a transit building are less likely to use vehicles, so it can be assumed that a large percentage of the low-income occupants are not likely to own a vehicle. Therefore, for this particular use, the BTD mode share for vehicle in this area (Zone 6) (51%) would be deemed over conservative and not accurately represent the vehicle trip generation. For the purpose of this study, it can be assumed that only 15% of total trips would be vehicle trips, and the remaining 36% could be shifted to transit, yielding the total percentage of transit trips to be 74%. The remaining 11% of trips allocated to walking from the BTD mode share, would still apply. These volumes are represented in Table 2-4. Although modified, the BTD mode share data for zone 6 can be found in Appendix B.

Table 2-4 Mode Split Trip Generation

	Weekday Morning Peak Hour Trips			Weekday Evening Peak Hour Trips		
	Vehicle	Transit	Walk	Vehicle	Transit	Walk
Entering	15	73	11	26	129	19
Exiting	22	110	16	32	158	23
Total	37	183	27	58	287	42

Project Trip Distribution and Assignment

The trips to and from the Project site were distributed and assigned for the weekday morning peak hour and weekday evening peak hour based on the existing travel patterns, logical travel routes, and the BTD mode distribution, which is based on the existing roadway network both within the City and the surrounding region. The trip distributions for the proposed study area are shown on Figures 2-8 and 2-9, respectively.

The existing traffic volumes during the weekday morning and weekday evening peak hours was examined. To distribute the site generation trips throughout the roadway network, the vehicular trips in Table 2-4 were multiplied by the trip distribution percentages in Figures 2-8 and 2-9 to assign the additional intersection volumes. The site-generated trips are shown on Figures 2-10 and 2-11 for the weekday morning and weekday evening peak hours, respectively.

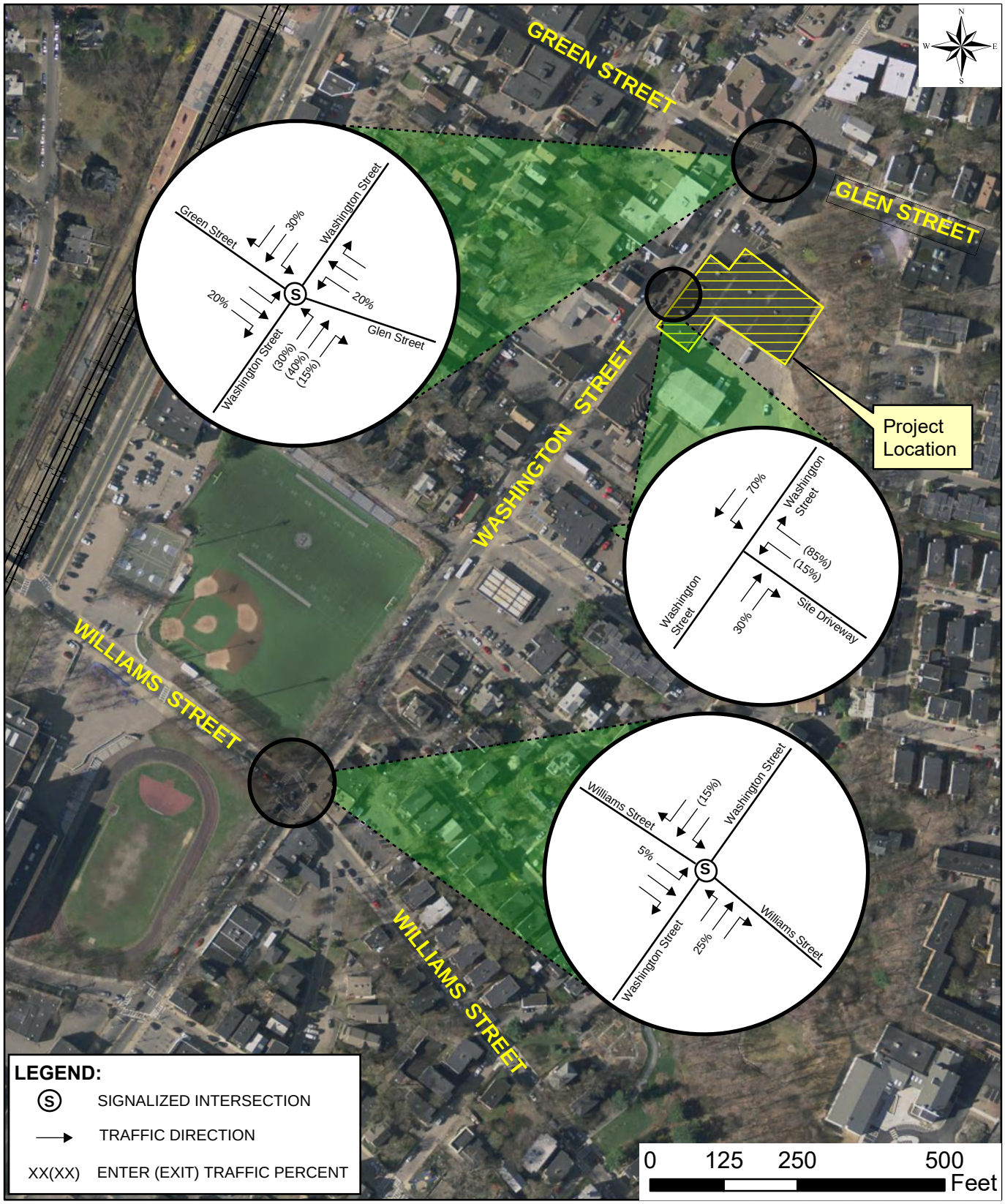
2024 Build Condition Volumes

The Build Condition traffic volumes, shown in Figure 2-12, were calculated by combining the No-Build Condition traffic volumes with the site generated trip volumes.

2.5 Operational Analysis

2.5.1 Level of Service Criteria and Capacity Analysis

Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream. Six LOS criteria are used to describe the quality of traffic flow for any type of facility controls. LOS A represents the best operating conditions, and LOS F represents the worst operating conditions. The LOS for signalized intersections was analyzed using Synchro 10 software, which is based on the traffic operational analysis methodology of the Highway Capacity Manual (HCM).



Data Source: MassGIS
Nitsch Project #13110

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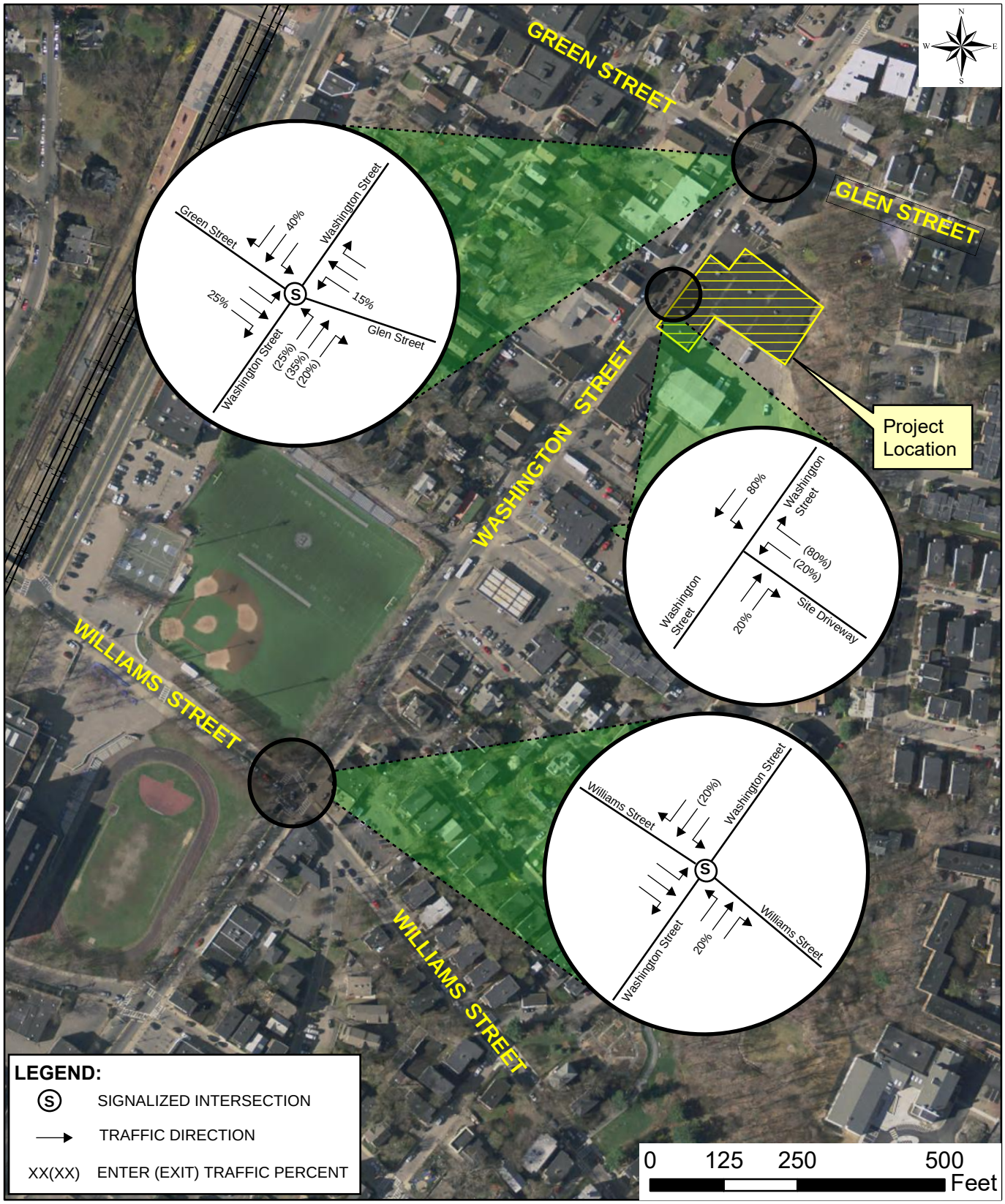
Figure 2-8
Trip Distribution (Weekday Morning)



Data Source: MassGIS
Nitsch Project #13110

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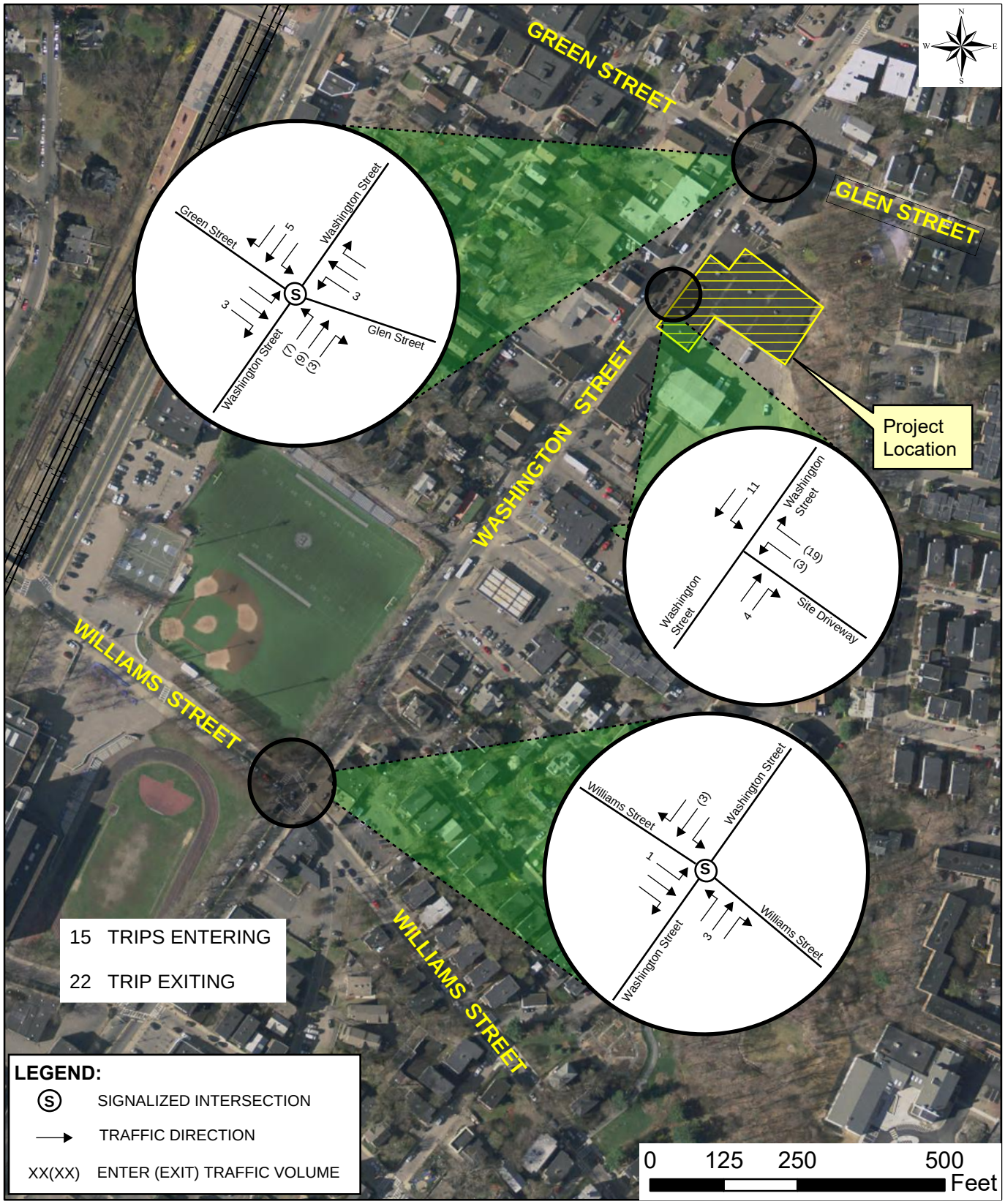
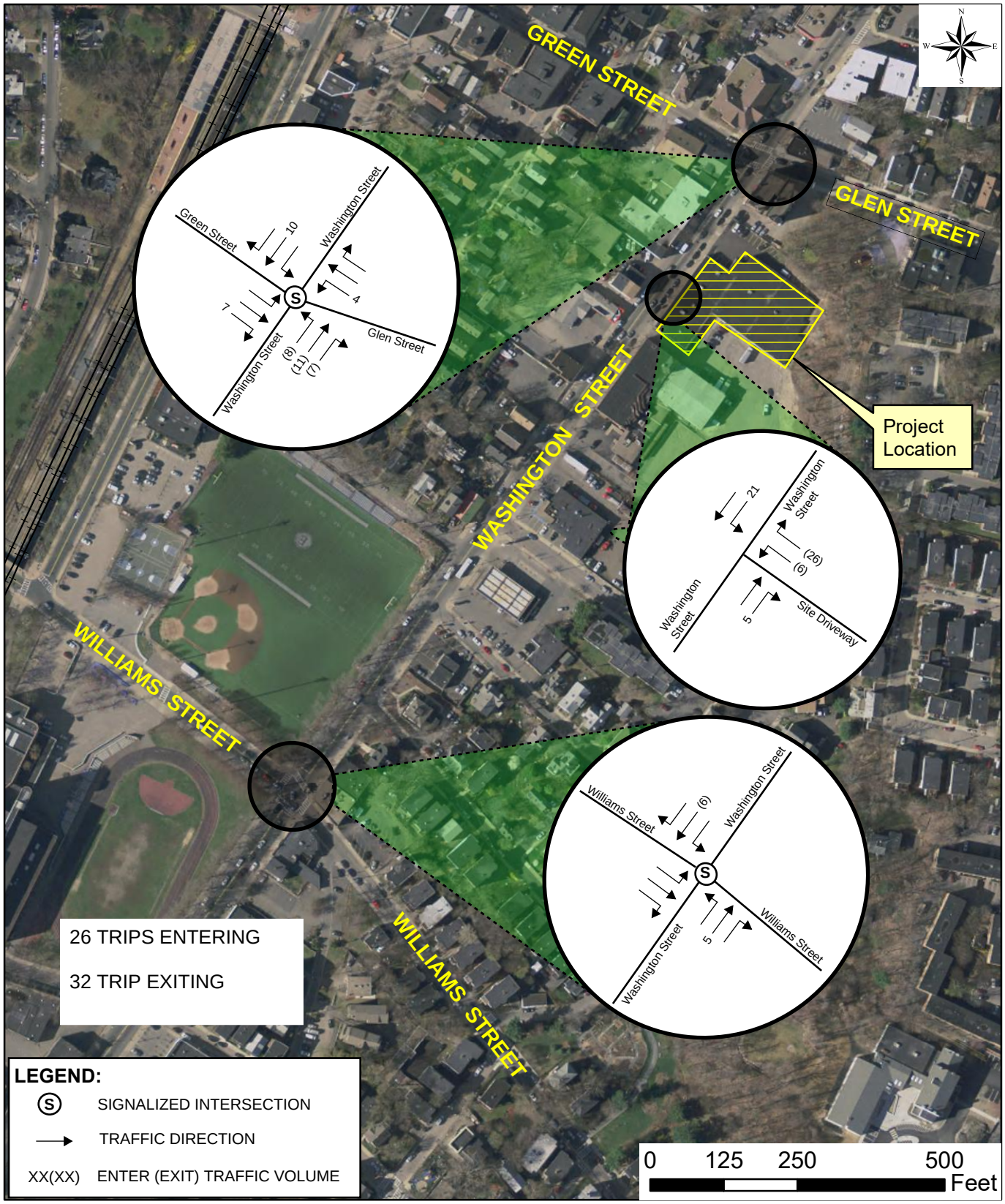
Figure 2-9
Trip Distribution (Weekday Evening)



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

Figure 2-10
Site-Generated Trips (Weekday Morning)



Data Source: MassGIS
Nitsch Project #13110

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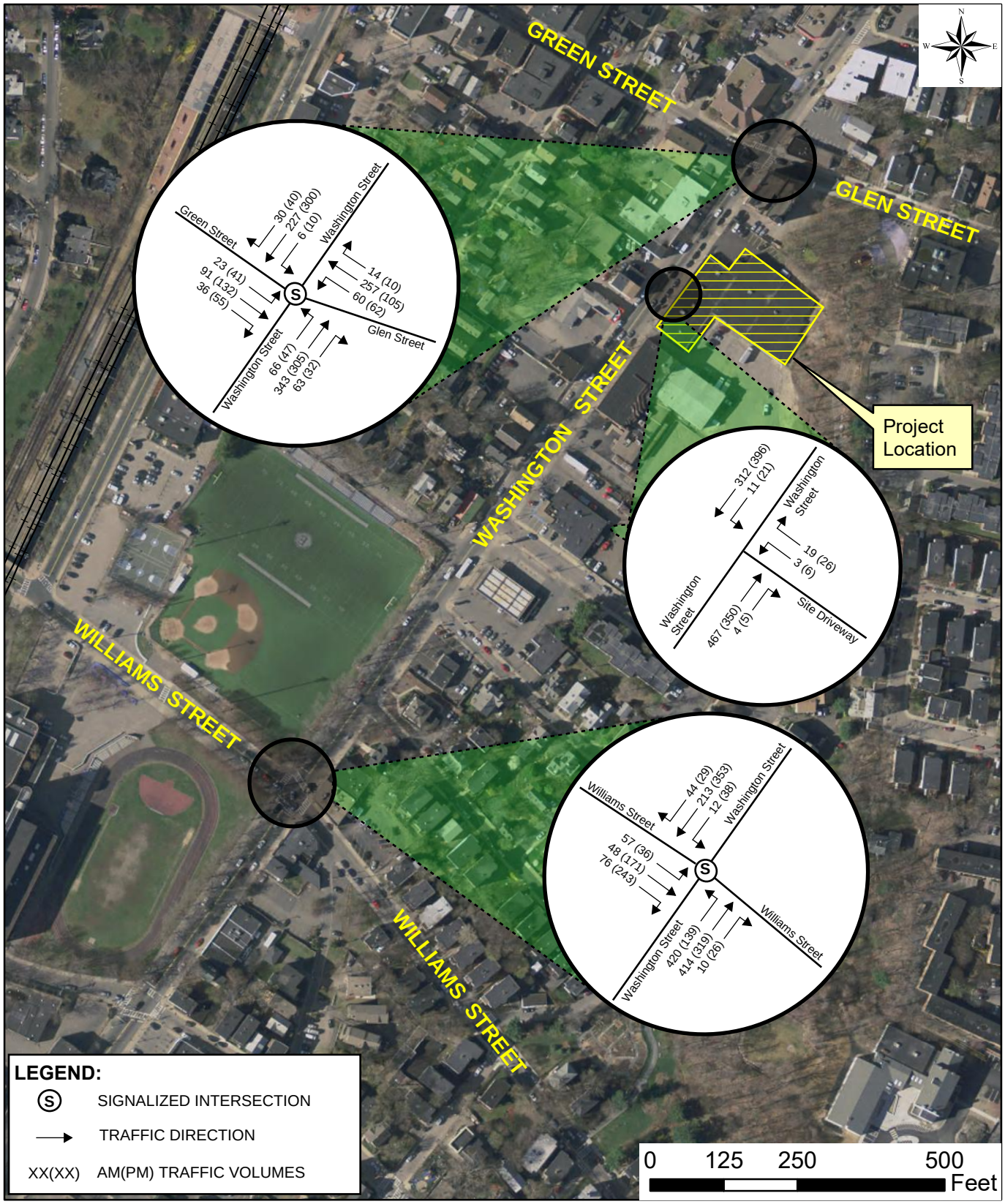
Figure 2-11
Site-Generated Trips (Weekday Evening)



Data Source: MassGIS
Nitsch Project #13110

3368 Washington Street Boston, Massachusetts

Epsilon Associates Inc. | Nitsch Engineering

Figure 2-12
2024 Build Traffic Volumes

The methodology for signalized intersections assesses the effects of signal type, timing, phasing, progression, vehicle mix, and geometrics on control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 2-5 summarizes the relationship between LOS and average control delay for signalized and unsignalized intersections.

Table 2-5 Level of Service Criteria

Signalized Intersection		Unsignalized Intersection		
Level of Service	Control Delay (seconds/vehicle)	Level of Service by Volume-to-Capacity (v/c) Ratio		Control Delay (seconds/vehicle)
		v/c ≤ 1.0	v/c > 1.0	
A	0 to 10	A	F	0 to 10
B	>10 to 20	B	F	>10 to 15
C	>20 to 35	C	F	>15 to 25
D	>35 to 55	D	F	>25 to 35
E	>55 to 80	E	F	>35 to 50
F	>80	F	F	>50
Source: 2010 Highway Capacity Manual, Transportation Research Board, Washington D.C. 2010				

Traffic operations for the 2019 Existing Conditions, 2024 No-Build Conditions and 2024 Build Conditions were analyzed during the weekday morning and weekday evening peak hours at the study intersections. The analyses depict the intersection maximum volume-to-capacity (v/c) ratio, vehicle delay, LOS, and queueing.

2.5.2 2019 Existing Condition Capacity Analysis

The 2019 Existing Condition traffic operations at the study area intersections were analyzed based on the existing traffic counts performed by Boston Traffic Data on 13, March 2019. The LOS Summary is shown in Table 2-6. The Synchro analysis worksheets are provided in Appendix C.

Table 2-6 Level of Service Summary – 2019 Existing Condition

Location	Direction / Movement	Weekday Morning Peak Hour Trips					Weekday Evening Peak Hour Trips				
		V/C[2]	DELAY[3]	LOS[4]	50th Q[5]	95th Q[6]	V/C[2]	DELAY[3]	LOS[4]	50th Q[5]	95th Q[6]
Washington Street at Glen Road/Green Street	Wash St NB - LTR	0.67	27.3	C	311	m280	0.46	31.0	C	178	m204
	Wash St SB - LTR	0.50	29.3	C	156	227	0.49	27.0	C	162	282
	Green St EB- LTR	0.42	32.3	C	92	132	0.80	52.5	D	169	195
	Glen Rd WB- LTR	0.90	60.0	E	218	#348	0.62	42.9	D	98	154
	Overall	0.90	37.6	D	-	-	0.80	36.9	D	-	-
Washington Street at Williams Street	Wash St NB- LTR	1.12	94.1	F	~574	#813	0.91	46.4	D	240	#522
	Wash St SB- LTR	0.99	92.8	F	~197	m#368	0.76	29.0	C	109	#394
	Williams St EB- LTR	0.91	82.4	F	104	#236	0.98	72.0	E	254	#458
	Overall	1.12	92.1	F	-	-	0.98	49.5	D	-	-

[1] NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left-turn, T = Through movement, R = Right-turn; [2] Volume to Capacity Ratio. Overall v/c is maximum v/c ratio of all approaches; [3] Vehicle Delay, measured in seconds; [4] Level Of Service; [5] 95th Percentile Queue, in feet; # = 95th percentile volume exceeds capacity, queue may be longer; ~ = Volume exceeds capacity, queue is theoretically infinite

The Washington Street intersection with Glen Road and Green Street currently operates at an overall intersection LOS D during the weekday morning and weekday evening peak hours. The maximum delay occurs at the Glen Road westbound approach which operates at LOS E with a delay of 60 seconds.

The Washington Street intersection with Williams Street currently operates at an overall intersection LOS F during the weekday morning peak hour and LOS D during the weekday evening peak hour. The maximum delay occurs at the Washington Street northbound approach which operates at LOS F with a delay of approximately 94 seconds.

2.5.3 2024 No-Build Condition Capacity Analysis

The 2024 No-Build Condition, which represents the 2019 Existing Condition plus background growth rate as described in Section 2.5.1, was analyzed. The LOS Summary is shown in Table 2-7. The Synchro analysis worksheets are provided in Appendix A.

Table 2-7 Level of Service Summary – 2024 No-Build Condition

Location	Direction / Movement	Weekday Morning Peak Hour Trips					Weekday Evening Peak Hour Trips				
		V/C[2]	DELAY[3]	LOS[4]	50th Q[5]	95th Q[6]	V/C[2]	DELAY[3]	LOS[4]	50th Q[5]	95th Q[6]
Washington Street at Glen Road/ Green Street	Wash St NB - LTR	0.70	28.1	C	321	m278	0.47	31.1	C	184	m202
	Wash St SB - LTR	0.51	29.8	C	160	233	0.50	27.5	C	168	290
	Green St EB- LTR	0.43	32.4	C	94	135	0.81	53.2	D	172	200
	Glen Rd WB- LTR	0.91	61.9	E	224	#361	0.63	43.3	D	100	158
	Overall	0.91	38.6	D	-	-	0.81	37.3	D	-	-
Washington Street at Williams Street	Wash St NB- LTR	1.16	109.1	F	~609	#848	0.94	52.4	D	~255	#545
	Wash St SB- LTR	1.01	99.3	F	~205	m#378	0.79	30.7	C	113	#415
	Williams St EB- LTR	0.93	84.9	F	107	#244	1.00	77.9	E	~266	#474
	Overall	1.16	103.6	F	-	-	1.00	54.1	D	-	-

[1] NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left-turn, T = Through movement, R = Right-turn; [2] Volume to Capacity Ratio. Overall v/c is maximum v/c ratio of all approaches; [3] Vehicle Delay, measured in seconds; [4] Level Of Service; [5] 95th Percentile Queue, in feet; # = 95th percentile volume exceeds capacity, queue may be longer; ~ = Volume exceeds capacity, queue is theoretically infinite

The Washington Street intersection with Glen Road and Green Street is projected to maintain the overall intersection LOS D during the weekday morning and weekday evening peak hours for the No-Build Condition, with the overall delay increasing only one second.

The Washington Street intersection with Williams Street is also projected to maintain the overall intersection LOS F during the weekday morning peak hour and LOS D during the weekday evening peak hour for the No-Build Condition.

The increase in traffic due to the background growth causes a degradation in delay of approximately ten seconds from the Existing Condition to No-Build Condition during the weekday morning peak hour.

2.5.4 2024 Build Condition Capacity Analysis

The 2024 Build Condition traffic operations include the 2024 No-Build volumes plus the projected trips from the Project. The Build Condition assumes that no changes are made to study area intersections or traffic signal timing and sequence. The LOS summary is shown in Table 2-8. The Synchro analysis worksheets are provided in Appendix C.

Table 2-8 Level of Service Summary – 2024 Build Condition

Location	Direction / Movement[1]	Weekday Morning Peak Hour Trips					Weekday Evening Peak Hour Trips				
		V/C[2]	DELAY[3]	LOS[4]	50th Q[5]	95th Q[6]	V/C[2]	DELAY[3]	LOS[4]	50th Q[5]	95th Q[6]
Washington Street at Glen Road/ Green Street	Wash St NB - LTR	0.75	29.3	C	334	m299	0.52	31.4	C	196	m221
	Wash St SB - LTR	0.52	30.2	C	164	238	0.52	28.3	C	176	299
	Green St EB- LTR	0.43	32.3	C	96	137	0.82	53.6	D	177	207
	Glen Rd WB- LTR	0.92	62.8	E	227	#368	0.65	44.4	D	103	164
	Overall	0.92	39.2	D	-	-	0.82	37.8	D	-	-
Proposed Site Driveway	Wash St NB - TR	0.3	0.0	-	-	-	0.23	0.0	-	-	-
	Wash St SB - LT	0.01	0.4	A	-	-	0.02	0.6	A	-	-
	Wash St WB - LR	0.05	12.4	B	-	-	0.06	11.3	B	-	-
Washington Street at Williams Street	Wash St NB- LTR	1.17	112.1	F	~616	#856	0.96	55.0	E	~265	#553
	Wash St SB- LTR	1.02	101.4	F	~209	m#383	0.80	31.7	C	120	#427
	Williams St EB- LTR	0.94	87.2	F	108	#247	1.00	77.9	E	~266	#474
	Overall	1.17	106.3	F	-	-	1.00	55.3	E	-	-

[1] NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left-turn, T = Through movement, R = Right-turn; [2] Volume to Capacity Ratio. Overall v/c is maximum v/c ratio of all approaches; [3] Vehicle Delay, measured in seconds; [4] Level Of Service; [5] 95th Percentile Queue, in feet; # = 95th percentile volume exceeds capacity, queue may be longer; ~ = Volume exceeds capacity, queue is theoretically infinite

The Washington Street intersection with Glen Road and Green Street is projected to maintain the overall intersection LOS D during the weekday morning and weekday evening peak hours from the No-Build Condition to the Build Condition, with the overall delay increasing less than one second.

The Washington Street intersection with Williams Street is projected to degrade from an overall intersection LOS D during the weekday evening peak hour for the No-Build Condition to an overall LOS E for the Build Condition. As the degradation comprises approximately only one second of delay, it is determined that the Project will not have a significant impact on the existing roadway network, therefore mitigation is not recommended.

2.5.5 Conclusion

The operational analysis shows that the Project will not have a substantial effect on study area intersections, and therefore no modifications to the traffic signal and roadway network will be necessary as part of the Project.

2.6 Transportation Demand Management

The Proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project-related traffic impacts. TDM will be facilitated by the nature of the Project (which does not generate significant peak hour trips) and its proximity to numerous public transit alternatives.

On-site property management will keep a supply of transit information (schedules, maps, and fare information) to be made available to the residents of the site. The Proponent will work with the City to develop a TDM program appropriate to the Project and consistent with its level of impact.

The Proponent is prepared to take advantage of good transit access in marketing the site to future residents by working with them to implement the following TDM measures to encourage the use of nonvehicular modes of travel. The TDM measures for the Project may include but are not limited to the following:

- ***Orientation Packets:*** The Proponent will provide orientation packets to new residents and tenants containing information on available transportation choices, including transit routes/schedules and nearby vehicle sharing and bicycle sharing locations. On-site management will work with residents and tenants as they move in to help facilitate transportation for new arrivals.

- ***Bicycle Accommodation:*** The Proponent will provide bicycle storage in secure, sheltered areas for residents. Subject to necessary approvals, public use bicycle racks for visitors will be placed near building entrances.

- ***Parking Accommodation:*** The proponent will provide 38 basement parking spaces; 20 allocated for tenant parking and 18 allocated for employee parking.

- ***Electric Vehicle Charging:*** The Proponent will be providing electric vehicle charging stations within the garage.

- ***Shared-car Services:*** The Proponent will explore the feasibility of providing a shared car service (e.g., Zipcar) on-site to help reduce the need for residents to own a vehicle.

- ***TNC Pick-***Up/Drop-Off: The proponent will provide a designated TNC pick-up/drop-off area along Washington Street. The proponent parking restrictions will be implemented such that traffic will not be affected by parking vehicles.

- ***Transportation Coordinator:*** The Proponent will designate a transportation coordinator to oversee transportation issues including parking, service and loading, and deliveries and will work with residents as they move in to raise awareness of public transportation, bicycling, and walking opportunities.

- ***Project Web Site:*** The web site will include transportation-related information for residents, workers, and visitors.

The Proponent will work with BTD to determine an appropriate TDM program and will formalize this program in a Transportation Access Plan Agreement (TAPA) for the Project.

2.7 Construction Management

During construction of the Project, it is expected that the frontage sidewalk and parking lane will be closed temporarily to provide enough room for construction staging. Due to the site location relative to subject intersections and the MBTA bus stops, it is not anticipated that further modifications will need to be made that would significantly affect traffic operations. No vehicular detours are expected.

To the extent possible, arrival and departure of construction vehicles will occur outside of the vehicle peak periods (from 9:00 a.m. to 3:30 p.m. and 7:00 p.m. to 5:00 a.m.). The developer will coordinate a construction entrance that is adequate width and meets the necessary sight distance requirements set forth by the American Association of State Highway and Transportation Officials (AASHTO).

During construction, pedestrian accessibility will be maintained to the extent feasible. If necessary, temporary crosswalks and ramps will be provided. All pedestrian accommodations will adhere to Massachusetts Architectural Access Board (MAAB) and Americans with Disabilities Act (ADA) guidelines.

As part of the Article 80 approval process, a Construction Management Plan will be submitted to BTD which will describe on-site logistics and off-site traffic mitigation measures throughout the construction process.

Chapter 3.0

Response to Comments

3.0 RESPONSE TO COMMENTS

3.1 Introduction

This Section provides responses to comments received from the BPDA, City agencies, the Impact Advisory Group (IAG) and the public on the PNF filed with the BPDA on June 7, 2019 in accordance with the Request for Supplemental Information issued by the BPDA on September 24, 2019.

Section 3.2 includes responses to the comment letters received. The letters have been reproduced and individual comments coded in the margins. Responses to the comments follow each individual letter and can be matched using the comment code numbers. Table 3-1 provides a list of comment letters and their associated code, as well as all comments submitted through the BostonPlans.org website. Table 3-2 provides a list of comment letters supporting the Project but did not include specific comments to respond to. The support letters are included at the end of this chapter.

Table 3-1 Comment Letters with Responses

Request for Supplemental Information and City Agencies	
Boston Planning and Development Agency, Request for Supplemental Information	BPDA
Mayor's Commission for Persons with Disabilities	DC
Public Letters	
Union Avenue Neighborhood Association	UANA
Jennifer Uhrhane (August 21, 2019)	JU1
Jennifer Uhrhane (September 6, 2019)	JU
Monty Gold (August 20, 2019)	MG1
Monty Gold (September 3, 2019)	MG
Zack DeClerck	ZD
Carolyn Royce	CR
Alan Benenfeld	AB
Denise Delgado	DD
Comments submitted to BostonPlans.org	
Nancy Read	NR
John Read	JR
Roy Krantz	RK
Graham Shepherd	GS
Alex Guriev	AG
Rachel Rochat	RR

Table 3-1 Comment Letters with Responses (Continued)

Comments submitted to BostonPlans.org (continued)	
Scott Rose	SR
Jin Chung	JC
Josh Reed	JOR
David McGaffin	DM
John Yerby	JY
Frederick Vetterlein	FV
Pamela Yellin	PY
CJ Hassan Ghanny	CH
Rickie Harvey	RH
James Michel	JM
Carol Oldham	CO
Shannon Argueta	SA
Daniel Smith	DS
Judy Kolligian	JK
George Henderson	GH
Mira Brown	MB
Cam Wilson	CW
Bernadette Metrano	BM
Joey Baler	JB

Table 3-2 Support Letters (No Comments To Respond To)

Public Letters
Jamaican Plain Neighborhood Council
Keep it 100 for Real Affordable Housing and Racial Justice
Helen Matthews
Ruthy Rickenbacker
Submitted to BostonPlans.org
Kevin Whalen
Cynthia Bainton
Ashlee Wiest-Laird
Charles Coey
Rotta Jo Horsley
Mary Lenihan

Table 3-2 Support Letters (No Comments To Respond To) (Continued)

Submitted to BostonPlans.org (continued)
Lisa Owens
Keep it 100 for Real Affordable Housing and Racial Justice
Frank Mangini
Brian Mulligan
Nicholas Distasio
Sarah Horsley
Matan BenYishay
Nina Robinson
James Bull
Rachel Lecker
Liberty Britz
Noah Sawyer
Liz O'Connor
Joe Vallely
Maura Meagher
John Riordan
Leah Rodriguez
Kendra Halliwell
Maddie DeClerck
Daniel Church
Meg Howard
Paul Davey
Bruce Ehrlich
Nilagia McCoy
Ashley Popperson
Nate Towery

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

- As Parcel P-3 falls under the purview of the Roxbury Strategic Master Plan ("RSMP") and the Oversight Committee ("RSMPOC") and Project Review Committee ("PRC") serves as the Impact Advisory Group ("IAG"). Comments received by the BRA during the comment period from the IAG will be provided and will also require full 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 — BPDA.1

a. Development team — BPDA.2

(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 BPDA.3

(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. BPDA.4

C. Public Comments

The Supplemental Materials should include responses to any public comment and/or letters submitted to the BRA. BPDA.5

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 BPDA.6

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. BPDA.7
- 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. BPDA.8

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. BPDA.9
- 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. BPDA.10
- Finally, please note that this project still requires a vote by the full Boston Civic Design Commission (BCDC). BPDA.11

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 nots 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: BPDA.12
    - 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: BPDA.13
    - 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. BPDA.14

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. BPDA.15
- Provide more electric vehicle charging stations at the facility. BPDA.16
- 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 BPDA.17
- Continued refinement of the project's public realm will need to be coordinated with BPDA Urban Design, BTD, Disability Commission and PIC staff. BPDA.18

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. BPDA.19
- 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 BPDA.20

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 BTD 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. BPDA.21
- 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. BPDA.22

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 BPDA.23
- 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. BPDA.24
    - 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. BPDA.25
- 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. BPDA.26
    - A plan with spot grades or a section through the site would help the Commission understand the topological conditions at the site BPDA.27
- 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. BPDA.28

- Please provide the updated number of proposed accessible parking spaces, the location and accessible route to vertical circulation. BPDA.29
- 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. BPDA.30
    - 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*. BPDA.31
    - 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. BPDA.32
    - Please consider using a variety of seating and table options (backrest, armrest, wheelchair accessible, etc) in all common and outdoor spaces. BPDA.33

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. BPDA.34

- 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 BPDA.35

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. BPDA.36

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. BPDA.37

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. BPDA.38
    - 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. BPDA.39
    - We may consider waiving this requirement under exceptional circumstances.

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 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

3.2 Responses to BPDA Request for Supplemental Information and City Comments

BPDA SCOPING DETERMINATION

BPDA.1 Applicant/Proponent Information

Section 1.7 includes the requested Proponent information.

BPDA.2 Development team

Section 1.7 includes the requested development team information.

BPDA.3 Legal Information

Section 1.4 includes the requested legal information.

BPDA.4 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.

Section 1.5 includes a list of anticipated permits and approvals and anticipated schedule for each.

BPDA.5 The Supplemental Materials should include responses to any public comment and/or letters submitted to the BPDA.

This chapter provides responses to comments received on the Project and included in the RSI.

BPDA.6 The Supplemental Materials must include responses to the IAG/Project Review Committee comment and/or letters submitted to the BPDA.

This chapter provides responses to comments received on the Project and included in the RSI.

BPDA.7 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.

Upon review of the JP/ROX Transportation Action Plan, the Project team determined that the general principles outlined with regard to development along Washington Street are adhered to. Although the overall goal is to improve the transportation network along the corridor, as shown in the transportation analysis in Chapter 3, this Project is not anticipated to have an adverse impact that would justify necessary modifications to Washington Street and the adjacent roadways.

BPDA.8 **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.**

The Accessibility Plans included in Appendix C show access to all open spaces. Appendix C also includes the architectural matrix for unit layouts and location of accessible units. Section 1.2.2 provides a description regarding access to open space.

BPDA.9 **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.**

Sheet A-300 in Appendix D for a building section showing the relationship of the rear Supportive Housing units to grade.

BPDA.10 **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.**

Sheet L-1 in Appendix A for a landscape plan, sheet C-400 in Appendix D for a grading plan and sheet A-101 in Appendix D for proposed location of electrical utilities on the site.

BPDA.11 **Note that this project still requires a vote by the full Boston Civic Design Commission (BCDC).**

The Project will complete review by BCDC prior to BPDA Board approval.

BPDA.12 **Review additional suggested LEED credits.**

The Project team has reviewed the additional credits noted. Please see Appendix E for an analysis of each credit. The Project team will continue to evaluate appropriate LEED credits as the Project moves through design.

BPDA.13 **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.**

The Proponent has continued to evaluate measures to minimize energy consumption and move toward a fully electric building. This analysis, which will include further

energy modeling and financial feasibility, will continue as the Project design evolves. Results of these analyses and the Zero Carbon Building Assessment will be provided to the Interagency Green Building Committee.

BPDA.14 The project should assess utility and state energy efficiency program opportunities and engage utility representatives to determine how to maximize building performance.

The Project team will be reaching out to the utilities to review options for incentives programs relevant to the Project. The Proponent understands that it is in its best interest to minimize energy and work with the utilities to seek incentives and reduce total project cost.

BPDA.15 Provide traffic count data collected for all locations provided per BTD standard format.

Traffic count data was provided in Appendix C of the PNF. The information is provided in Appendix B of this SID.

BPDA.16 Provide more electric vehicle charging stations at the facility.

The Project will provide electric vehicle charging stations to meet the City of Boston's EV Policy.

BPDA.17 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

The Project team will coordinate with BTD and PIC regarding the proposed drop-off zone on Washington Street.

BPDA.18 Continued refinement of the project's public realm will need to be coordinated with BPDA Urban Design, BTD, Disability Commission and PIC staff.

The Project team will coordinate with all relevant parties to ensure success of the Project's public realm improvements.

BPDA.19 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 rights-of-way. If multiple possible scenarios exist and final plans are undetermined, please indicate all possibilities.

The diagrams have been provided by email.

BPDA.20 **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.**

No street light improvements are anticipated. If new street lights and conduits are proposed, an extra conduit will be provided for future electric and fiber optics.

BPDA.21 **Have there been any conversations with BTD 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.**

As the Project will not be a high vehicle trip generator, the impacts will be minimal and deemed insignificant therefore not requiring any work necessary to the adjacent intersections. It is anticipated that other future development along the corridor will have more impacts yielding the necessary intersection modifications.

BPDA.22 **Use the edit link that you received when the initial Smart Utilities checklist was submitted to update your checklist where necessary.**

The Smart Utilities Checklist has been updated using the edit link.

BPDA.23 **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 and submit for review by the Commission for additional comments.**

Appendix G of the PNF included the Accessibility Checklist. An updated Checklist is included as Appendix C of this SID.

BPDA.24 **Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.**

The Proponent is committed to reconstructing non-compliant reciprocal ramps to meet City of Boston standards. As the design progresses, the updated drawings will include this information.

BPDA.25 **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.**

The Proponent is exploring the idea of a BlueBikes station; however there is currently no space on site to fit such a station. The Proponent will continue to explore this idea and if inclusion of such a station is determined to be feasible, streetscape dimensions will be considered as placement is determined.

BPDA.26 **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.**

Appendix C includes plans showing access to accessible units.

BPDA.27 **A plan with spot grades or a section through the site would help the Commission understand the topological conditions at the site.**

Sheet C-400 in Appendix D includes a grading plan of the site.

BPDA.28 **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.**

Appendix C includes the architectural matrix for unit layouts and location of accessible units.

BPDA.29 **Please provide the updated number of proposed accessible parking spaces, the location and accessible route to vertical circulation.**

Appendix C included a parking plan that shows the location of accessible parking spaces. The accessibility plans in Appendix C show the route from parking spaces to vertical circulation. Appendix C also includes the updated Accessibility Checklist.

BPDA.30 **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.**

The Proponent will consider Universal Design Principles in the tenant-fit-out design as well as in operations.

BPDA.31 **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.**

The Project will include a single stall accessible family/companion bathroom in the lobby of the building. As the design progresses, drawings will be updated to include this item.

BPDA.32 **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.**

The Project will include automatic or power-assist doors at entrances.

BPDA.33 **Please consider using a variety of seating and table options (backrest, armrest, wheelchair accessible, etc) in all common and outdoor spaces.**

The Project will include a variety of seating and table options in all common and outdoor spaces.

BPDA.34 **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.**

No market-rate units are proposed.

BPDA.35 **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.**

The Proponent understands this restriction and complies with it with one large exception. While there will be one shared entrance, there will be two wings of the building on the upper floors. The Supportive Housing units will be on one wing, and the low/mod units will be in the other. The low/mod units will be fully integrated with each other, with 30% AMI, 60% AMI and 80% AMI units evenly distributed among each other. The supportive housing units are all the same as each other and will be in their own wing. This is because the tenants in the supportive housing units are in need of deeper support services, and have their unique challenges. Based on PSI's 50 years of experience with this population, this is the program set up that they have determined is the most successful.

BPDA.36 **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.**

All proposed units are income-restricted.

BPDA.37 **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 unit interiors will be consistent across the unit types with a few key variations between the Supportive Housing and low mod units such as compact kitchen appliances, greater level of durability in finishes and hardware. There will also be some differences in the intercom system. This is because the tenants in the Supportive Housing units will have their unique challenges transitioning into their new homes. Other than these variations, the finish selections will be made to be unified across the tenant groups. The finishes within each group will be visually consistent, but not identical. Both PSI and TCB have extensive experience in tenant management and the variations are based on the expertise they bring to the table.

BPDA.38 **Income-restricted units should normally be constructed and occupied earlier than or at least concurrently with market-rate units.**

No market-rate units are proposed. All units will be open for occupancy at the same time.

MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

September 1, 2019

RE: 3368 Washington Street, Jamaica Plain, MA 02130
Project Notification Form
Boston Planning and Development Agency

The Disability Commission has reviewed the Project Notification Form that was submitted for 3368 Washington Street, in Jamaica Plain, MA. Since the proposed project is planned to be a vibrant destination area for transit-oriented office and affordable as well as supportive housing, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

- **ACCESSIBLE RESIDENTIAL UNITS:**
  - We would like to request more details on the location and floor plans for the accessible Group 2 units within the Project. Per *521 CMR Section 9.4.2: Group 2 Dwelling Units*, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location. DC.1
  - 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. DC.2

- **ACCESSIBLE BUILDING AMENITIES:**
  - 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. DC.3
    - 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*.
    - We would support universal design principles be incorporated to the design and layout of service counters. For example, when multiple accessible service counters are provided, the tenant is able avoid operational issues, in the future.
  - 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. DC.4
  - Please consider using a variety of seating and table options in all common and outdoor patio spaces. DC.5

- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture. DC.6

- **ACCESSIBLE PARKING AND VECHICULAR TRANSPORTATION:**
  - Please provide the updated number of parking spaces in the garage, as well as the number of proposed accessible parking spaces, the location and accessible route to vertical circulation. DC.7
  - We would encourage the Proponent to consider addressing the building off of the same street as the location of TNC pick-up / drop-off area, as a consistent on-street location is more intuitive for users who have low vision or are blind to orient themselves when they get to their destination. Please confirm that these locations will be wheelchair accessible. DC.8
  - Please confirm that the sidewalks adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site. DC.9

- **ACCESSIBLE ROUTE AND SIDEWALKS:**
  - We support the use of cast-in-place concrete, in pedestrian areas, to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance. DC.10
  - Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards. DC.11
  - We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors. DC.12
    - 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. DC.13
    - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines. DC.14

- **COMMUNITY BENEFITS**
  - Have you considered providing funding for accessibility improvements to Green Street MBTA Station and to bus stops adjacent to the project? DC.15
  - Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities? DC.16

- **WAYFINDING**
  - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project? DC.17

- **VARIANCES**
  - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain. DC.18

- **CONSTRUCTION**
  - Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified two weeks before construction starts. DC.19
  - Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation. DC.20

COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including the Boston Complete Streets Guidelines , Massachusetts Architectural Access Board 521 CMR, and the Americans with Disabilities Act.

Our priorities for accessibility other than building design and construction include: maintenance of accessible features; signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" ("*easily accomplishable and able to be carried out without much difficulty or expense*").

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.

Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
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MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

DC.1 **We would like to request more details on the location and floor plans for the accessible Group 2 units within the Project. Per 521 CMR Section 9.4.2: Group 2 Dwelling Units, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location.**

Appendix C includes the architectural matrix for unit layouts and location of accessible units.

DC.2 **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.**

Appendix C includes plans showing access to accessible units.

DC.3 **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.**
- **We would support universal design principles be incorporated to the design and layout of service counters. For example, when multiple accessible service counters are provided, the tenant is able avoid operational issues, in the future.**

The Proponent will consider Universal Design Principles in the tenant-fit-out design as well as in operations.

The Project will include a single stall accessible family/companion bathroom in the lobby of the building. As the design progresses, drawings will be updated to include this item.

DC.4 **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.**

The Project will include automatic or power-assist doors at entrances.

DC.5 **Please consider using a variety of seating and table options in all common and outdoor patio spaces.**

The Project will include a variety of seating and table options in all common and outdoor spaces.

DC.6 **Per 521 CMR Section 35: Tables and Seating, we support the inclusion of wheelchair accessible furniture.**

The Project will include a variety of seating and table options in all common and outdoor spaces.

DC.7 **Please provide the updated number of parking spaces in the garage, as well as the number of proposed accessible parking spaces, the location and accessible route to vertical circulation.**

Appendix C includes a parking plan that shows the location of accessible parking spaces. The accessibility plans in Appendix C show the route from parking spaces to vertical circulation. Appendix C also includes the updated Accessibility Checklist.

DC.8 **We would encourage the Proponent to consider addressing the building off of the same street as the location of TNC pick-up / drop-off area, as a consistent on-street location is more intuitive for users who have low vision or are blind to orient themselves when they get to their destination. Please confirm that these locations will be wheelchair accessible.**

The building address is 3368 Washington Street, and the drop-off area is also on Washington Street. The drop-off area will be wheelchair accessible through an accessible route.

DC.9 **Please confirm that the sidewalks adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.**

Sheet C-400 in Appendix D shows a grading plan of the site.

DC.10 **We support the use of cast-in-place concrete, in pedestrian areas, to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.**

Sheet L-1 in Appendix A shows the landscape plan. The updated Accessibility Checklist (included in Appendix C) includes information about materials for the various sidewalk zones. Sidewalks/pedestrian zones will be cast in place concrete.

DC.11 **Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.**

The Proponent is committed to reconstructing non-compliant reciprocal ramps to meet City of Boston standards. As the design progresses, the updated drawings will include this information.

DC.12 **We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.**

Sheet L-2 in Appendix A shows a landscape section along the entry plaza. The updated Accessibility Checklist (included in Appendix CX) confirms that the Project is meeting Boston Complete Streets Design Guidelines.

DC.13 **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.**

The Proponent is exploring the idea of a BlueBikes station; however there is currently no space on site to fit such a station. The Proponent will continue to explore this idea and if inclusion of such a station is determined to be feasible, streetscape dimensions will be considered as placement is determined.

DC.14 **We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.**

Comment noted. The Proponent will evaluate the need for a pedestrian easement.

Sheet L-2 in Appendix A shows a landscape section along the entry plaza. Section 1.2.2 discusses the setback of the building from the property line at Washington Street.

DC.15 **Have you considered providing funding for accessibility improvements to Green Street MBTA Station and to bus stops adjacent to the project?**

Although the Proponent understands the desire to improve existing transit infrastructure, this Project is feasible only through significant public investment of affordable housing funds. It does not have the capacity to fund these improvements.

DC.16 **Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?**

TCB and PSI are both equal opportunity employers. In addition, the tenants of the supportive housing units and users of the related support programs are not discriminated against.

PSI has retained an employment specialist within its housing portfolio to help eligible residents pursue employment and/or volunteer and community service activities. PSI offers employment services to tenants through a PSI Supported Employment Specialist (SES). The SES meets with tenants that are proactive in requesting employment services, as well as those identified by housing case managers that might benefit from these services. The SES and tenant establish employment and/or training goals and together assess the tenant's strengths and challenges towards meeting those goals. Working with the tenant, the SES identifies external programs and agencies that meet the training needs, and follows up with the tenant during the time that the tenant may be utilizing those resources.

The SES assists tenants in the development of resumes, work histories, cover letters, references and interviewing skills. The SES assists with job leads and instructs tenants in modes of application for jobs, such as online applications, applications through email, or in person applications. The SES provides individualized benefits counseling so tenants understand the impact of earned income on any benefits they receive. Supportive services are available to ensure that tenants have the necessary documentation, transportation, work clothing, tools or other items needed to gain or retain employment. Once a tenant is employed, the SES continues to follow up with them to ensure job retention or replacement if needed.

PSI also operates two job training programs in food services and housekeeping. The SES will refer appropriate tenants to these programs, which provide participants with hard skills training. Food services also includes testing for ServSafe Certification, an industry credential. After completing the eight-week skills training, individuals are employed in internships which allows them to practice the skills that they have learned in actual workplace settings, provides them with income (minimum wage and above), and gives them recent work experience for their resumes. 71% of food services participants completed the training and 64% employed in internships. 95% of housekeeping participants completed the program and 78% employed in internships. In fiscal year 2019, the average hourly rate was $12.97 for newly employed graduates, and the program placed 98 participants in jobs.

DC.17 Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

Wayfinding signage will be provided at the basement level, Level 1 and upper levels as needed to indicate accessible routes and pathways from entrances, parking, elevators and community/resident amenities to the rest of the building. All future wayfinding signage will be developed to meet Building Code and Accessibility Board Requirements.

DC.18 **Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.**

A MAAB Variance is anticipated for use of a sink with a basin deeper than 6½" at group 1 units.

DC.19 **Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified two weeks before construction starts.**

This will be handled through the typical CMP process with the City by the contractor at the appropriate time.

DC.20 **Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.**

No modifications to public transit infrastructure are anticipated.

September 12, 2019 (amendment of original version submitted September 5, 2019)

Dana Whiteside
Deputy Director, Economic Planning
Boston Planning & Development Agency

cc: Lyndia Downie, Laurie Alley, Lydia Scott

Re: 3368 Washington Proposed Project: UANA Request for Supplemental Information, 09/05/19 as Amended on 09/12/19

Dear Dana,

Building upon the questions in the Union Ave Neighborhood Association (UANA) letter submitted on 08/21/19, the UANA is now providing additional comments and questions regarding 3368 Washington Street Project (3368 Washington). We are still waiting on written and documented response from Pine Street Inn (PSI) and The Community Builders (TCB) to our earlier letter, to which are added the questions and comments below in this letter. The information, updates, and handouts from the 08/25/19 Article 80 Community Meeting in no way constituted the substantive and detailed written response that was and still is requested. We kindly ask that PSI and TCB provide the requested materials so that UANA could have a more informed view of the development. It will be difficult for UANA to offer its support for the project in the absence of substantive written response to our questions and comments.

Given the amount of time, resources, and analysis the UANA has dedicated to date in consideration of 3368 Washington, UANA strongly encourages inclusion of both this and the previously submitted UANA letter dated 08/21/19 within a Request for Supplemental Information (RSI) anticipated to be issued during the week of September 9th. Inclusion in the RSI is in addition to these two letters being made part of the Article 80 public comments.

1) Building Parking

A MAPC study of typical parking needs for affordable projects in the Greater Boston Area (table attached in appendix)[1] indicates that the 3368 Washington proposal as currently presented does not meet reasonable parking space ratios when compared to similar developments. 3368 Washington's parking ratio is 80% below the study's median, and would need 80 more parking spaces to meet that median.

- Median demand for parking in buildings within the Greater Boston Area that are 90%+ affordable is 0.44 (44 parking spots/100 units), meaning most frequent demand for overnight parking is 44 parking spots occupied per 100 affordable apartments units rented.
- In contrast, the current parking supply ratio at 3368 Washington is insufficient and low at 0.09 (22 resident parking spots/236 units). Even inclusive of the 18 staff parking spots, the current 3368 Washington proposal has only a 0.17 parking supply ratio (40 total parking spots/236 units). UANA.1
- Please share how many PSI and TCB employees are expected to work in the building during peak hours. This information will help place 18 planned staff parking spots within proper context. UANA.2
    - What percentage of PSI staff at the current 3368 Washington Street location commute to work by car? UANA.3
- Inadequate space for office and resident parking, visitors, and visiting appointments will only add to the congestion in the area that will spill over to adjacent streets, including Union Ave.

[1] https://perfectfitparking.mapc.org/ -- the study invites readers to apply the data to their specific situations. https://datacommon.mapc.org/browser/datasets/393 -- analysis of data is included in the appendix to this letter.

- Insufficient attention has been given to providing off-street temporary drop-off/pick-up parking serving the needs of this building so that traffic on Washington close to the Green intersection is not impeded. Neighborhood experience with such problems does not match overly optimistic planning expectations of low frequency and rapid turn-around, nor the implied expectation that every arriving vehicle would pull fully to the curb out of a single traffic or potential traffic and bicycle lane. UANA.4
- Given the impact of this project, the city should do an extensive traffic impact study that comprehensively incorporates 3368 Washington together with other recently approved or constructed developments in the area. UANA.5

2) Building Design

The building as now proposed still appears daunting in scale, its mass does not yet integrate well with the neighborhood, its design still lacks excitement and playfulness, it still reads institutional or hospital or hotel rather than residential; and it does not suggest a sense of place for the type of proposed residential population that is much in need of both place and aspiration. Its design has yet to be contributing to the dignity of the neighborhood and to the dignity of the building's residents.

- A rethink of the shape, materiality, and design of the two still-imposing anchors facing Washington Street is needed if this building is to present a friendly and welcoming face and fit to the neighborhood. A step-back of the fourth level would help considerably and it would be more respectful to the buildings across Washington which are mostly only two, three, or four stories. UANA.6
- The extensive use of brick without use of limestone or other materials to provide softness and a backing for exciting design elements is regrettable. Extending the brick on the south anchor to the street has only served to reinforce a looming height of the facade, and that sense is further reinforced by a new staccato pattern within each strong vertical line of the windows (only the horizontal line of windows has a change-up in pattern). Labeling these changes in window patterns as playful does not make them so. UANA.7
- The building design has yet to incorporate elements of whimsy and humor, truly playful elements, that would lighten and liven the facade, and bring a smile or two to neighbors and to the residents when viewing or passing by the building. It would also lessen the present anonymous and institutional feel of the building, not unimportant for residents mostly living in small-size studios and one-bedroom units. UANA.8
- The street-level wall is still long and (aside from a few trees and benches) barren, without retail space and window displays. While the recent opening up of interior office space with windows along Washington was seen to 'enliven' the street, the view from the street either puts the staff in a fishbowl or provides a sea of work cubicles and neither are desirable; and in the evening staff activity would diminish. From a community perspective it would be far more interesting to enliven the wall, and even the street sidewalk itself, with art and design elements, in the form of murals, cameos, tilework, or mosaics, and perhaps adding elements of whimsy and humor. Creative and changing lighting displays could also add novel and attractive elements of interest and enlivenment that would attract the public. UANA.9
- The design of the building does not yet carry around from the front to the rear, making the rear appear even more institutional. Residents should be able to take pride in good design on all facades of the building. UANA.10
- Design concerns also extend to questioning the sufficiency of the sidewalk width for adequate pedestrian passage, especially as the outdoor planters and low-rise benches and the high residential density encourage congregation, which in-itself is not bad, but this neighborhood already suffers from problems at many points where there is little to no room for safe passage along narrow sidewalks and where the reality of cigarette and other litter is high. UANA.11

3) Building Staffing & Mix (amended 09/12/19)

There appears to be a much higher scale and density for this project than for any of the PSI's other developments. We would like to better understand why there is a strong preponderance of studio/one-bedroom units, and to understand comparative staffing ratios.

- Please explain why the 92% studio and one-bedroom units mix is the appropriate distribution for this project? Why is it that even for the affordable portion of the building, the mix is still 80% one-bedroom and studio units, and larger units, that would seem appropriate for families, are only 20% of the affordable units mix? UANA.12
- It is essential that all staffing ratios are provided, not only case manager ratios, for 3368 Washington, and that staffing ratios at other PSI supportive housing developments be provided for comparative purposes. UANA.13
- Will PSI and TCB have financial flexibility to increase the planned staff count dedicated to this project as much as 50% above the planned amount of ~15 new permanent jobs within a relatively short-term time horizon of 6-12 months if necessary? Will there be enough capital available to sustain such a surge over five or more years if necessary? UANA.14
- In addition, we want to understand how TCB building maintenance staff is scaled up to effectively do their job in a building which for the first time will be co-locating supportive housing tenants with people living in affordable housing units, so the building is adequately staffed to meet everyone's needs (amended 09/12/19). UANA.15

4) Supportive Housing Details

UANA is not yet clear in understanding the nature of the population eligible for supportive housing.

- It will be extremely helpful to receive in PSI's own words an explanation of who is eligible, the number of people currently waiting for supportive housing, and the criteria for selection. It would be particularly helpful to the neighborhood to discuss: UANA.16
    a) how this population differs from the street homeless who need shelter or treatment centers for drug, alcohol, mental health, and/or other related issues, including registered sex offenders; UANA.17
    b) what did PSI and TCB mean or intend on several occasions by using the word 'chronic' in describing supportive housing residents; UANA.18
    c) the nature and level of support services provided at supportive housing facilities; UANA.19
    d) what determines if someone in supportive housing needs health or behavioral services or treatment elsewhere; UANA.20
    e) the rules supportive housing residents must agree to as a condition for continuing residence, and whether these are the same at other PSI supportive housing locations; UANA.21
    f) how this project will promote neighborhood safety and security. UANA.22
- This project will have supportive housing units and affordable housing units. Just as there are buildings with a mix of affordable and market-rate units, are there known and successful mixes of supportive housing and market-rate housing? UANA.23

5) Ownership & Management

The bullet points on page 6 of TCB's 08/22/19 handout are all-too brief for the neighborhood to understand the project's ownership and management structure, which are key to the long-term success of this endeavor. Only a few of many questions previously raised in the UANA's 08/21/19 letter were addressed.

- It appears that PSI will only be responsible for the health and supportive services provided to 141 residents, and TCB will be responsible for all physical property management and maintenance of all units, common space, and other space at 3368 Washington. If this is not true, please correct this interpretation and find terminology that reduces confusion. UANA.24

- If PSI will be under long-term contract (how long is long-term?) for supportive services, is TCB not also under contract to the WPLLC for property management services? If not, why not? UANA.25
- Who is or will be the managing member and the LIHTC investor member of the WPLLC? UANA.26
- Are or will either the managing member or the investor(s) be employed by, a trustee of, or a board member of PSI or TCB? UANA.27
- Does or will the investor member have any say in and about what in the building's operations, services, and administration? Does the investor member have veto power and if so, over what matters? UANA.28
- How is the managing member involved in the building's operations, services, and administration? UANA.29
- How will joint control of the managing member by PSI and TCB operate? Is it 50-50 or does one entity have primary control? If there's primary control, will the secondary entity be able to exercise a veto on specific matters and what are they? If 50-50 control, how will disagreement be resolved? UANA.30
- Who from PSI and from TCB will exercise the control? The PSI Executive Director? A TCB corporate officer, a TCB regional director, or the local TCB Property Manager? Does this control extend to replacing the managing member? UANA.31

6) <u>Funding</u>

Just as management is important for sustained success, project funding is as well. For long-term viability, 3368 Washington should have both a Capital Reserve Fund and at least one or more Endowment Funds. In order to preserve endowment principal and account for modest inflation, no more than 3 or 4% should be withdrawn annually and conservatively. PSI would need an endowment of at least $30-$40M to realize $1.2M annually for 3368 Washington.

- How is the $1.2 M annual budget allocated amongst salaries and benefits; training; transportation; supplies; and other expense categories? UANA.32
- Is inflation reflected in the annual estimated outlay? UANA.33
- Why is the time horizon 20 years? Does this have anything to do with the compliance term for LIHTC? UANA.34
- How will PSI raise corporate and individual donations to grow the endowment? Will the endowment be specific to 3368 Washington or cover supportive services at other locations? Does PSI currently have endowment(s) and of what size for these services? UANA.35
- What will PSI do with funds realized from transfer of the land to WPLLC? Will it seed an endowment for PSI's support services? Will PSI have a right to reacquire the land? UANA.36

The neighborhood largely supports the intentions and spirit of this project in serving its communities. We too are a community, one that would like to welcome this project. At the present time and as expressed now in two letters, the neighborhood has serious concerns that have yet to be satisfactorily addressed in a substantive written response before the UANA can offer its support. We expect the proponents to be more forthcoming in sharing information so that the UANA can have a far better understanding and comfort about the fit, impact and viability of this large and specialized project and its prospect for long-term success as a good neighbor.

Best Regards,
Union Ave Neighborhood Association

Please direct replies to:
Cathie Wilder
Alex Guriev

UNION AVENUE NEIGHBORHOOD ASSOCIATION

UANA.1 **In contrast, the current parking supply ratio at 3368 Washington is insufficient and low at 0.09 (22 resident parking spots/236 units). Even inclusive of the 18 staff parking spots, the current 3368 Washington proposal has only a 0.17 parking supply ratio (40 total parking spots/236 units).**

The Proponent believes that the number of proposed parking spaces is appropriate, as described in detail below. The proposed number of parking spaces was determined through a process with the City and community. The PNF proposed 58 total parking spaces. Of these spaces, 20 were at ground level, utilizing one of the two existing curb cuts from the site onto Washington Street. The City and neighbors expressed a variety of concerns about these at-grade parking spaces, including the concern that two curb cuts would add to traffic problems, and that the space allocated to parking on the ground floor would not present a positive face to the neighborhood nor encourage pedestrian life. In response to these concerns, the ground floor parking was removed, resulting in a lower proposed parking ratio. However, the Project team believes that the tradeoff has created a better urban streetscape.

The current design has all of the proposed parking underground in the approximate space of the existing building's basement. The Project team has explored expanding this basement to add more parking spaces, but due to natural conditions of the site, it is financially infeasible to do so. The Project team explored expanding the depth of the basement level to potentially introduce vehicle stackers; however, the water table is approximately one foot below the existing floor level, which makes this option infeasible. Additionally, the Project team explored expansion of the basement toward the rear property line; however, soil borings show that the subgrade is made up entirely of ledge (rock) that is visually present on the site currently. Ledge removal is extremely expensive and disruptive to pursue, and therefore was deemed infeasible. Therefore, based on these constraints, the current design maximizes the possible number of parking spaces.

In regard to the parking ratio, the Project team believes that the unique uses on the site need to be accounted for in the calculation. Based on PSI's experience with the population that will occupy the Supportive Housing units, it is anticipated that none will own cars. Of the 850 housing units that PSI currently owns, only a minimal number of residents own cars, some of which are owned by tenants that have remained in the building following acquisition by PSI. Therefore, the Project team does not believe that excluding the Supportive Housing units from the parking ratio calculation is reasonable.

Of the remaining 95 low/mod units, 20 parking spaces are allocated, a ratio of 0.21. The MAPC study shows that the closer to transit a building is, the lower the ratio typically is. That study looks at housing within 0.5 mile of transit, and the median at that distance is 0.4. This Project is located approximately 0.2 mile from the Green Street MBTA station

and directly adjacent to bus lines. 18 spaces for use by PSI and TCB staff and 230 bike parking spaces are also included in the Project.

Commercial parking spaces are addressed in response to comment UANA.2.

UANA.2 **Please share how many PSI and TCB employees are expected to work in the building during peak hours. This information will help place 18 planned staff parking spots within proper context.**

The existing site includes 18 parking spaces for PSI, which will be replaced one to one as part of the Project. As detailed below, it is anticipated that three fewer staff will located at the building.

During peak hours (Monday-Friday from 7:00 a.m. to 6:30 p.m.), there will be approximately 43 PSI staff accessing the building. These include services staff, facilities staff and purchasing staff. Of the 43, approximately 16 will be site-based. The other 25 (including services and facilities staff) will have workspace at the building but their job responsibilities are largely in the field. By comparison, the existing site currently houses 54 staff members across PSI Housing, Behavioral Health, Operations/Facilities and Purchasing departments. This reduction in staffing is due to the redistribution of PSI staff who will now be situated at the facilities where their job responsibilities are located. With eleven fewer PSI staff, the parking burden will be reduced.

In addition to PSI staff, there will be approximately eight TCB staff (three property managers, four maintenance, and one Community Life).

With eleven fewer PSI staff, and eight new TCB staff, overall, there will be a net reduction of three staff people working at the Project site. Because the parking designated for staff will be unchanged from the current number of spaces, the Project will create a net reduction of demand due to staff working on the site.

UANA.3 **What percentage of PSI staff at the current 3368 Washington Street location commute to work by car?**

At present, 46 staff members (85%) commute to PSI by car. It is anticipated that this number will decrease as those staff positions will become site based (their case load will be comprised of tenants at the Project site instead of other locations) and they will no longer need their car for transportation to visit an assigned case-load which is located across Greater Boston.

UANA.4 **Insufficient attention has been given to providing off-street temporary drop-off/pick-up parking serving the needs of this building so that traffic on Washington close to the Green intersection is not impeded.**

The Project team understands the concerns of temporary drop-off/pick-up service on Washington Street affecting traffic. The Project team will coordinate with BTD and PIC regarding the proposed drop-off zone on Washington Street and what mitigation measures should be taken to alleviate any congestion concerns.

UANA.5 **Given the impact of this project, the city should do an extensive traffic impact study that comprehensively incorporates 3368 Washington together with other recently approved or constructed developments in the area.**

A comprehensive transportation impact assessment was included in the PNF, and an updated version is included in this SID which includes the Project and other known projects.

The JP/ROX Transportation Action Plan has been implemented to set guidelines for future developments in the area. As each project gets developed, an individual traffic study will be conducted to provide any mitigation measures that will need to be taken to minimize impacts to the transportation network.

UANA.6 **A rethink of the shape, materiality, and design of the two still-imposing anchors facing Washington Street is needed if this building is to present a friendly and welcoming face and fit to the neighborhood. A step-back of the fourth level would help considerably and it would be more respectful to the buildings across Washington which are mostly only two, three, or four stories.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing updated materials and the break down of the massing.

UANA.7 **The extensive use of brick without use of limestone or other materials to provide softness and a backing for exciting design elements is regrettable. Extending the brick on the south anchor to the street has only served to reinforce a looming height of the facade, and that sense is further reinforced by a new staccato pattern within each strong vertical line of the windows (only the horizontal line of windows has a change-up in pattern). Labeling these changes in window patterns as playful does not make them so.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing updated brick detailing and window patterns.

UANA.8 **The building design has yet to incorporate elements of whimsy and humor, truly playful elements, that would lighten and liven the facade, and bring a smile or two to neighbors and to the residents when viewing or passing by the building. It would also**

lessen the present anonymous and institutional feel of the building, not unimportant for residents mostly living in small-size studios and one-bedroom units.

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing the improvements.

UANA.9 **The street-level wall is still long and (aside from a few trees and benches) barren, without retail space and window displays. While the recent opening up of interior office space with windows along Washington was seen to 'enliven' the street, the view from the street either puts the staff in a fishbowl or provides a sea of work cubicles and neither are desirable; and in the evening staff activity would diminish. From a community perspective it would be far more interesting to enliven the wall, and even the street sidewalk itself, with art and design elements, in the form of murals, cameos, tilework, or mosaics, and perhaps adding elements of whimsy and humor. Creative and changing lighting displays could also add novel and attractive elements of interest and enlivenment that would attract the public.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing the improvements.

UANA.10 **The design of the building does not yet carry around from the front to the rear, making the rear appear even more institutional. Residents should be able to take pride in good design on all facades of the building.**

The Project team is planning to continue the design strategy of modulation of the façade with material and color changes to the rear of the building. This will be similar to that on the Glen Street side (see Figure 1-9). This will help break down the long façade into components more similar in scale to the abutting neighborhood. The material palette of fiber cement siding is also more reflective of the residential neighborhood.

UANA.11 **Design concerns also extend to questioning the sufficiency of the sidewalk width for adequate pedestrian passage, especially as the outdoor planters and low-rise benches and the high residential density encourage congregation, which in-itself is not bad, but this neighborhood already suffers from problems at many points where there is little to no room for safe passage along narrow sidewalks and where the reality of cigarette and other litter is high.**

Sheet L-1 in Appendix A shows the landscape plan and sheet L-2 in Appendix A shows a landscape section along the entry plaza. The design meets the City of Boston's Complete Streets guidelines.

UANA.12 **Please explain why the 92% studio and one-bedroom units mix is the appropriate distribution for this project? Why is it that even for the affordable portion of the**

building, the mix is still 80% one bedroom and studio units, and larger units, that would seem appropriate for families, are only 20% of the affordable units mix?

The 141 Supportive Housing units are studios because, in PSI's experience, that is the housing type that is most conducive to creating a positive living situation for formerly homeless individuals. These units skew the ratio of studios in the overall building.

Focusing on the low/mod units, the concern about the limited number of family units was expressed in earlier conversations with community groups. The Project program has been revised based on those comments: originally there were no three-bedroom units, while the current program includes five three-bedroom units. These changes were made before the submission of the PNF.

Furthermore, the low/mod units are about two-thirds at the 80% AMI level, meaning that they are targeted towards a family of four with a household income of $95,000 per year. This is a population that has, until recently, not been served by typical affordable housing. A recent change in tax law allowed Low Income Housing Tax Credits to be used with this income level (previously the maximum was 60% of AMI – or a family of four with a household income of $71,000 per year). LIHRT can only be used for the 80% AMI level when the overall "Income Average" is at the 60% AMI level. With this number of 80% AMI units at the Project, a market study was performed which determined that the demand at that income level is more for studio and one-bedroom units. The Proponent believes that servicing this higher than typical income level in this mixed income building is a positive contribution to the neighborhood.

UANA.13 **It is essential that all staffing ratios are provided, not only case manager ratios, for 3368 Washington, and that staffing ratios at other PSI supportive housing developments be provided for comparative purposes.**

There will be 8.71 Case Managers for the Project. This is a lower tenant to Case Manager ratio than found in PSI's other largest housing developments. See the chart below for the comparison to other PSI properties.

Property	# of Tenants	Case Managers	On-Site Supervisor	Residential Staff	Security & Front Desk	Total	Ratios
123 Hamilton	52	3	0.48	1	2.8	7.28	7.14
82 Green	50	2		0.6		2.6	19.23
1740 Washington	34	1.8		1		2.8	12.14
3368 Washington	141	8.71	1.48	3.83	7.2	21.11	6.64

UANA.14 **Will PSI and TCB have financial flexibility to increase the planned staff count dedicated to this project as much as 50% above the planned amount of ~15 new permanent jobs**

within a relatively short-term time horizon of 6-12 months if necessary? Will there be enough capital available to sustain such a surge over five or more years if necessary?

Based on the Proponent's extensive history establishing appropriate staffing patterns and the Proponent's research based on comparable models, the Proponent is confident that they have planned for, and budgeted, the clinically appropriate and effective level of services for the Project. If adjustments in the staffing pattern are needed, staffing will be increased accordingly.

UANA.15 **In addition, we want to understand how TCB building maintenance staff is scaled up to effectively do their job in a building which for the first time will be co-locating supportive housing tenants with people living in affordable housing units, so the building is adequately staffed to meet everyone's needs.**

Based on the Proponent's extensive history establishing appropriate staffing patterns and the Proponent's research based on comparable models, the Proponent is confident that they have planned for, and budgeted, the clinically appropriate and effective level of services for the Project. If adjustments in the staffing pattern are needed, staffing will be increased accordingly.

UANA.16 **It will be extremely helpful to receive in PSI's own words an explanation of who is eligible, the number of people currently waiting for supportive housing, and the criteria for selection.**

Per the City of Boston 39th Annual Homeless Census (January 30, 2019) there were 2,348 single homeless adults on the street, in emergency shelter, or in transitional housing. Boston uses a Coordinated Access System (CAS) to identify and rank homeless individuals for supportive housing opportunities. All publicly funded supportive housing opportunities in Boston are included in this one resource, streamlining access and efficiency in housing homeless persons. City officials and homeless services agency meet regularly to review the City of Boston Chronic List (which includes both persons in the CAS system and those who have not yet entered). There are currently 368 individuals on the City of Boston Chronic List. The City refreshes the List every six months to remove individuals who have exited homelessness and to add individuals whose length of homelessness now classifies them as chronically homeless.

Individuals must be homeless and have a disability to enter the CAS system. Individuals who are the most vulnerable and have been homeless the longest are prioritized. Once a chronically homeless individual is matched through the CAS, PSI has them complete a Permanent Supportive Housing application and runs their CORI (state and national) and SORI. After passing these checks, homeless individuals then view the unit and determine if they would like to pursue this housing opportunity.

UANA.17 How this population differs from the street homeless who need shelter or treatment centers for drug, alcohol, mental health, and/or other related issues, including registered sex offenders.

PSI utilizes the Housing First model, a HUD Evidence-Based Best Practice for housing individuals with histories of chronic homelessness. Housing First is exactly as it sounds, by providing individuals access to safe housing, individuals stabilize more quickly than in a shelter or on the streets. These individuals are also better positioned to address other needs they may have such as unemployment, behavioral health treatment or chronic medical needs. The cost for supportive services for extremely low-income homeless persons moving to housing from homelessness range from $8,000 - $14,000 in the first year. This is a cost savings in reduced use of emergency services of an estimated $11,711 per tenant ("June 2019 Home and Healthy for Good Progress Report," p.7, Massachusetts Housing and Shelter Alliance (MHSA), Boston, MA – mhsa.net). Per MHSA, "This decline in public service usage among previously high utilizers is indicative of the important physical and mental health stabilization process that occurs within the first several months that individuals are in housing. Once in housing, individuals are safer than they were on the streets or in shelter, experiencing fewer accidents and injuries that require immediate attention. With access to supportive services, formerly homeless individuals no longer need to rely on public emergency services as their primary sources of care. Instead, tenants are able to utilize mainstream systems of preventative and primary health care, better coordinate with mental health providers and maintain consistent permanent tenancy rather than using more costly public systems, such as emergency shelters and detox facilities." (p.6) PSI works with its tenants to connect with local service providers for on-going care.

The City of Boston is committed to eradicating chronic homelessness, and like HUD, expects providers to use Housing First. The Project's formerly homeless tenants may have alcohol, drug, mental health and/or other related issues – just as might be found in any apartment building. Most if not all will have at least one disability. The difference is, at the Project, individuals will have the advantage of onsite staff available 24/7 to assist with treatment and recovery needs, as well as security staff.

UANA.18 What did PSI and TCB mean or intend on several occasions by using the word 'chronic' in describing supportive housing residents?

PSI/TCB are using the HUD definition of Chronic Homelessness -- an individual experiencing Chronic Homelessness must meet the following standard: A homeless individual with a disability (who can be diagnosed with one or more of the following conditions: substance use disorder, serious mental illness, developmental disability, post-traumatic stress disorder, cognitive impairments resulting from brain injury, or chronic physical illness or disability) who lives in a place not meant for human habitation, or in an emergency shelter; and who has been homeless continuously for at

least 12 months or on at least 4 separate occasions in the last 3 years, with the combined occasions equaling at least 12 months.

This is a federal standard.

UANA.19 The nature and level of support services provided at supportive housing facilities.

Support Service – PSI understands it is Housing First – not housing only. To this end, PSI offers a robust level of supportive services. These include:

- Assessment – Staff assess tenants every 90 days using PSI's Phases of Care (POC) Assessment and Planning tool. The tool measures housing stability across nine service domains (housing payments, legal, healthcare, substance use, mental health, community engagement, income & work, independent living skills, tenancy history). Each domain is assigned a score of 1 through 4, corresponding with a Phase of Care (1) newly housed/or experiencing crisis, (2) starting to see periods of increased stability, (3) thriving with support, (4) achieving self-sufficiency with little to no support.

- Housing Case Management – these individuals support tenants in transitioning into housing, working with the tenant to identify goals they would like to work on (such as employment, reconnecting with family, referral to a primary care provider, connection to services such a Meals on Wheels and the MBTA Ride).

- Specialized Employment Specialist – assists tenants in accessing employment opportunities (includes assistance with applications, interview prep, clothing and transportation during employment search). The SES refers many housing tenants to PSI's Employment Training Programs. In fiscal year 2019, PSI placed 98 employment training participants in jobs with an average hourly rate of $12.97.

- Housing Stabilization Team - Comprised of Masters Level and Licensed Social Workers and Mental Health Counselors, this mobile team assists with behavioral health assessments, brief interventions, counseling, and referrals to local community providers for behavioral health services. A Crisis Response Coordinator is an integral part of this team and works with other team members to identify behavioral health issues before they advance so response and treatment can be proactive as opposed to reactive.

- Collaborations – PSI case management staff also work closely with community providers who offer medical services, behavioral health services, Home Health Aid (HHA), Visiting Nurse Association (VNA) and Personal Care Attendant (PCA) services.

- Mobile Enrollment and Benefits Specialist (MEBS) - Given the complexities of Affordable Care Organizations (ACOs) and the challenges of navigating insurances, PSI offers two MEBS who's role is to ensure each of PSI's tenants is optimally covered by their various insurance plans to ensure they have the greatest access to medical and behavioral health providers.

UANA.20 What determines if someone in supportive housing needs health or behavioral services or treatment elsewhere?

The tenant, in collaboration with their Supportive Housing Team, makes the determination if they need to access outside medical or behavioral health supports. Tenants in PSI housing have legally recognized tenancies so treatment is voluntary. However, PSI's tenants, like other individuals, want access to appropriate medical care and support services when needed. PSI staff work with the tenant to ensure people have access to the appropriate level of services. If a tenant's untreated medical or behavioral health results in violations of House Rules or their PSI Occupancy Agreement, PSI will pursue legal intervention in Housing Court if clinical interventions do not work. Staff assess tenants with the Phases of Care tool (described in response to comment UANA.19) every 90 days, and are able to make referrals based on both current and emerging areas of need.

UANA.21 The rules supportive housing residents must agree to as a condition for continuing residence, and whether these are the same at other PSI supportive housing locations.

PSI tenants – including those that will be at the Project site - are required to sign an Occupancy Agreement and House Rules as a condition of occupancy. PSI has designed the occupancy agreement (created in conjunction with TCB legal counsel, TCB and PSI) to promote a safe, stable and legal tenancy for all tenants of its properties. If tenants violate their Occupancy Agreement, PSI pursues a typical Notice to Correct, Notice to Quit procession, with TCB pursuing eviction if the tenant cannot abide by their occupancy agreement or violates a court (Housing Court) mediated agreement. As indicated, the House Rules in all PSI congregate locations are identical.

UANA.22 How this project will promote neighborhood safety and security?

PSI tenants are invested in their own safe living environments, having often previously lived in conditions that were unstable and unsafe. The Project will have 24/7 security which will control access into the building and the perimeter. This protects tenants from others who see an opportunity to victimize them by accessing their benefits as they stabilize or transition into housing. The Project will have security cameras around the whole perimeter as well as inside the facility.

PSI employs a Director of Security who oversees safety and security for all of PSI's properties. PSI also works closely with the local police and Community Police Officers for each District, including District E-13.

UANA.23 **This project will have supportive housing units and affordable housing units. Just as there are buildings with a mix of affordable and market-rate housing are there known and successful mixes of supportive housing and market-rate housing.**

For clarification purposes, the Project does not propose to have any market rate housing. Nonetheless, the Project proposes mixed income housing, with incomes ranging from extremely low up to 80% of AMI.

In analyzing the viability of the Project, the Proponent researched several projects that offer comparable arrangements. Senior level staff visited with Breaking Ground, an affordable housing provider in New York City whose portfolio contains several properties that offer a mix of affordable and permanent supportive housing (breakingground.org). These include:

- The Schermerhorn: 217 units providing housing to a mix of low-income adults and formerly homeless adults.
- The Lee: 263 units of housing including 103 low-income units for working adults, 104 units for formerly homeless individuals and 55 units for youth aging out of foster care.
- The Christopher: 207 units to a mix of low-income working adults, formerly homeless individuals and 40 units for youth aging out of foster care.

Other examples from the Lincoln Institute:

Housing New York 2.0 earmarked 15,000 affordable units for homeless people, (8,948 homes created to date) for people coming out of the shelter system. These efforts include some highly innovative models.

- In the Bronx, Landing Road Residence provides affordable apartments subsidized by two floors devoted to a 200-person shelter.
- With city support, the Bowery Residents Committee developed, owns, and operates the $62.8 million building, which provides 111 studios for formerly homeless people and 24 affordable one- and two-bedroom apartments available by lottery to the community.
- In the Inwood neighborhood of Upper Manhattan, the city, the New York Public Library, community organizations, and an affordable housing developer are codeveloping The Eliza, which will include 175 deeply affordable apartments, a

new library branch, and a universal prekindergarten facility. Apartments will be reserved for individuals and families with a range of low-income levels, including formerly homeless people.

In terms of other studies from around the country, below are notes from "*Is Mixed Population Housing a Solution to Homelessness?*" Shelter Partnership, Inc., University of Southern California/University of California at Berkeley, January 2009.

- "This report is intended to further the understanding of Developers, social service agencies, property managers, and public officials on the efficacy of developing mixed-population housing specifically for both formerly homeless and low-income households." (p. 1)

- The study reviews five developments in the Bronx, Los Angeles, San Diego and Anaheim, ranging from 49-200 units. (p. 5)

- "The Developers in our study clearly have produced housing that meets the needs of all residents. The consensus of all the tenant focus groups was that both formerly homeless and general tenant needs are being met. While the tenants often had suggestions about security and requests for more activities, tenants were generally satisfied with the property, maintenance, services, and activities. In most cases, they were enthusiastically positive about the building meeting their needs." (p. 63)

- "No one that we interviewed believed that services for formerly homeless tenants have been in any way diminished because of the mixed population approach." (p. 66)

- "Many tenants in our focus groups said they valued the diversity of living with neighbors with different backgrounds, including people with disabilities. The general tenants often stated that they admired the formerly homeless tenants for getting off the street. Mothers in particular said that they wanted their children to learn to live with diverse people. They said it was important for their children to understand the differences in the backgrounds and lifestyles of others." (p. 67)

- "Furthermore, Property Management and Social Service staff, as well as the formerly homeless and the general tenants thought that mixing populations was a very positive undertaking and that it lessened the stigmatizing of the formerly homeless and provided them with positive role models that they could emulate." (p. 67)

UANA.24 **It appears that PSI will only be responsible for the health and supportive services provided to 141 residents, and TCB will be responsible for all physical property**

management and maintenance of all units, common space, and other space at 3368 Washington. If this is not true, please correct this interpretation and find terminology that reduces confusion.

This correctly describes the on-site division of labor between TCB and PSI. In addition, TCB has budgeted for one "Community Life"/Resident Services Coordinator position. TCB has Community Life staff on many of its affordable housing developments. This person will work with the low/mod residents, and will also work to bridge the various populations in the building.

UANA.25 **If PSI will be under long-term contract (how long is long-term?) for supportive services, is TCB not also under contract to the WPLLC for property management services? If not, why not?**

PSI will be under a long-term contract for supportive services, and TCB will be under a long-term contract for property management services. The contracts have not been signed yet.

UANA.26 **Who is or will be the managing member and the LIHTC investor member of the WPLLC?**

PSI will be under a long-term contract for supportive services, and TCB will be under a long-term contract for property management services. The contracts have not been signed yet.

UANA.27 **Are or will either the managing member or the investor(s) be employed by, a trustee of, or a board member of PSI or TCB?**

PSI and TCB themselves will be the members of the managing member. No individuals will be members.

UANA.28 **Does or will the investor member have any say in and about what in the building's operations, services, and administration? Does the investor member have veto power and if so, over what matters?**

The investor member will have typical rights as in typical LIHTC projects. Typically, the investor member leaves the day to day and even year to year management of the project to the managing member, and only steps in if there are large problems. They typically have an "asset manager" who gets period reports about the financial performance of the property, and can step in if the performance is not at or above levels that have been negotiated ahead of the investment.

UANA.29 **How is the managing member involved in the building's operations, services, and administration?**

The managing member has more direct control over operations and services. It authorizes the signing of the contracts property management company, and the service provider.

UANA.30 **How will joint control of the managing member by PSI and TCB operate? Is it 50-50 or does one entity have primary control? If there's primary control, will the secondary entity be able to exercise a veto on specific matters and what are they? If 50-50 control, how will disagreement be resolved?**

TCB and PSI both bring a wealth of experience working in these types of buildings, with these types of residents, and this mix of management and services. TCB owns over 12,000 units of mostly affordable housing, and self manages about 10,000 such units. In many of these developments, there is supportive housing with third-party service providers. PSI owns approximately 850 units, and often provides services when there are third-party owners and/or property managers. Therefore, PSI and TCB are experienced at making such buildings successful, and are confident that they can work in coordination to resolve any conflicts that arise. The goal will be, as much as possible, for on-site personnel of the two entities to resolve any conflicts. In the unlikely event of lower level staff being unable to resolve conflicts, ultimately the leaders of the two organizations will get involved to resolve the dispute. Lyndia Downey and Bart Mitchell have known each other for many years, and the Proponent is confident that issues will be resolved in a beneficial manner.

UANA.31 **Who from PSI and from TCB will exercise the control? The PSI Executive Director? A TCB corporate officer, a TCB regional director, or the local TCB Property Manager? Does this control extend to replacing the managing member?**

TCB and PSI both bring a wealth of experience working in these types of buildings, with these types of residents, and this mix of management and services. TCB owns over 12,000 units of mostly affordable housing, and self manages about 10,000 such units. In many of these developments, there is supportive housing with third-party service providers. PSI owns approximately 850 units, and often provides services when there are third party owners and/or property managers. Therefore, PSI and TCB are experienced at making such buildings successful, and are confident that they can work in coordination to resolve any conflicts that arise. The goal will be, as much as possible, for on-site personnel of the two entities to resolve any conflicts. In the unlikely event of lower level staff being unable to resolve conflicts, ultimately the leaders of the two organizations will get involved to resolve the despite. Lyndia Downey and Bart Mitchell have known each other for many years, and the Proponent is confident that issues will be resolved in a beneficial manner.

UANA.32 **How is the $1.2 M annual budget allocated amongst salaries and benefits; training; transportation; supplies; and other expense categories?**

Salaries & Benefits	72%
Professional Fees &Insurance	3%
Tenant & Staff Transportation	2%
Phone & Computer Expenses	1%
Program Related Expenses	6%
Security	16%

UANA.33 **Is inflation reflected in the annual estimated outlay?**

Inflation is reflected in the annual estimated outlay.

UANA.34 **Why is the time horizon 20 years? Does this have anything to do with the compliance term for LIHTC?**

The time horizon does not relate to the LIHTC compliance period (which is 15 years). This was the chosen initial goal so as to start the Project with a very solid endowment to cover services for a long period of time. It also leaves time to raise additional funds so that the services can be provided for the foreseeable future.

UANA.35 **How will PSI raise corporate and individual donations to grow the endowment? Will the endowment be specific to 3368 Washington or cover supportive services at other locations? Does PSI currently have endowment(s) and of what size for these services?**

PSI has an established and dynamic Advancement Department that successfully enlists both corporate and individual giving to assist with PSI's mission to end homelessness.

PSI has been raising funds for a support services reserve (endowment) for the Project's 141 Supportive Housing units. The reserve is a vehicle that will be specific to services for the 141 formerly chronically homeless individuals who will reside at the Project.

First announced by Mayor Martin Walsh in January 2018, the Boston's Way Home Fund has a set goal of raising $10 million, with funds being used to create 200 new units of supportive, sustainable, long-term housing for chronically homeless adults. The Fund was launched in partnership with PSI, which is serving as the fiscal sponsor.

UANA.36 What will PSI do with funds realized from transfer of the land to WPLLC? Will it seed an endowment for PSI's support services? Will PSI have a right to reacquire the land?

The funds from the transfer of the property to WPLLC will be placed into the service endowment for the Project. These funds are incorporated into the projection for the 20 years of services. There is no right to reacquire the land anticipated. This is mainly because PSI will still be a part of the ownership going forward, and is committed to maintaining the new use over the long term.

Dana Whiteside <dana.whiteside@boston.gov>

3368 Washington Street comments

Jennifer Uhrhane <jennifer@detailphoto.com> Wed, Aug 21, 2019 at 4:30 PM
To: dana.whiteside@boston.gov
Cc: Enrique Pepen <Enrique.Pepen@boston.gov>, Matthew O'Malley <matthew.omalley@boston.gov>, justin.mcclarey2@boston.gov, Michelle Wu <michelle.wu@boston.gov>, Annissa Essaibi-George <annissa.essaibi-george@boston.gov>, "Malia, Liz - Rep." <Liz.Malia@mahouse.gov>, Natalie Kaufman <Natalie.Kaufman@mahouse.gov>, Senator Sonia Chang-Diaz <sonia.chang-diaz@masenate.gov>

Dear Mr Whiteside,

Please see below my comments on the 3368 Washington Street/Pine Street Inn project, based on the first BPDA public meeting:

- REALLY IMPORTANT set the entire bldg back from the street by one travel lanes-width to accommodate for future dedicated bus lanes on Washington St, as prescribed by Plan JP/Rox on the parts of Washington closer to Forest HIlls (not sure why this didn't carry up Washington but worth getting it done anyway since so many parcels on Washington will likely turnover). BOSTON IS HAVING A TRAFFIC CRISIS AND ANYTHING DEVELOPERS CAN DO TO MAKE IT EASIER AND MORE EFFICIENT TO TAKE PUBLIC TRANSIT NEEDS TO BE DONE. this is a once-time opportunity to help widen Washington street. JU1.1

-this deep setback will also help minimize the danger for pedestrians walking across the driveway. there is low visibility because the driveway is so narrow. moving the building back will help vehicle sight-lines JU1.2

-put all parking underground. dont waste ground level space on cars. JU1.3

-since it has a low parking ratio, add a couple shared cars for affordable housing tenants' use, owned and managed by building JU1.4

-bldg exterior design doesn't match the positive uplifting services and support that the organization supplies on the inside. Plus, Washington St architecture is desperate for color. Use fun, less institutional/less bland/less neutral and more colors on exteriors. Brick is ok but there is too much of the same material and it appears to be BROWN?? Please add color and texture. beige and grey are not colors. this looks like a generic hotel. take a look at all the other new construction along Washington Street right now. PLEASE DO SOMETHING THAT DOESN'T LOOK LIKE WHAT IS ALREADY HERE. JU1.5

-create useable green-space on ground floor, it will be less isolating for tenants than the roof decks and helps mitigate the heat island effect all these oversized bldgs are creating. Washington Street needs more permeable surfaces, trees and shade. JU1.6

-building height step-backs should start at the lower floors (4th not 6th) to match abutting bldg on corner of Washington and Green, in order to lessen the cavernous effect this bldg will have on the street. Step-backs should be the length of the facade not just on the northern section. JU1.7

-overall bulk of building needs to be broken up more. its too massive a block and takes up way too much space. the zig-zag treatment at the center is a start but from certain angles that wont be visible. use of color and a variety of materials can help here too. make it look like a bunch of unrelated buildings rather than the monolith it is right now. JU1.8

-you need to figure out how to enliven the 1st floor windowed spaces. there are already too many new dead 1st floor windows nearby at the tattoo shop and dog daycare. what about an affordable retail/cafe space? or it could be a training center for job skills. Haley House as an example of this kind of thing. don't put office space on the street, put more active spaces on the street. JU1.9

-commit to promoting and preserving the green-space behind the building in cooperation with owners of BMS paper next door. JU1.10

-increase the number of 3 bed units. many families cant find affordable space big enough, but still need to be in the city to work. hardly any projects are building 3 bed units, affordable or not. families are moving out of JP once they have a child or second child because there are not enough family sized units. JU1.11

thanks for your attention,
jennifer uhrhane

—

Jennifer Uhrhane
47 Rossmore Road
Jamaica Plain, MA 02130

JENNIFER URHUHANE (AUGUST 21, 2019)

JU1.2 **Set the entire building back from the street by one travel lane-width to accommodate future dedicated bus lanes on Washington St, as prescribed by Plan JP/Rox on the parts of Washington closer to Forest Hills.**

Sections 1.2.2 and 1.2.3 provide additional information regarding Urban Design and the PLAN:JP/ROX guidelines.

JU1.2 **This deep setback will also help minimize the danger for pedestrians walking across the driveway, there is low visibility because the driveway is so narrow, and will help vehicle sight-lines.**

Sheet L-1 in Appendix A shows the landscape plan and sheet L-2 in Appendix A shows a landscape section along entry plaza. The driveway is 26'-6" closest to the sidewalk and increases to 28'-6" as the vehicle approaches the ramp down to the garage. This width is a standard width for a driveway.

JU1.3 **Put all parking underground.**

All parking is underground.

JU1.4 **Since it has a low parking ratio, add a couple shared cars for affordable housing tenants' use, owned and managed by building.**

The Proponent will evaluate the feasibility of adding a shared vehicle service on the site.

JU1.5 **Building exterior design doesn't match the positive uplifting services and support that the organization supplies on the inside. Use fun, less institutional/less bland/less neutral and more colors on exteriors. Brick is ok but there is too much of the same material and it appears to be brown? Please add color and texture.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing the improvements.

JU1.6 **Create useable green-space on ground floor, it will be less isolating for tenants than the roof decks and helps mitigate the heat island effect all these oversized buildings are creating. Washington Street needs more permeable surfaces, trees and shade.**

Sheet L-1 in Appendix A shows the landscape plan and sheet L-2 in Appendix A shows a section along the entry plaza. Section 1.2.2 includes a description of the Project's Landscape Strategy.

JU1.7 **Building height step-backs should start at the lower floors (4th not 6th) to match abutting building on corner of Washington and Green, in order to lessen the**

cavernous effect this building will have on the street. Step-backs should be the length of the facade not just on the northern section.

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing updated materials and the break down of the massing.

JU1.8 **Overall bulk of building needs to be broken up more. The zig-zag treatment at the center is a start but from certain angles that won't be visible, use of color and a variety of materials can help here too.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing the improvements.

JU1.9 **You need to figure out how to enliven the 1st floor windowed spaces. what about an affordable retail cafe space? or it could be a training center for job skills. Don't put office space on the street, put more active spaces on the street.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing the improvements.

JU1.10 **Commit to promoting and preserving the green-space behind the building in cooperation with owners of BMS paper next door.**

The Proponent shares the neighborhood's interest in preserving the green space. We will discuss the area behind the property with the owner, but cannot commit to any actions related to property it does not own.

JU1.11 **Increase the number of 3 bed units.**

Before the PNF was submitted for this Project, the development team met with a variety of neighborhood groups. This concern was expressed, and the program was revised, resulting in an increase in the number of three-bedroom apartments from zero to five. The five units are incorporated into the program that was presented in the PNF.

Dana Whiteside <dana.whiteside@boston.gov>

Re: 3368 Washington Street comments

Jennifer Uhrhane <jennifer@detailphoto.com> Fri, Sep 6, 2019 at 12:38 PM
To: dana.whiteside@boston.gov
Cc: Michael Flaherty <michael.flaherty@boston.gov>, Alicia Payne <alicia.payne@boston.gov>, Enrique Pepen <Enrique.Pepen@boston.gov>, Matthew O'Malley <matthew.omalley@boston.gov>, justin.mcclarey2@boston.gov, Annissa Essaibi-George <annissa.essaibi-george@boston.gov>, Jessica Rodriguez <jessica.rodriguez@boston.gov>, "Malia, Liz - Rep." <Liz.Malia@mahouse.gov>, Natalie Kaufman <Natalie.Kaufman@mahouse.gov>, Senator Sonia Chang-Diaz <sonia.chang-diaz@masenate.gov>, "Shea, Nathanael (SEN)" <nathanael.shea@masenate.gov>, Michelle Wu <michelle.wu@boston.gov>, cassandra.moreno@boston.gov, Carolyn Royce <carolynroyc@gmail.com>, Emily Tabor <tabor721@gmail.com>, "John Lincecum, PhD" <john@turtleswampbrewing.com>, mgsouthwick@gmail.com

Dear Mr, Whiteside,

I would like to make additional comments, as well as emphasize a few previous comments, based on the second BPDA public meeting for 3368 Washington Street. Please see my earlier message, far below. I have cc'd elected officials as well as a few IAG members.

Most importantly: have the developers reached out to ALL the bordering neighborhood associations? I believe they have met with Union Avenue Association but what about Brookside, Egleston, Parkside, Stonybrook? Doesn't the city require developers to do this before getting too far into the Article 80 process? JU.1

Also, given the amount of feedback and requests for substantive changes at the 2 public meetings so far, I think further community input opportunities are warranted. This massive project will have a huge transformative impact on Washington Street and the surrounding area. Not enough significant changes were made in response to community input between the 1st and 2nd public meetings. Also the 2nd meeting occurred at the most difficult time of the year to solicit community engagement - the end of the summer, when people are either on vacation or prepping for back-to-school. The 2nd meeting was sparsely attended compared to July's turnout. Please hold more meetings, ask the developers to make more changes and extend the comment period accordingly.

A clarification on your 2nd meeting's presentation: The 1st meeting's comments shown in your 2nd meeting's presentation said that people had a "positive response to design and urban strategy." I attended that 1st meeting and I don't recall any positive design comments from attendees except from the union trades workers there who wanted jobs working on the building. Overall the design feedback was negative: too large in scale, too dense, too blocky, too institutional, etc.

The main differences I observed between the plans presented at the first public meeting and those presented at the second was: adding an angled roof to the main entry (more interesting, good) and putting all parking underground (very good!). However, that former first-floor parking area was replaced with 15 more studio units (project expansion, bad!).

The new angled roof is a successful design change, but it's not enough. Please try to incorporate more interesting angles or other similar creative solutions to other parts of the facade. Every surface is currently a square or at a 90 degree angle. The window openings are too regular and repetitive. This in combination with its dull brown color scheme gives it an institutional feel. It looks like the Suffolk County House of Corrections. JU.2

At both the first and second meetings attendees made it extremely clear that this project was too big and dense, yet the developers just increased it by 15 units instead of reducing its size. It also did not increase the quantity of the largest sized units to help low-income families find housing. No one is building units larger than 2 beds in a significant way, regardless of price-point. Can the number of studios be reduced in order to increase the number of 3-beds? This would also help lessen the density. JU.3

The great concept of building affordable housing should not allow developers to throw away the rest of the important components that make for a good project: preserve or improve quality of life for area residents and new building residents, create a livable welcoming streetscape, preserve open/permeable ground level green space for public health and environmental benefits, etc. Why does every inch of this parcel have to be built-upon for interior living space? Paving/building on a parcel and leaving no space is bad for the environment no matter how "eco-friendly" the building itself will be. Can the city offer Pine St Inn other property for sale in the area so it might be able to help break up the bulk of this building and carry out its services in a less impactful way? This would also help reduce the potentially detrimental (to building residents) high concentration of one fragile demographic in one building, like the Projects (with a capital P) of decades ago that everyone knows was a bad idea…! JU.4

Repeating myself but still important: PLEASE step back the 5th and 6th floors (if it has to be 6 stories at all!!), to bring the facade down to the height of the abutting 4 story apartment building on the corner of Green and Washington. Washington is a main street but it is too narrow for 6 stories. The building has to be stepped back to help prevent a canyon effect. Its current design will dominate the street in a negative way. JU.5

Repeating myself again here too: BOSTON IS IN THE MIDST OF A TRAFFIC CRISIS AND ANYTHING DEVELOPERS CAN DO TO MAKE IT EASIER AND MORE EFFICIENT FOR PEOPLE TO TAKE PUBLIC TRANSIT NEEDS TO BE DONE. This project is a once-in-a-lifetime opportunity to widen Washington Street. The entire building should be pulled back at street level by the width of a travel lane in order to create a future dedicated bus lane, as prescribed elsewhere on Washington Street by Plan: JP/Rox. We can easily assume that other large parcels will turnover in the near future, such as the BMS paper property next door, and other industrial parcels going south on Washington (Acme auto body shop, Hatoff's gas station, etc). Planning ahead to improve transit is crucial! JU.6

At the 2nd BPDA meeting, the architect described activating the 1st floor streetscape by locating the interior bike storage, office space and meeting space as the street frontage. All of these spaces will likely feature covered windows. This is not activation, this is the opposite. What is needed is anything that would be busy during and beyond regular business hours, otherwise Washington St will continue to feel dead. What about display windows - does this project have any city funding? Can it take advantage of Boston's "percent for art" program to install a permanent art display? (FYI leaving it open to Pine Street to do future programming won't work, you won't have the consistent interest to keep it up - it needs to be a permanent display). JU.7

Another suggestion to make up for the low parking ratio: the building should provide free or or discounted T passes for staff and tenants to encourage public transit use, as well as a few shared cars managed by the building I already suggested. Are there bike racks outside for visitors on the entry plaza? JU.8

Thank you for reading.
Jennifer Uhrhane

—

Jennifer Uhrhane
47 Rossmore Road
Jamaica Plain, MA 02130

On Aug 21, 2019, at 4:30 PM, Jennifer Uhrhane <jennifer@detailphoto.com> wrote:

Dear Mr Whiteside,

JENNIFER URHUHANE (SEPTEMBER 6, 2019)

JU.1 Have the developers reached out to all the bordering neighborhood associations?

The Proponent has had extensive outreach and met with a large number of groups, as described in the PNF.

JU.2 The new angled roof is a successful design change, but it's not enough. Please try to incorporate more interesting angles or other similar creative solutions to other parts of the facade.

Section 1.2.2 provides an urban design discussion and includes updated renderings of the Project.

JU.3 Can the number of studios be reduced in order to increase the number of 3-beds?

The 141 Supportive Housing units are studios because, in PSI's experience, that is the housing type that is most conducive to creating a positive living situation for formerly homeless individuals. These units skew the ratio of studios in the overall building.

Focusing on the low/mod units, the concern about the limited number of family units was expressed in earlier conversations with community groups. The Project program has been revised based on those comments: originally there were no three-bedroom units, while the current program includes five three-bedroom units. These changes were made before the submission of the PNF.

Furthermore, the low/mod units are about two-thirds at the 80% AMI level, meaning that they are targeted towards a family of four with a household income of $95,000 per year. This is a population that has, until recently, not been served by typical affordable housing. A recent change in tax law allowed Low Income Housing Tax Credits to be used with this income level (previously the maximum was 60% of AMI – or a family of four with a household income of $71,000 per year). LIHRT can only be used for the 80% AMI level when the overall "Income Average" is at the 60% AMI level. With this number of 80% AMI units at the Project, a market study was performed which determined that the demand at that income level is more for studio and one-bedroom units. The Proponent believes that servicing this higher than typical income level in this mixed income building is a positive contribution to the neighborhood.

JU.4 Why does every inch of this parcel have to be built-upon for interior living space? Can the city offer Pine St Inn other property for sale in the area so it might be able to help break up the bulk of this building and carry out its services in a less impactful way?

Finding sufficient land in Boston that can be efficiently developed for affordable housing can be a challenge. The Project site, which is owned by PSI and is underutilized, provides the opportunity to develop much needed affordable housing in a cost effective

manner. In addition, the area has been identified for future development through PLAN:JP/ROX which has set guidelines in place for development of the area. By using the available resources, PSI and TCB will be able to provide a significant number of new affordable housing units and move their missions forward to provide more housing for those in need.

JU.5 **Please step back the 5th and 6th floors (if it has to be 6 stories), to bring the facade down to the height of the abutting 4 story apartment building on the corner of Green and Washington. and to help prevent a canyon effect.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing the updated break down of the massing.

JU.6 **The entire building should be pulled back at street level by the width of a travel lane in order to create a future dedicated bus lane, as prescribed elsewhere on Washington Street by Plan: JP/Rox.**

The City has not yet created guidelines about the requirement of an additional deep setback for a bus lane, hence the additional two-foot setback has been provided per the City's recommendations. The width of the sidewalk not only complies with Complete Streets, but at key locations expands approximately 17'6" which allows for pedestrians and neighbors to have adequate room to walk along Washington Street (see Figure 1-10). There is also an additional 3'-6" buffer zone beyond the planters as shown on the landscape plan and section.

JU.7 **What is needed is anything that would be busy during and beyond regular business hours, otherwise Washington St will continue to feel dead. What about display windows - does this project have any city funding? Can it take advantage of Boston's "percent for art" program to install a permanent art display?**

Thank you for the suggestion. The Project team will actively explore participation in this program.

JU.8 **For the low parking ratio, the building should provide free or discounted T passes for staff and tenants to encourage public transit use, as well as a few shared cars managed by the building. Are there bike racks outside for visitors on the entry plaza?**

TCB and PSI both already have discounted T pass programs, and those will be available to staff who work on the site. As stated earlier, the Proponent will explore the idea of carsharing and BlueBikes on site. The Project will have extensive bike storage for staff and residents.

Dana Whiteside <dana.whiteside@boston.gov>

Re: [Reminder] 3368 Washington | Article 80 Follow-up and Next Public Meeting => August 22nd @ 6pm

Monty Gold <mg.overboard@gmail.com> Tue, Aug 20, 2019 at 4:29 PM
To: Dana Whiteside <dana.whiteside@boston.gov>
Cc: Denise Delgado <denise2delgado@gmail.com>, "Bovell-Ammon, Allison" <Allison.Bovell-Ammon@bmc.org>, Zack DeClerck <ZackDeclerck@gmail.com>, carolyn royce <carolynroyc@gmail.com>, Samantha Montano <svmontano@gmail.com>, tabor721@gmail.com, jmwatkin@bu.edu, jlincecum@comcast.net, Alex Guriev <alexh86@gmail.com>, mgsouthwick@gmail.com, Elaine Keane <elaine.keane@boston.gov>, Enrique Pepen <enrique.pepen@boston.gov>

As a direct abutter ,3377 Washington st, I am extremely concerned about traffic and parking along washington street.adding over 260 apartments will be devastating to this neighborhood. While affordable housing and housing for pine st is certainly needed in our city, this amount is unprecedented in a neighborhood of much smaller housing. MG1.1
It appears because this project is not a private developer, almost whatever they want seems to be a go.This is not reasonable.
Not having some retail space is not reasonable either.
Monty Gold MG1.2

Sent from my iPad

On Aug 20, 2019, at 4:09 PM, Dana Whiteside <dana.whiteside@boston.gov> wrote:

> Dear 3368 Impact Advisory Group ("IAG") Members:
>
> Thank you for sharing your comments and insights over the last few days in response to the discussions regarding the project.
>
> This is to provide a reminder notification that there will be follow-up public meeting as follows:
>
> **Date:** August 22nd
> **Time:** 6pm
> **Location:** 3368 Washington Street (Pine Street Inn Building)
> **Subject:** Article 80 Public Meeting #2
>
> The general objective and goals for the meeting will be to: (i) provide an update on the project design (ii) review programmatic considerations; (iii) discuss questions on potential impacts

MONTY GOLD (AUGUST 20, 2019)

MG1.1 **As a direct abutter I am extremely concerned about traffic and parking along Washington Street. Adding over 260 apartments will be devastating to this neighborhood.**

PSI's experience is that supportive housing tenants have no cars, and therefore the Proponent does not believe that the Supportive Housing units will add to traffic or parking issues in the neighborhood. The Proponent believes that the parking ratio is appropriate based on the anticipated population of the development and access to public transportation and bicycle network. Please see response to comment UANA.1 for more detailed information.

MG1.2 **Not having some retail space is not reasonable either.**

The primary goal of the Project is the Supportive Housing, and secondarily, the additional low/mod housing. In order to achieve these goals, PSI is bringing back the staff that currently operates on the site. When combined with the need for property management staff, as well as amenity space for the residents, there is not sufficient space to include retail on the ground floor. Other measures to activate the ground floor space have been included.

Dana Whiteside <dana.whiteside@boston.gov>

Re: [Reminder] 3368 Washington | Article 80 Follow-up and Next Public Meeting => August 22nd @ 6pm

Monty Gold <mg.overboard@gmail.com> Tue, Sep 3, 2019 at 6:15 PM
To: Dana Whiteside <dana.whiteside@boston.gov>
Cc: Denise Delgado <denise2delgado@gmail.com>, "Bovell-Ammon, Allison" <Allison.Bovell-Ammon@bmc.org>, Zack DeClerck <ZackDeclerck@gmail.com>, carolyn royce <carolynroyc@gmail.com>, Samantha Montano <svmontano@gmail.com>, tabor721@gmail.com, jmwatkin@bu.edu, jlincecum@comcast.net, Alex Guriev <alexh86@gmail.com>, mgsouthwick@gmail.com, Elaine Keane <elaine.keane@boston.gov>, Enrique Pepen <enrique.pepen@boston.gov>

I would like to know if there is any data that states how many subsidized, affordable ,sro's apartments ,market rate and owner occupied units there are in any given neighborhood . And if not,why not.
I would also be interested to know what mitigation the development team plans on for neighboring businesses , i.e. Cleaning from dirt ,dust etc. MG.1
Also would be looking for proforma for the project , i.e. Cost of construction,development fees , management fees etc. MG.2
Could there also be a guesstimate of real estate taxes that the city will be receiving. MG.3
If any one besides Dana might have answers to any if these comments ,feel free to send along.
Thanks,
Monty

Sent from my iPad

On Aug 20, 2019, at 4:09 PM, Dana Whiteside <dana.whiteside@boston.gov> wrote:

> Dear 3368 Impact Advisory Group ("IAG") Members:
>
> Thank you for sharing your comments and insights over the last few days in response to the discussions regarding the project.
>
> This is to provide a reminder notification that there will be follow-up public meeting as follows:
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>
> The general objective and goals for the meeting will be to: (i) provide an update on the project design (ii) review programmatic considerations; (iii) discuss questions on potential impacts

Please note that the comment period for the development has been extended to August 31st

For your file and review please find attached:

- Notes from Article 80 Public Meeting #1
- Presentation materials from August 7th IAG Working Session

These and other project documents can be viewed on the project page of the BPDA website:

As always, should you have any questions, please feel free to contact me.

All best,
Dana

boston planning & development agency

Dana Whiteside
Deputy Director
Community Economic Development
617-918-4441 (o)
@bostonplans

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201
bostonplans.org

<image001.jpg>

MONTY GOLD (SEPTEMBER 3, 2019)

MG.1 **I would be interested to know what mitigation the development team plans on for neighboring businesses, i.e. Cleaning from dirt, dust etc.**

The Proponent will prepare a Construction Management Plan (CMP) that will identify mitigation measures to minimize the Project's impact during construction.

MG.2 **Looking for proforma for the project, i.e. Cost of construction, development fees, management fees etc.**

The projected total development costs are approximately $90 million, of which about $70 million is construction costs. As this is a publicly subsidized project, the level of development fees and management fees are regulated. These fees will be within the standards set by the regulating agencies, and are in line with industry standards.

MG.3 **Could there also be a guesstimate of real estate taxes that the city will be receiving.**

Real estate taxes are estimated to be approximately $225,000 per year.

Dana Whiteside <dana.whiteside@boston.gov>

Re: 3368 Washington | Follow-up from Public Meeting of August 22nd

Zack DeClerck <zackdeclerck@gmail.com> Thu, Aug 29, 2019 at 11:07 AM
To: Monty Gold <mg.overboard@gmail.com>
Cc: Dana Whiteside <dana.whiteside@boston.gov>, carolyn royce <carolynroyc@gmail.com>, "Bovell-Ammon, Allison" <Allison.Bovell-Ammon@bmc.org>, Denise Delgado <denise2delgado@gmail.com>, Samantha Montano <svmontano@gmail.com>, Merlin Southwick <mgsouthwick@gmail.com>, jlincecum@comcast.net, Marvin Watkins <jmwatkin@bu.edu>, Emily Tabor <tabor721@gmail.com>, Alex Guriev <alexh86@gmail.com>, Elaine Keane <elaine.keane@boston.gov>, Enrique Pepen <enrique.pepen@boston.gov>

Thanks for the update Dana,

Building on a couple of Monty's points (or adding a different perspective), I think there is great value in trying to connect those displaced from JP with these units. I also think there is value for our neighborhood to welcome these new neighbors regardless of where they lived previously. ZD.1

While our neighbors worth should certainly NOT be determined by the amount of disposable income they do or don't have, the households that will occupy the affordable units in the TCB portion of the project will in many cases be moving from market-rate apartments where they may have been severely rent-burdened (spending the majority of their income on rent). By providing more of our neighbors both in JP and across the city/region with income-restricted housing, more of their income will be free'd up to support small businesses on Washington Street and to gain more financial stability/flexibility in their lives.

This project is great step to having fewer rent-burdened neighbors whose housing expenses prevent them from being able to afford life's unexpected challenges, let alone support new and old small businesses in JP. This is a benefit for everyone.

As for the parking, I'm of the understanding that adding parking is like widening highways - It only incentives extra driving and adds to congestion. Hopefully this building can be designed for the 21st, not the 20th century. While the MBTA has its own crises, I know many people in the greater Boston region who wish they lived on the Orange Line or had access to the Southwest Corridor bike trail.

Best,
Zack

On Wed, Aug 28, 2019 at 6:42 PM Monty Gold <mg.overboard@gmail.com> wrote:

> I was wondering if the affordable housing component would be for residents being displaced from their homes in JP and if not, why not. This is being presented as a benefit for Jamaica Plain. Without this , I just don't understand.
> I also believe that there is still not enough parking as well as having 16,000 ft of office space would be comfortable for well over a 100 people. This is not what we have been told .
> Monty Gold
>
> Sent from my iPad
>
> On Aug 28, 2019, at 2:46 PM, Dana Whiteside <dana.whiteside@boston.gov> wrote:

Dear 3368 Washington Impact Advisory Group Members:

Thanks to those who were able to attend the recent public meeting and for your continued observations.

This is to provide some update and follow-up on a few considerations.

- **Comment Period for Project Notification Form ("PNF"):** By way of background the initial comment period went through July 28th and was extended to August 31st. An extension of the comment period will be made from August 31st to September 6th. This will be the second and final extension to the comment period for this phase.
- **Request for Supplemental Information:** As referenced in the August 22nd public meeting, the BPDA will issue a Request for Supplemental Information ("RSI") to the development team of the proposed 3368 Washington Street. This RSI will encompass information requests from City agencies (e.g. Transportation Department, Urban Design, etc.) and will require the development team to submit response accordingly. It is anticipated that the RSI will be issued during the week of September 9th.

With additional materials from the development team, there will be an opportunity for an IAG Working Session as well as a follow-up public meeting.

I hope that this information proves helpful. If there are additional questions, please do not hesitate to be in contact.

All best,
Dana

boston planning & development agency

Dana Whiteside

ZACK DECLERCK

ZD.1 Try to connect those displaced from JP with these units.

The Proponent supports connecting those displaced from Jamaica Plain to this development. Nonetheless, compliance with the City of Boston's Fair Housing regulations is required. The Proponent will pursue this policy to the extent that it is allowed by the City of Boston.

Dana Whiteside <dana.whiteside@boston.gov>

3368 Washington St.

carolyn royce <carolynroyc@gmail.com> Mon, Aug 12, 2019 at 10:52 AM
To: Dana Whiteside <dana.whiteside@boston.gov>, Alex Guriev <alexh86@gmail.com>, Samantha Montano <svmontano@gmail.com>, Denise Delgado <denise2delgado@gmail.com>, "Bovell-Ammon, Allison" <allison.bovell-ammon@bmc.org>, Merlin Southwick <mgsouthwick@gmail.com>, Zack DeClerck <zackdeclerck@gmail.com>, Monty Gold <mg.overboard@gmail.com>, jlincecum@comcast.net, Marvin Watkins <jmwatkin@bu.edu>, Emily Tabor <tabor721@gmail.com>

Good morning Dana and IAG members,

I'd like to share three items about 3368 Washington:

Jamaica Plain Neighborhood Council's (JPNC) Housing & Development Committee meeting next week has this project on its agenda (see email below). IAG members are welcome to attend and/or share this notice with others who may be interested. The JPNC usually submits a comment letter to the BPDA for Article 80 projects - the Housing Committee is the committee that hears the proposal, encourages discussion among meeting attendees, and drafts the comment letter.

I hope there will be a second Article 80 meeting. Dana, you mentioned you were still thinking about whether or not to have this. A second public Article 80 meeting would be good for several reasons: CR.1
- Dana, you mentioned at the first Article 80 meeting that there would be others, so I think there is an expectation of a second meeting.
- The project is unique in its proposed tenancy, the combination of supportive and affordable housing - it would be good to hear more about how this will be managed.
- The project is the biggest yet proposed for this part of Washington St., and has traffic/parking challenges - it would be good to give people a chance to reflect more on how this is being handled.
- The project made design changes that responded to issues raised by BCDC and by neighbors - it would be nice for people to have a chance to see the architects' serious efforts.

(Just as a side note, the second Article 80 meeting could skip the pizza/drinks if that makes it easier for all involved - that was a really nice gesture at the first meeting, but could be dropped for this second meeting. Just my opinion!!)

Dana, would you consider posting the pubic comments received on-line, on the project website? This has been done in the past for other Article 80 projects, although not all, so I'm not sure what BPDA policy on this is. I find it helpful to read what people say in their comments - sometimes those represent a broader selection of opinion from what I hear in meetings.

Thanks,
Carolyn

Begin forwarded message:

From: carolyn royce <carolynroyc@gmail.com>
Subject: JPNC Housing & Development Committee Meeting Tuesday, 8/20, 7 pm, Bowditch School
Date: August 7, 2019 at 4:14:25 PM EDT

Hello JPNC Committee Members:

The Housing and Development Committee of the Jamaica Plain Neighborhood Council (JPNC) will meet

Tuesday, August 20 at 7 pm at the Bowditch School, 82 Green Street

Agenda

- Updates & Announcements

- 3368 Washington St. - Pine Street Inn and The Community Builders will present their proposal for a 6-story mixed-use building with 225 units of supportive & affordable housing

- 1595-1599 Columbus Ave. - Urban Edge will present its proposal for a 6-story mixed-use building with 65 units of affordable housing

Both proposals are in the Boston Planning & Development Agency's (BPDA) Article 80 process. Committee members, please let me know if you are unable to attend this meeting as we will be drafting comment letters to the BPDA for both projects.

See further project description on the BPDA website

http://www.bostonplans.org/projects/development-projects/3368-washington-street

http://www.bostonplans.org/projects/development-projects/1595-1599-columbus-avenue

Please let me know if you have any additions to the agenda.

All meetings are open to the public.

Carolyn Royce
617-549-6787
carolynroyc@gmail.com

CAROLYN ROYCE

CR.1 Public process

A second public meeting was held. Following submittal of this SID, at least one additional public meeting will be held on the Project.

July 26, 2019

Dana Whiteside
Deputy Director, Economic Planning
Boston Planning & Development Agency

Re: 3368 Washington Proposed Project

Dear Dana:

Thank you for a well-conducted and moderated Article 80 public meeting on July 18 to review the 3368 Washington project proposal.

My comments below must be placed within the following context. I strongly endorse the dual programmatic purposes of supportive housing and affordable housing that will be served by the new building; in the interest of full disclosure, I am an annual donor to Pine Street Inn. The building proposed for housing those services has many thoughtful elements in its conception and architectural design. As presented and stated at the July 18 meeting, the initial publicly presented design is still a work-in-progress. As we speak (or write) the design is undergoing significant change in response to comments received at BCDC meetings and at the public meeting on July 18. I have seen some of those changes at the July 23 meeting of the BCDC Design Committee and they are moving in the right direction of being responsive to comments. However, I have not yet seen or studied them in any detail nor have they been more publicly presented. There will undoubtedly be further comment when publicly presented. This places me in a quandary. Do i address my comments here to the design presented on July 18, elements of which are now moot, or to the changes I briefly saw on July 23 and which likely have since been further massaged? I am opting to address the July 18 presentation because that is what was requested as well as for historical documentation purposes but I will also allude to the directions of change learned on July 23 and reserve fuller commentary for when they are publicly presented. The nature of my comments mostly concern the public persona of the design and how it fits with and contributes to the neighborhood and the public realm. They concentrate on what is in need of attention.

Should you have any questions please feel free to contact me.

Best wishes,
Sincerely,
Alan

Alan Benenfeld
36-B Union Avenue
Jamaica Plain, MA 02130

alanb284@cs.com

3368 Washington Street Proposed Project -- Comments on Proposal Presented July 18

Massing and Design

The building's main face to the neighborhood is along Washington Street. The pleated design of the mid-portion of the building and its angled orientation away from the long street wall provides both interest and a light touch. Unfortunately, it can be seen mostly only by facing the building directly at its center. Approaching the building from the north or south, this central section is hidden by two long blocky anchors that come directly to the street wall and rise without a step-back for 5 stories. These anchors are heavy, imposing, unfriendly, and unwelcoming to the neighborhood. They have a distinctly institutional feel, and read more industrial than residential -- and this building is at its heart residential. The extensive brick cladding of the anchors doesn't help and its windows have a deadening repetitive staccato. The linear design around these windows only adds to their severity and offers no softening relief. The anchors ought to draw the eye to the central pleated section, not hide and fight it. A rethink of the shape, materiality, and design of the anchors is needed if this building is to present a friendly and welcoming face and fit to the neighborhood. A step-back of the fourth level would help and it would be more respectful to the buildings across Washington which are mostly only two, three, or four stories. AB.1

The existing and plainly utilitarian building on the site is being demolished. This project is not rehabbing or repurposing an existing brick building so there is no need for this new building to attempt to recall an industrial past that brick might suggest. In fact, the extensive use of brick without use of limestone or other materials to provide softness and design elements in an exciting modern interpretation of the style of older residential buildings is regrettable. AB.2

In this proposal, the design of the front does not carry around to the rear. Although the rear may be visible to few if any other other properties, the residents of the building will be able to view it and it, too, should be welcoming and not a seemingly forgotten facade. As the units in the building are quite small in size, all the more reason for its long-term residents to have benefit of and pride in good design when looking upon their building from all sides. I would note that supportive housing residents at the Bowditch School take great pride in the design and history of the building they call home. The design of the building should contribute both to the dignity of the neighborhood and to the dignity of the building's residents. AB.3

Public Realm

The building's design should convey a sense of excitement to the larger community. Some whimsy and humor in the design would help accomplish that. AB.4

The incorporation of a community room open to neighborhood use is commendable as these spaces are in short supply. Food is often important to meetings because of their length or hour; there should be provision for a small area for serving and also for a sink for cleanup. Easy, close access to restrooms is necessary. AB.5

The street wall is long, there are no retail stores, and aside from a few trees and benches there are no elements that would draw the public. A green terrace above the entrance is off-limits even to residents and without tall plantings it is invisible from the street. While the lobby is visible it does not in itself enliven the street apart from those coming or going. The community AB.6

room is likely to be well-used but such spaces often utilize blinds or drapes to cut down glare or lights from interfering with media presentations.

It is too soon in the design to know where light poles, fire stanchions, trees, benches, bicycle stands, traffic signs, shrubbery, utility boxes, and other such objects will be placed, and some of these are not under the developer's control. But unless well-thought out, the reality is that these often are unaligned and often enough become pinch points, impediments and hazards to pedestrians of all ages and abilities. Just a cautionary note as renderings don't show such all-too-real elements. AB.7

There are two blank walls on the side and rear. If these remain, they would be an excellent opportunity for large-scale murals that would enhance the building's contribution to the public realm and the residents' sense of place. Incorporating art into design is to be highly encouraged. AB.8

Traffic Study, Traffic Control, Parking, Deliveries, Pick-Up/Drop-Off Zones, Transportation

I share the concerns regarding the inadequacies of the traffic study in the PNF that were expressed in a separate memo submitted by neighbors from Union Avenue and so will not repeat them here. AB.9

Like every developer's PNF and presentations, public transport is presented in a rosier light than the reality. The one bus line (#42) is both infrequent, rarely adheres to a published schedule, and in rush hour is often standing room before it gets to Green St. The Orange Line is already overcrowded even before many of the burgeoning developments in the area have come on-line. And there is no public transport cross-town to Centre St., the main business and shopping district in Jamaica Plain.

The separate bay with turn-around space for deliveries, pick-up/drop-off is commendable. The ramp to the main parking area looks like it has a tight turn just inside the garage. AB.10

Perhaps too soon to design, but I've not seen any reference as to how pedestrian and vehicle safety will be promoted as vehicles enter and exit from each of the two driveways onto the street, nor how safety will be promoted on the two-way ramp entering and exiting the garage. AB.11

Roof Elements

The drawings presented show the roof as a blank slate. Are arrays of solar panels and HVAC equipment destined for the roof? If so, they should be no higher than the parapet, not be visible to the neighborhood, and not reflect sunlight. AB.12

Some Changes Noted in the July 23 Presentation to the BCDC Design Committee

--the design of the north anchor has changed to greatly reduce the appearance of massing;
--the design of the south anchor has changed but the massing is not reduced as much;
--the materiality of the anchors has changed;
--the institutional feel has been eliminated;
--the north driveway and loading/unloading bay have been eliminated;

--all traffic will enter/exit from the south driveway shared with BMS;
--deliveries will be made in the garage;
--the first floor of the building has been extensively redesigned;
--the community room has moved to a corner location and is expanded;
--passenger pick-up/drop-off is at curbside north of the main entrance;

ALAN BENEFELD

AB.1 **A step-back of the fourth level would help and it would be more respectful to the buildings across Washington which are mostly only two, three, or four stories.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including the step backs, as well as renderings showing the break down of the massing.

AB.2 **This project is not rehabbing or repurposing an existing brick building so there is no need for this new building to attempt to recall an industrial past that brick might suggest. The extensive use of brick without use of limestone or other materials to provide softness and design elements in an exciting modern interpretation of the style of older residential buildings is regrettable.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renders showing the improvements.

AB.3 **In this proposal, the design of the front does not carry around to the rear. Although the rear may be visible to few if any other properties, the residents of the building will be able to view it and it, too, should be welcoming and not a seemingly forgotten facade.**

The Project team is planning to continue the design strategy of modulation of the façade with material and color changes to the rear of the building. This will be similar to that on the Glen Street side (see Figure 1-9). This will help break down the long façade into components more similar in scale to the abutting neighborhood. The material palette of fiber cement siding is also more reflective of the residential neighborhood.

AB.4 **The building's design should convey a sense of excitement to the larger community. Some whimsy and humor in the design would help accomplish that.**

Sections 1.2.2 and 1.2.3 provide updated information about urban design, including renderings showing the improvements.

AB.5 **The incorporation of a community room open to neighborhood use is commendable as these spaces are in short supply. There should be provision for a small area for serving, a sink for cleanup and close access to restrooms.**

The Proponent will include a small serving area and sink in the community room. The design already locates restrooms for close access from the community room.

AB.6 **The street wall is long, there are no retail stores, and aside from a few trees and benches there are no elements that would draw the public.**

Section 1.2.2 provides information regarding urban design improvements to enliven the streetscape.

AB.7 **It is too soon in the design to know where light poles, fire stanchions, trees, benches, bicycle stands, traffic signs, shrubbery, utility boxes, and other such objects will be placed, and some of these are not under the developer's control. But unless well-thought out, the reality is that these often are unaligned and often enough become pinch points, impediments and hazards to pedestrians of all ages and abilities.**

This coordination has already begun between architectural, landscape and civil engineering. The Project team will continue to coordinate these items as the design progresses.

AB.8 **There are two blank walls on the side and rear. If these remain, they would be an excellent opportunity for large-scale murals that would enhance the building's contribution to the public realm and the residents' sense of place.**

Section 1.2.2 provides updated information about urban design, including renderings showing the improvements.

AB.9 **Similar concerns to the neighbors from Union Avenue on the inadequacies of the traffic study in the PNF.**

The traffic study was conducted in accordance with the City, State and Federal traffic engineering standards with special consideration for the supportive housing and low-income housing development. The traffic study also adheres to the general principles outlined in the JP/ROX Transportation Action Plan.

AB.10 **The separate bay with turn-around space for deliveries, pick-up/drop-off is commendable. The ramp to the main parking area looks like it has a tight turn just inside the garage.**

Appendix F includes site access plans showing turning radii.

AB.11 **Perhaps too soon to design, but I've not seen any reference as to how pedestrian and vehicle safety will be promoted as vehicles enter and exit from each of the two driveways onto the street, nor how safety will be promoted on the two-way ramp entering and exiting the garage.**

As the design progresses, the Project team will consider signaling and queueing at the garage exit from the basement. This is not typically required in non city streets, but the Proponent could consider placing a device (visual only) to alert pedestrians that a vehicle is coming along the sidewalk when they cross the easement. Typically, most residents do not like to have an audible device.

AB.12 **Are arrays of solar panels and HVAC equipment destined for the roof? If so, they should be no higher than the parapet, not be visible to the neighborhood, and not reflect sunlight.**

HVAC equipment and PV solar arrays are planned for the roof. They will be set back a minimum of 10 feet from the edge of the building. The roof-top equipment for the mechanical system being considered is small scale and will not be visible to the neighbors.

Dana Whiteside <dana.whiteside@boston.gov>

Comments Re: 3368 Washington Street | Follow-up to Article 80 Meeting #1

Denise Delgado <denise@eglestonsquare.org> Fri, Jul 26, 2019 at 3:21 PM
To: Dana Whiteside <dana.whiteside@boston.gov>, "lyndia.downie@pinestreetinn.org" <lyndia.downie@pinestreetinn.org>

Dear Dana and Lyndia,

It was a pleasure to be at last week's meeting!

I'd like to share some thoughts that I had — this isn't an official position of Egleston Square Main Street, of course, just some (long!) preliminary comments.

1. This development has a lot of potential for both offering much-needed critical support, services and amenities to Egleston Square. The part of Egleston that spans both JP and Roxbury has, for a long time, had a community of about 20-40 folks suffering from multiple risk factors, including addiction and homelessness, who are "regulars" in neighborhood parks and streets. Some of them grew up here. I have been in conversation with Cheryl Malloy, a recovery coach doing outreach for Jamaica Plain PAARI (Police Assisted Addiction and Recovery Initiative) and she has a lot of insights.
- Is there any way for this Egleston population to receive priority for supportive housing? DD.1
- Would it be possible to build into this development and its program some kind of outreach component or storefront satellite day facility that bridges this population in Egleston with the PSI development? DD.2

2. As I mentioned to Lyndia, when I worked for the Miami-Dade Public Library System, I saw a great model for a supportive housing development with a ground level public library in Carrfour's Villa Aurora community in Miami's Little Havana neighborhood. Carrfour is a Miami organization offering supportive housing and programs for both individuals and families.

Here is a case study with some interesting details. **Lyndia**, my cousin says she is happy to be in touch and help in any way—I will follow up separately. She is the CEO and her name is Stephanie Berman.

3. What would happen if you explored partnerships with the BPL and Daily Table? A small storefront public library with cafe would offer a much needed "third place" for residents to socialize and find resources. The surrounding neighborhood is likely to patronize a cafe — the new cafe area at the Copley Library is heavily used. DD.3

Daily Table provides affordable and healthy meals and groceries to everyone in a retail grocery store environment and I've noticed that the location in Dorchester draws a very broad mix of customers. If the supportive housing units only have a kitchenette and there aren't a lot of options within close walking distance for affordable, nutritious food, this could be an especially important resource.

The right combination of ground floor community/social enterprise/retail space could support residents, create jobs, contribute to neighborhood walkability and sustainability and offer services and amenities to the community as a whole. DD.4

4. One attendee last week mentioned childcare as a way to support families in this development. There are many home-based childcares in JP that face displacement due to increasing rents. This kind of business offers affordable childcare to many families, supports community sustainability bc they tend to serve neighborhoods within walking distance, and are an important source of employment and job security in Latinx communities. What if this development set aside a certain number of larger affordable DD.5

units specifically for home-based daycares? JPNDC could be a good resource as they work with childcare providers. Nurtury also comes to mind.

5. Will there be washer/dryer inside the units? On the supportive housing side, it looks like there is a single washer and dryer per level at 19-26 units — which sounds like a recipe for huge conflict between neighbors, especially if some folks are learning or readjusting to life skills and self-care habits. DD.6

6. The use of a lighter color and accent colors on the building exterior might help open it up visually and also create a visual bridge with the more colorful and older housing stock that characterizes JP. DD.7

Thanks for considering!

Best,
Denise

On Fri, Jul 19, 2019 at 7:20 PM Denise Delgado <denise2delgado@gmail.com> wrote:

---------- Forwarded message ---------
From: **Dana Whiteside** <dana.whiteside@boston.gov>
Date: Fri, Jul 19, 2019 at 12:54 PM
Subject: 3368 Washington Street | Follow-up to Article 80 Meeting #1
To: Dana Whiteside <dana.whiteside@boston.gov>
CC: Enrique Pepen <enrique.pepen@boston.gov>, Elaine Keane <elaine.keane@boston.gov>

Dear 3368 Washington IAG Members:

It was a pleasure seeing many of you yesterday evening. Thanks for your participation in the meeting and for offering such insightful questions and observations.

Realizing that there are some among you who were not able to be present, there will be an opportunity for us to meet again as part of an IAG Working Session during which we can debrief the last meeting and discuss considerations for the next steps in the process. A proposal for that meeting date/time will be sent under separate cover.

In the meantime, please find attached the following items for your review:

- digital copy of the presentation made by the Pine Street Inn/The Community Builders team last night

All project documents and comment portal can be accessed at:
http://www.bostonplans.org/projects/development-projects/3368-washington-street

By way of information, the development team will be making its presentation before the Desgin Committee of Boston Civic Desgin Commission ("BCDC") on Tuesday,

DENISE DELGADO

DD.1 **Is there any way for this Egleston population to receive priority for supportive housing?**

The Proponent supports connecting those displaced from Jamaica Plain to this development. Nonetheless, compliance with the City of Boston's Fair Housing regulations is required. The Proponent will pursue this policy to the extent that it is allowed by the City of Boston.

DD.2 **Would it be possible to build into this development and its program some kind of outreach component or storefront satellite day facility that bridges this population in Egleston with the PSI development?**

As a neighbor, PSI will continue to be willing to discuss issues facing the population in Egleston Square. The Proponent has met with ESNA and participated in an ESNA-sponsored meeting with other service providers and District E-13 personnel to discuss possible responses to public safety and reducing addiction-related behaviors in Egleston Square. Many of the problems are not necessarily attributable to homelessness, and a multi-disciplinary response is required.

It is not possible to include a daytime outreach facility at the Project. However, PSI Outreach and Housing staff work together to support identified outreach efforts – including those in Egleston – in a variety of ways including case collaboration, information sharing and planning, and participation in local community group meetings and forums.

DD.3 **What would happen if you explored partnerships with the BPL and Daily Table? A small storefront public library with cafe would offer a much needed "third place" for residents to socialize and find resources.**

The primary goal of the Project is the Supportive Housing, and secondarily, the additional low/mod housing. In order to achieve these goals, PSI is bringing back the staff that currently operates on the site. When combined with the need for property management staff, as well as amenity space for the residents, there is not sufficient space to include retail on the ground floor. Other measures to activate the ground floor space have been included.

DD.4 **The right combination of ground floor community/social enterprise/retail space could support residents, create jobs, contribute to neighborhood walkability and sustainability and offer services and amenities to the community as a whole.**

The primary goal of the Project is the Supportive Housing, and secondarily, the additional low/mod housing. In order to achieve these goals, PSI is bringing back the

staff that currently operates on the site. When combined with the need for property management staff, as well as amenity space for the residents, there is not sufficient space to include retail on the ground floor. Other measures to activate the ground floor space have been included.

DD.5 What if this development set aside a certain number of larger affordable units specifically for home-based daycares?

Homebased daycare is typically within more of a single family or triple decker setting, and not on the upper floors of an elevator building. Therefore, the Proponent does not think it is a good match for this building.

DD.6 Will there be washer/dryer inside the units?

Laundry rooms are typical in TCB and PSI buildings, and these spaces have been successfully managed.

DD.7 The use of a lighter color and accent colors on the building exterior might help open it up visually and also create a visual bridge with the more colorful and older housing stock that characterizes JP.

Section 1.2.2 provides an updated discussion of urban design and updated renderings showing the material palette.

Date	First Name	Last Name	Organization	Opinion	Comments	
9/6/2019	Nancy	Read		Oppose	This is just to big!	NR.1
9/6/2019	John	Read	Private citizen	Oppose	Proves to is too big for this location	JR.1
9/6/2019	Roy	Krantz		Oppose	Our neighborhood is no longer a neighborhood. The current building trends on Washington Street are way over done. I very much appreciate what the Pine Street Inn has done for our City over the tears, but this project is just too darn big for this neighborhood. Make it smaller and I would support it. And how dare you propose a building with 225 units and only 60 parking spaces. Ridiculous and insulting to existing residences. Enough is enough. Mayor Walsh will lose my vote over this one.	RK.1 RK.2
9/6/2019	Graham	Shepherd		Oppose	Too large of a development for an already exploding neighborhood	GS.1
9/6/2019	Kevin	Whalen		Support	I strongly support the development of this project. We need both affordable housing AND supportive housing in Boston. As a JP resident since 1990, I am sick of having to see my friends and colleagues leave JP and Roxbury because they cannot afford living here anymore. The statistics back me up. The 2019 NLIHC "Out of Reach" report finds that Boston residents need to earn an annual income of $87,755 (a wage of $42.19/hour) to afford a 2-br apartment. The affordability gap facing Boston's renters and people of color puts thousands at risk of homelessness: renter ($38,200 median income), Latin@ ($31,400), Black ($35,800) and Asian ($46,700) households have few options in Boston's market. Massachusetts is now the country' s third most expensive state for rental housing – trailing only Hawaii and California. The rental crisis has made homelessness surge. Massachusetts homeless population swelled by 14% (2,500 people) last year – the highest increase in the country. On any given night, homeless in Boston number more than 6,000 and in Massachusetts over 20,000. The BHA counts 45,000 households on its public housing waitlist. Those statistics are pretty overwhleming to me. I am a homeowner and I am very frustrated with homeowners who oppose developments like these on NIMBY grounds. There are more of us supportive homeowners than there are of groundless opponents. Please make this project happen! Kevin Whalen, 10 View South Avenue, JP	
9/6/2019	Cynthia	Bainton		Support	Supportive housing is desperately needed in our current economic climate where the gap between the rich and the middle/lower class is growing wider. This project is smart and thoughtful. It is ethically the right thing to do for our society. It has my support.	
9/6/2019	Ashlee	Wiest-Laird	First Baptist Church in Jamaica Plain	Support	We are thrilled about the 3368 Washington St project as it will provide much needed affordable and supportive housing for our community. A healthy neighborhood cares for all who live there. With so much luxury housing now in JP surely Boston can offer quality homes for those who keep this town vibrant and running. The only danger here is leaving our neighbors without a place to live. Let Jamaica Plain/Boston set an example for the rest of our nation in what it means to be a world class city.	
9/6/2019	Charles	Coey	Boston Advisory Council on Ending Homelessness	Support	BACHome (Boston Advisory Council on ending Homelessness) is a council of people with lived experience of homelessness in the City of Boston. We advise the Mayor's Office on issues related to the Mayor's "Boston's Way Home" action plan. We would like to offer this letter of support for Pine Street Inn and The Community Builder's project to develop supportive and affordable housing at 3368 Washington St. in Jamaica Plain. Boston has recently made tremendous strides in how we address homelessness. These steps have led to a considerable reduction in the prevalence of homelessness in Boston at a time where rates are increasing in other cities. However, the availability of supportive housing remains a major challenge. Providing adequate care for many of these people requires multiple services to help them transition out of homelessness and regain control over their lives. So, we strongly support this project. We believe this is a critical step in continuing our recent progress and ensuring a happier and healthier future for Boston. Sincerely, The members of BACHome	

NANCY READ

NR.1 Too big.

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

JOHN READ

JR.1 Too big for this location

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As

discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

ROY KRANTZ

RK.1 Make it smaller and I would support it.

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

RK.2 Insufficient parking for a building with 225 units

PSI's experience is that supportive housing tenants have no cars, and therefore the Proponent does not believe that the Supportive Housing units will add to traffic or parking issues in the neighborhood. The Proponent believes that the parking ratio is appropriate based on the anticipated population of the development and access to

public transportation and bicycle network. Please see response to comment UANA.1 for more detailed information.

GRAHAM SHEPHERD

GS.1 Too large of a development for an already exploding neighborhood.

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

9/6/2019	Ritta Jo (Joey)	Horsley	(Long-time resident)	Support	As a fifty-year resident of JP, member of the Franklin Park Association and a long-time supporter of such neighborhood organizations as JPNDC, City Life, Community Servings, Spontaneous Celebrations, Bikes Not Guns, etc., I want to voice my strong support for the project development at 3368 Washington St. I value the combination of low-income housing and social support services offered by two proven community providers, Pine St. Inn and The Community Builders. I believe this project will benefit our neighborhood and urge the BPDA to approve it. Thank you.	
9/6/2019	Alex	Guriev		Oppose	It is difficult for me to support the project as currently proposed for the following reasons: - Low count of residential parking spots (22 residential parking spots for 236 residential units), when other comparable affordable housing buildings have much higher parking ratios. - Low count of office/staff parking (18 parking spots) given that both Pine Street Inn office and overall building staff will be commuting to the building, many of them presumably by car. - Low quality of the traffic study (11-hours total over 1 day) provided for this project specifically, and absence of a greater traffic study that factors in this proposed development along with other recently proposed/approved/constructed large buildings in the area. - Scale of the supportive housing development relative to Pine Street Inn's prior experience (141 proposed units vs. 52 active units managed at the largest disclosed location), and lack of specificity about what, if anything, will be done differently to manage a much larger population in one location. Complicating the matter is the additional 96 units of affordable housing. There is lack of clarity as to how the two populations will interact, and how management decisions about overall population care, building maintenance, and business will be made and executed. - Lack of clarity about ownership and managerial responsibilities between the two entities operating the project – The Community Builders and Pine Street Inn. If anything goes wrong, who will be in charge, who will pay for it, and who will fix it? Who can fire whom? - Lack of clarity about staffing ratios for this project and how they compare across other Pine Street Inn projects. - Lack of disclosure around financial flexibility to increase staffing in a significant way should the need arise, once the project is built. - The mix for 96 affordable units is 80% studio and one-bedroom, thereby suggesting low mix of family units. - Generally uninspiring and institutional look of the building's design to date. I hope next steps of the process will address most of these concerns. Best, Alex	AG.1 AG.2 AG.3 AG.4 AG.5 AG.6 AG.7 AG.8 AG.9
9/6/2019	Mary	Lenihan	Neighbor	Support	We are so desperately in need of affordable housing all over the world and let's start here in JP. I live and until recently worked in Jamaica Plain. I am a retired school nurse from English High School. I know n love this community send we need affordable housing for all folks. Way too many expensive homes n condos going up and leaving folks behind n displaced. Also given the US problem of addiction we so need supportive housing here too. Pine St. Is the number organization in our area to deal with homelessness and all the issues that come with that. Please support this Project. Thank you, Mary Leniha, RN,MS Long time neighbor and recently retired school nurse at English Hogh School	

ALEX GURIEV

AG.1 **Low count of residential parking spots (22 residential parking spots for 236 residential units), when other comparable affordable housing buildings have much higher parking ratios.**

PSI's experience is that supportive housing tenants have no cars, and therefore the Proponent does not believe that the Supportive Housing units will add to traffic or parking issues in the neighborhood. The Proponent believes that the parking ratio is appropriate based on the anticipated population of the development and access to public transportation and bicycle network. Please see response to comment UANA.1 for more detailed information.

AG.2 **Low count of office/staff parking (18 parking spots) given that both Pine Street Inn office and overall building staff will be commuting to the building, many of them presumably by car.**

The existing site includes 18 parking spaces for PSI, which will be replaced one to one as part of the Project. As detailed below, it is anticipated that three fewer staff will located at the building.

During peak hours (Monday-Friday from 7:00 a.m. to 6:30 p.m.), there will be approximately 43 PSI staff accessing the building. These include services staff, facilities staff and purchasing staff. Of the 43, approximately 16 will be site-based. The other 25 (including services and facilities staff) will have workspace at the building but their job responsibilities are largely in the field. By comparison, the existing site currently houses 54 staff members across PSI Housing, Behavioral Health, Operations/Facilities and Purchasing departments. This reduction in staffing is due to the redistribution of PSI staff who will now be situated at the facilities where their job responsibilities are located. With eleven fewer PSI staff, the parking burden will be reduced.

In addition to PSI staff, there will be approximately eight TCB staff (three property managers, four maintenance, and one Community Life).

With eleven fewer PSI staff, and eight new TCB staff, overall, there will be a net reduction of three staff people working at the Project site. Because the parking designated for staff will be unchanged from the current number of spaces, the Project will create a net reduction of demand due to staff working on the site.

AG.3 **Low quality of the traffic study (1 1-hours total over 1 day) provided for this project specifically, and absence of a greater traffic study that factors in this proposed development along with other recently proposed/approved/constructed large buildings in the area.**

The traffic study was conducted in accordance with the City, State and Federal traffic engineering standards with special consideration for the supportive housing and low-income housing development. The traffic study also adheres to the general principles outlined in the JP/ROX Transportation Action Plan.

The JP/ROX Transportation Action Plan has been implemented to set guidelines for future developments in the area. Based on these guidelines, a project of this size and special use would not a high volume of vehicular traffic therefore not having an adverse impact to the overall roadway network. As each project along the corridor gets developed, an individual traffic study will be conducted to provide any mitigation measures that will need to be taken to minimize impacts to the transportation network.

AG.4 **Scale of the supportive housing development relative to Pine Street Inn's prior experience (141 proposed units vs. 52 active units managed at the largest disclosed location), and lack of specificity about what, if anything, will be done differently to manage a much larger population in one location. Complicating the matter is the additional 96 units of affordable housing.**

There will be 8.71 Case Managers for the Project. This is a lower tenant to Case Manager ratio than found in PSI's other largest housing developments. See the chart below for the comparison to other PSI properties.

Property	# of Tenants	Case Managers	On-Site Supervisor	Residential Staff	Security & Front Desk	Total	Ratios
123 Hamilton	52	3	0.48	1	2.8	7.28	7.14
82 Green	50	2		0.6		2.6	19.23
1740 Washington	34	1.8		1		2.8	12.14
3368 Washington	141	8.71	1.48	3.83	7.2	21.11	6.64

AG.5 **There is lack of clarity as to how the two populations will interact, and how management decisions about overall population care, building maintenance, and business will be made and executed.**

Responses to comments UANA.15 to UANA.36 provide information regarding the anticipated tenant population and other business information regarding the Project.

AG.6 **Lack of clarity about ownership and managerial responsibilities between the two entities operating the project — The Community Builders and Pine Street Inn. If anything goes wrong, who will be in charge, who will pay for it, and who will fix it?**

Who can fire whom? Lack of clarity about staffing ratios for this project and how they compare across other Pine Street Inn projects.

Responses to comments UANA.24 to UANA.31 provides details about ownership, management and responsibilities. Response to comment AG.4 provides staffing levels.

AG.7 Lack of disclosure around financial flexibility to increase staffing in a significant way should the need arise, once the project is built.

Based on the Proponent's extensive history establishing appropriate staffing patterns and the Proponent's research based on comparable models, the Proponent is confident that they have planned for, and budgeted, the clinically appropriate and effective level of services for the Project. If adjustments in the staffing pattern are needed, staffing will be increased accordingly.

AG.8 The mix for 96 affordable units is 80% studio and one bedroom, thereby suggesting low mix of family units.

The concern about the limited number of family units was expressed in earlier conversations with community groups. The Project program has been revised based on those comments: originally there were no three-bedroom units, while the current program includes five three-bedroom units. These changes were made before the submission of the PNF.

Furthermore, the low/mod units are about two-thirds at the 80% AMI level, meaning that they are targeted towards a family of four with a household income of $95,000 per year. This is a population that has, until recently, not been served by typical affordable housing. A recent change in tax law allowed Low Income Housing Tax Credits to be used with this income level (previously the maximum was 60% of AMI – or a family of four with a household income of $71,000 per year). LIHRT can only be used for the 80% AMI level when the overall "Income Average" is at the 60% AMI level. With this number of 80% AMI units at the Project, a market study was performed which determined that the demand at that income level is more for studio and one-bedroom units. The Proponent believes that servicing this higher than typical income level in this mixed income building is a positive contribution to the neighborhood.

AG.9 Generally uninspiring and institutional look of the building's design to date.

Section 1.2.2 provides updated information about urban design, including renderings showing the updated design.

9/6/2019	Lisa	Owens	City Life/Vida Urbana	Support	Dear Dana Whiteside and all at the BPDA, City Life/Vida Urbana supports the current proposal by Pine St. Inn (PSI) and The Community Builders (TCB) for a new residential building at 3368 Washington St. We feel the proposal includes strong levels of affordability for future residents, including: -100% of the approximately 221 rental units will be income-restricted. -91 of the units at 30% AMI for individuals moving out of homelessness, with supportive services. -TCB has committed to applying for 16 additional vouchers in the remaining units, including eleven 2- and 3-bedroom apartments that can serve low-income families. -36% of the TCB low- to middle-income units are affordable at 30% AMI and 60% AMI, which better match neighborhood incomes. -Most of the low- to middle-income 2-bedroom apartments (11 out of 14) are at 30% AMI and 60% AMI. -TCB has agreed on ways to ensure units are affordable in the worst case that they do not receive all the vouchers they apply for. We support the developers' openness to collaboration with community members on strong affordability, their transparency in the process, and their interest in building a community meeting space into the development. We also hope that the Green Street rooming houses around the corner from this project are prioritized for non-profit acquisition to create stable housing for the low-income tenants there. Finally we urge the City and State to provide the full resources needed to make this project successful. Thanks for your attention. City Life/Vida Urbana 284 Amory St. Jamaica Plain, MA 02130	
9/6/2019	Rachel	Rochat	Na	Oppose	This project is far too big for the Washington Street corridor as well as for the needs of the residents. There are better solutions out there.	RR.1

RACHEL ROCHAT

RR.1 This project is far too big for the Washington Street corridor as well as for the needs of the residents.

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

9/6/2019	Keep It 100	for Real Affordable Housing and Racial Justice		Support	We support the strong affordability in the proposal at 3368 Washington St! STRONG AFFORDABILITY THAT MEETS COMMUNITY NEEDS The project is 100% income restricted, and 3/4 is truly affordable at neighborhood income levels. Most households in the JP/Roxbury/Egleston area make less than about $40,000, with many making less than $25,000 a year. This project includes 67% deeply affordable units (107 units at 0-30% AMI) and 74% low and moderate income units (125 units at 0-60% AMI). For the past four and a half years, community members have organized passionately for high levels of affordability at 30% AMI, as well as 40-60% AMI. This project includes many units at these levels, in both halves of the project: * Permanent housing is key to people moving out of homelessness, and the units reach the lowest income levels (0-30% AMI). * 36% of the housing in the second half of the project, or 34 out of the 95 units, is affordable at 0-60% AMI. Pine St/The Community Builders will apply for 16 vouchers in these units to support low-income families, not just low-income individuals. Almost half of these 34 0-60% AMI units (16 of them) are 2 and 3 bedroom units. Many of our friends, family members, and loved ones have experienced homelessness and are making low and moderate income levels. This includes many people of color, families headed by Black and Latina women, queer and non-binary people, seniors, and people with disabilities and health conditions. Many have been pushed out of the neighborhood and city, or are at risk of being displaced now. This is not abstract to us: the members and supporters of our group include people who are currently living in shelters, facing deadlines and court-ordered evictions to leave their apartments, experiencing rent hikes in Section 8 units, and commuting from towns far from Boston for work. 100% affordability, with most units affordable at deep income levels, meets the needs of the community. While we encourage continued dialogue about how to improve the project beyond the affordability mix, we want to ground the conversations of affordability in the recognition of the humanity and dignity of people in our community -- not fear and stereotypes about people facing homelessness and about low- and moderate-income people. PROVIDE FULL RESOURCES AND FUNDING FOR THE PROJECT We urge the City and State to provide the full resources needed for the project's success. We applaud Mayor Walsh and Chief Sheila Dillon's leadership to commit extraordinary resources here to support large amounts of deeply affordable housing. Providing City funding for buying land, existing units, and developing non-profit affordable housing were critical strategies in Plan JP/Rox for achieving neighborhood affordability goals -- where the City committed to 41% overall affordability, and where we continue to advocate for even higher goals. This project has the potential to be a central example of the City's large commitment to these strategies and making strong affordability a reality. We also ask the City to prioritize supporting non-profits to buy the rooming houses on Green Street to make them permanently affordable. Preserving these large currently affordable buildings must go hand-in-hand with new deeply affordable construction. IDENTIFYING SOLUTIONS AROUND LOWER 60% AMI RENTS The developers have expressed openness to working with us on solutions to lower 60% AMI rents, which have been jumping over the past years to become increasingly unaffordable. Solutions could include using "marketing windows" which decrease rents by 10%, which JPNDC is pursuing in projects. We look forward to identifying solutions in the next couple months around this important issue. ADDITIONAL STRENGTHS OF PROJECT AND COMMUNITY PROCESS The development also includes a community room that will help provide space for activities and meetings that bring our neighborhood together and strengthen the fabric of our community. In addition, The Community Builders has provided data on their track record with evictions, modeling how developers can be transparent about their practices around displacement.

9/4/2019	Frank	Mangini	Back Home (project to end Chronic Homeless)	Support	I live at the Sister Virginia Mulhern House, and I fully support the nearby 3368 Washington Street development.
9/4/2019	Brian	Mulligan		Support	I live at the Sister Virginia Mulhern House at 35Crieghton St , and I fully support the nearby 3368 Washington Street development
9/4/2019	Nicholas	Distasio		Support	I live at the Sister Virginia Mulhern House, and I fully support the nearby 3368 Washington Street development
9/4/2019	Sarah	Horsley	Boston Tenant Coalition & JP Neighborhood Council, Housing & Development Committee	Support	Dear BPDA, I write in wholehearted support of the proposed project at 3368 Washington St. Jamaica Plain. With so much market rate development along Washington Street (that arguably contributes to displacement of low and moderate income JP residents), it is absolutely crucial to have 100% affordable projects like this one. Moreover, the project is proposed by two organizations with excellent reputations: Pine Street Inn and The Community Builders. As an Advisory Board member of the Plan JP/Rox process, I can attest that this project is in full support of the goals and priorities of Plan JP/ROX. This project provides 236 permanently affordable apartments, including 141 studio apartments to serve formerly homeless individuals, with a full range of supportive services to be provided by Pine Street Inn. The remaining 95 apartments offer homes that low- and moderate-income households can afford - these units are for people earning 30-80% AMI (approximately $32-$85k for 3-person household). The development team has also committed to contribute toward the community need for decent paying jobs for local residents, by meeting or exceeding the Boston Residents Job Policy standards. The project will create 480 construction jobs and 15 permanent jobs in property management, case management, maintenance, and administrative support. FInally, the developers have done extensive community outreach and engagement and have been very responsive to community feedback. The development team worked hard and was willing to be creative, in order to increase the percentage of homes for families making below 60% AMI and to include larger apartments in that income range. As a nearly life-long resident of the immediate area, I think this project is exactly what we need at this location. I urge the BPDA to approve this project and enable Pine Street Inn and The Community Builders to continue their important work of meeting the affordable housing and other needs of Boston residents. Sincerely, Sarah Horsley
9/4/2019	Matan	BenYishay	Fenway Health	Support	This is a GREAT development with thoughtful, conscientious partners. We badly need more housing for formerly homeless people and low and moderate-income people!
9/3/2019	Nina	Robinson		Support	Boston is in need of housing for homeless individuals and individuals who do not make enough money to pay the ever increasing rent rates across the city. This is a great project that would bring much needed housing to vulnerable populations, which Mayor Walsh claims is a priority of his!
9/3/2019	James	Bull	Tenant	Support	I live at the Bowditch School at 82 Green Street and fully support the nearby 3368 Washington Street development. I feel it will be a great opportunity for homeless individuals to obtain housing.
9/3/2019	Rachel	Lecker		Support	I am enthusiastically supporting the proposed development at 3368 Washington Street. As a JP resident I have seen the increasing lack of affordable rental opportunities in our neighborhood. I am a strong proponent of supportive housing and welcome the Pine Street Inn/ The Community Builders' proposed development at 3368 Washington Street. This development will bring housing opportunities to homeless individuals as well as low income families. Thank you for your consideration of my support.

9/3/2019	Liberty	Britz	WriteBoston	Support	I'm writing to express my enthusiastic support for the proposed Pine Street housing development at 3368 Washington Street. I've lived in JP for several years, and even since I moved to the neighborhood, I've seen rental prices soar out of reach for middle- and low-income individuals and families. Costly developments are cropping up around mixed-income areas near Forest Hills and Egleston Square; affordable homes and apartment buildings are demolished in favor of new luxury condos. I feel strongly, as do my JP neighbors, that we ought to invest at least this much in our city's more vulnerable populations. Long live Pine Street Inn!	
9/3/2019	Noah	Sawyer		Support	Hi, I think this is a great project, and supports Jamaica Plain's values of diversity and inclusion. This is a good site, and I think the project is a reasonable size given the other buildings going up along Washington Street. Noah Sawyer	
9/3/2019	Liz	OConnor		Support	I am supporting this project because we need permanently affordable housing to maintain the character and liveability of our community. I also appreciate the sustainability of the building, the supportive services for those formerly homeless, and the attention to complete streets recommendations from the JP/ROX plan.	
9/3/2019	Joe	Vallely	St. Mary of the Angels	Support	As JP neighbors we feel strongly that room must be make for people who have been homeless and those of low income. We welcome this project and have the greatest confidence in Pine St. Inn to provide the necessary supports to the residents and TCB to design a building that will serve the tenants and enhance the neighborhood. Thanks.	
9/2/2019	Maura	Meagher		Support	With all the building that is going on in JP we should be better about providing for our more vulnerable citizens and those struggling economically to remain in the city. This development addresses both of those concerns.	
9/2/2019	John	Riordan		Support	As a longtime Jamaica Plain resident, and someone deeply concerned about the rate of affordable housing development, I wholeheartedly support this project.	
9/1/2019	Scott	Rose		Oppose	This community is not prepared to deal with such a large housing block. Based on the other PSI locations, and the associated loitering it's not fair to the neighborhood to put in such a large block of PSI housing. I'm ok with a PSI site with a similar size and scale, but this project is way too big	SR.1
8/31/2019	Jin	Chung	Resident	Oppose	In favor of this conceptually, but the project size and client needs seem disproportional to JP's infrastructure. Also, is it smart to have a brewery (behavioral trigger) across the street? Also concerned there's a daycare less than 1000 feet away and possible loitering at green t stop and nearby streets. Would support if increased the family units, 1/3 fewer transitional clients, and parking similar to other JP development requirements of similar size and scale. Thank you	JC.1 JC.2
8/31/2019	Josh	Reed		Oppose	I'm in favor of a project like this but th scope is too large and too dense for the neighborhood, this project is proposed to be as dense as a downtown building, this is Jamaica plain. PleSe bring this in line with surrounding density.	JOR.1
8/30/2019	LEAH	RODRIGUEZ		Support	I'm excited for this development. We need more affordable housing development. I am especially excited that this project will have housing for the formerly homeless. We need more projects like this. I heartily support this development!	
8/30/2019	Kendra	Halliwell	Community member	Support	Hi Dana- I am writing in support of this project. The scale is appropriate, and the program is welcome in our neighborhood. I also would support a decrease in parking on site. Thank you, Kendra Halliwell	

SCOTT ROSE

SR.1 **This community is not prepared to deal with such a large housing block. I'm Ok with a PSI site with a similar size and scale, but this project is way too big**

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

JIN CHUNG

JC.1 **In favor of this conceptually, but the project size and client needs seem disproportional to JP's infrastructure. Also, is it smart to have a brewery (behavioral trigger) across the street? Also concerned there's a daycare less than 1000 feet away and possible loitering at green T stop and nearby streets.**

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial

space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

JC.2 **Would support if increased the family units, 1/3 fewer transitional clients, and parking similar to other JP development requirements of similar size and scale.**

To clarify, none of the homeless tenants will be "transitional." This is permanent, supportive housing and all tenants will have the rights and responsibilities generally associated with that status. As previously noted, it is not anticipated that the formerly homeless population will require parking.

JOSH REED

JOR.1 **I'm in favor of a project like this but the scope is too large and too dense for the neighborhood.**

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In

addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

8/28/2019	David	McGaffin		Oppose	I am deeply concerned about the plans for Pine Street Inn on Washington St. It hardly seems sufficient to provide 60 parking spaces for 225 residential units plus the need for parking created by the office and community space. The residents of Union Ave (the closest street parking to PSI) will bear the brunt of the resulting overflow with even more traffic on such a narrow street. Additionally, I have not heard any information about mitigation of the problems that are currently prevalent in the South End. Will we face the same issues? I would like to know why we wouldn't. I am a strong supporter of advocacy for the homeless. I have personally befriended and cared for homeless people who I have met while walking through Franklin Park. I would welcome improved facilities for the homeless at PSI in JP. However, this planned construction is oversized for the neighborhood around it. I hope that you will reconsider and scale down this project. Sincerely, David McGaffin	DM.1 DM.2 DM.3
8/28/2019	John	Yerby		Oppose	There is not enough parking for this development and all the additional vehicles it will bring to the area. Parking on my street (Union Avenue) is already scarcely available. Also, there needs to be some market-rate housing included in the project. Such a mix has been successful at other similar developments, and it would help bring stability to the chronic homeless population that this development is intended to serve. I respect what Pine Street does in helping our community; it needs to respect the desire of the existing residents in the neighborhood to keep their neighborhood safe and stable.	JY.1 JY.2
8/28/2019	Frederick	Vetterlein	Union Ave Neighborhood Assoc	Oppose	I am against the 3368 Development Proposal as it now stands. The project is denser than anything proposed in JP and leaves many questions that need be answered satisfactorily to the neighbors. -The parking is deficient for a building that will house this number of occupants and also serve as offices for a large organization. See the pages presented by Alex Guriev of the Union Ave Neighborhood Assoc. -The homeless portion of the proposal has sometimes been explained as being designed to serve the chronic. What is the meaning? Does chronic have reference with the currently terrible problems in the South End of a street population that is difficult to manage and making lives of residents miserable? -What organization is ultimately responsible for the supervision of the proposed development population? Page 7 of the BPDA Article 80 for the project lists the manager as an LLC between The Community Builders and the Pine Street Inn. We know that the Pine St Inn has done a good job at the Bowditch School in Jamaica Plain. But who is this manager? Is there a track record? If this is a proposal for a chronic population, does it mean a population with drug, alcohol, or mental problems? How will possible problems with these tenants be dealt with? The city currently seems to be unable to get a handle on the South End problems. -Exacerbating the problem is the exclusion of market rate units in the project. Why in an area that needs active retail clients to build up retail stores and services does a project exclude market rate units? The City of Boston currently plans to rebuild the Bromley Heath Housing Project by including 185 new market rate units in the 613 unit mix. The market rate units will add stability as well as provide a valuable financial component to getting the project built. This kind of market rate/affordable mix has been happening for years in the South Boston City Projects as well as Columbia Point. They were both City Housing projects that were once dangerous and abandoned but now fit into the fabric of the city. Why should a mix be abandoned in this location? Fred Vetterlein 26 Union Ave	FV.1 FV.2 FV.3 FV.4 FV.5

DAVID MCGAFFIN

DM.1 **It hardly seems sufficient to provide 60 parking spaces for 225 residential units plus the parking need created by the office and community space. The residents of Union Ave (the closest street parking to PSI) will bear the brunt of the resulting overflow with even more traffic on such a narrow street.**

PSI's experience is that supportive housing tenants have no cars, and therefore the Proponent does not believe that the Supportive Housing units will add to traffic or parking issues in the neighborhood. The Proponent believes that the parking ratio is appropriate based on the anticipated population of the development and access to public transportation and bicycle network. Please see response to comment UANA.1 for more detailed information.

DM.2 **I have not heard any information about mitigation of the problems that are currently prevalent in the South End. Will we face the same issues? I would like to know why we wouldn't. I would welcome improved facilities for the homeless at PSI in JP.**

The situation in the South End is a result, in part, of the lack of the type of housing that this Project includes for homeless individuals. The Project is an affordable housing project -- not a shelter, nor an outreach program, or a methadone walk-in clinic. Within the Project will be 141 Supportive Housing units targeted to chronically homeless individuals. On-site staff will provide case management services to each of the 141 tenants to maximize those tenants' health and stability.

DM.3 **This planned construction is oversized for the neighborhood around it. I hope that you will reconsider and scale down this project.**

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59

feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

JOHN YERBY

JY.1 **There is not enough parking for this development and all the additional vehicles it will bring to the area. Parking on my street (Union Avenue) is already scarcely available.**

PSI's experience is that supportive housing tenants have no cars, and therefore the Proponent does not believe that the Supportive Housing units will add to traffic or parking issues in the neighborhood. The Proponent believes that the parking ratio is appropriate based on the anticipated population of the development and access to public transportation and bicycle network. Please see response to comment UANA.1 for more detailed information.

JY.2 **There needs to be some market-rate housing included in the project. Such a mix has been successful at other similar developments, and it would help bring stability to the chronic homeless population that this development is intended to serve.**

While there are no market rate units in this building, the Proponent believes that the Project will be a positive example of mixed income housing. Approximately 61 of the approximately 95 low/mod units in the building will be targeted towards households with an income at 80% AMI. This translates to about $95,000 per year for a family of four, or $66,000 for an individual. This is at a higher level than typical affordable housing, as described further in response to comment UANA.12.

TCB is a strong proponent and developer of mixed income housing, including with a sizable share of market rate housing. This is what TCB has developed (225 Centre Street) and continues to develop (250 Centre Street, 125 Amory Street) in Jackson Square. The context matters, and what works in a location depends on what is nearby. The Proponent believes that the proposed income mix is appropriate at this location. In Jackson Square, there is a higher proportion of income restricted housing, with a higher share of the apartments targeted to the lowest income populations. Therefore, adding more market rate housing to the mix there makes more sense. At the Project site, the surrounding area has significantly more market rate housing, with large, dense market rate buildings being added in the recent past and near future. In that context, the Proponent believes that the income mix being proposed is appropriate.

FREDERICK VETTERLEIN

FV.1 The project is denser than anything proposed in JP.

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

FV.2 The parking is deficient for a building that will house this number of occupants and serve as offices for a large organization.

PSI's experience is that supportive housing tenants have no cars, and therefore the Proponent does not believe that the Supportive Housing units will add to traffic or parking issues in the neighborhood. The Proponent believes that the parking ratio is appropriate based on the anticipated population of the development and access to public transportation and bicycle network. Please see response to comment UANA.1 for more detailed information.

FV.3 The homeless portion of the proposal has sometimes been explained as being designed to serve the chronic. What is the meaning? Does chronic have reference with the currently terrible problems in the South End of a street population that is difficult to manage and making lives of residents miserable?

PSI/TCB are using the HUD definition of Chronic Homelessness -- an individual experiencing Chronic Homelessness must meet the following standard: A homeless

individual with a disability (who can be diagnosed with one or more of the following conditions: substance use disorder, serious mental illness, developmental disability, post-traumatic stress disorder, cognitive impairments resulting from brain injury, or chronic physical illness or disability) who lives in a place not meant for human habitation, or in an emergency shelter; and who has been homeless continuously for at least 12 months or on at least 4 separate occasions in the last 3 years, with the combined occasions equaling at least 12 months.

This is a federal standard.

FV.4 **What organization is ultimately responsible for the supervision of the proposed development population? who is this manager? Is there a track record? If this is a proposal for a chronic population, does it mean a population with drug, alcohol, or mental problems? How will possible problems with these tenants be dealt with?**

See response to comment FV.3 for the definition of Chronic Homelessness.

The 141 supportive housing units at 3368 Washington will be targeted to chronically homeless individuals, and those individuals will receive supportive services from the Pine Street Inn. Since its first permanent, supportive, affordable housing development created in 1984, Pine Street Inn has successfully housed chronically homeless individuals across its portfolio (with 3,000 housed to date). The portfolio includes developments in Jamaica Plain -- the Bowditch School, Francis Grady Apartments and the Sister Virginia Mulhern House. Each tenant receives individually tailored support services, based on a solid foundation of case management. Every tenant served by PSI has a case manager with whom they work to maximize health and stability. PSI has a HUD Housing Retention Rate of 94%, far exceeding the HUD standard of 80%.

FV.5 **Why in an area that needs active retail clients to build up retail stores and services does a project exclude market rate units?**

While there are no market rate units in this building, the Proponent believes that the Project will be a positive example of mixed income housing. Approximately 61 of the approximately 95 low/mod units in the building will be targeted towards households with an income at 80% AMI. This translates to about $95,000 per year for a family of four, or $66,000 for an individual. This is at a higher level than typical affordable housing, as described further in response to comment UANA.12.

TCB is a strong proponent and developer of mixed income housing, including with a sizable share of market rate housing. This is what TCB has developed (225 Centre Street) and continues to develop (250 Centre Street, 125 Amory Street) in Jackson Square. The context matters, and what works in a location depends on what is nearby. The Proponent believes that the proposed income mix is appropriate at this location. In Jackson Square, there is a higher proportion of income restricted housing, with a higher

share of the apartments targeted to the lowest income populations. Therefore, adding more market rate housing to the mix there makes more sense. At the Project site, the surrounding area has significantly more market rate housing, with large, dense market rate buildings being added in the recent past and near future. In that context, the Proponent believes that the income mix being proposed is appropriate.

8/28/2019	Pamela	Yellin		Oppose	I am a long time resident of Union Avenue and I am strongly against the 3368 Development Proposal in it's many iterations. Besides being denser than other projects proposed in JP, it is woefully short of parking which will no doubt affect all of us on Union Avenue directly as well as indirectly. There are many items that are insufficiently thought through and we Union Avenue abutters are sadly going to be the largest continent to pay the price. Others have stated specifics, so I do not need to restate data. I believe it is sufficient to say That there seems to be very little consideration given to us and our needs and we are asked to give the most, including our peace, sanity and parking . Please reconsider your lack of plans and go back to the drawing board on the issues Fed and Alex have illuminated. To be clear about who I am , I have supported 2 homeless men over the past 3 years, bringing food daily at one point, taking them to medical appointments as well as being in the recovery room for surgery for one of them. This information is strictly letting you know I appreciate your intentions of serving the homeless and under-served community. I simply ask we are given the same considerations. Pamela Yellin.	PY.1 PY.2
8/23/2019	CJ Hassan	Ghanny	Mass General Hospital	Support	I live at 10 Gartland Street in Jamaica Plain, in the same neighborhood in the southern third of JP/Rox. I walk by this site nearly every day going in between my house and the local corner stores and/or Green Street station. I am completely in support of this project. This is the kind of windfall that will allow for transformative change in the city of Boston. This is my perspective as a person working in the mental health field currently, and as a former health equity organizer. Persons in recovery need access to comprehensive care, and this building will provide that. It seems through the plans that the building will be a one-stop shop not only for housing, but for other supported social services as well and/or supported employment and education services. These are the kinds of things that downtrodden people will benefit from in one place. I receive services at BMC, where much of Boston's indigent population also receives services, and I can say that that environment is not particularly good for a person in recovery and/or a person struggling with housing insecurity. An environment that allows for a comprehensive, residential-based model of care will be more useful and less burdensome for the target population. In addition, this area of Jamaica Plain is very safe and generally not conducive to the kinds of dangers one finds in the South End and Roxbury; namely, easy access to drugs and paraphernalia. There is much less of that here, and therefore it will be easier for persons in recovery at the proposed site to steer clear of substances and negative people power. The site is located just down the road from one of the portals to Franklin Park. I would like to see some of the people housed at this site going on walks in the restorative woods up there. One further benefit is that Arbour Counseling is right down the street at Bartlett Square, and there are two health centers (Brookside and SJP) within walking distance. Now, my view on this situation is not completely rosy. Let me detail some foreseeable problems and some potential solutions: 1. The whole corridor of Washington Street in JP/Rox is a food desert. Unless a supermarket pops up in one of the new developments that are finishing construction, there are scant places to find fresh produce and healthy groceries. The corner stores right here, Ruggiero's, Green St Market, and Yessenia's, offer certain products and fresh produce but not in a reliable quantity or quality. If we had a Daily Table esque discount grocery store anywhere between Egleston, Forest Hills, and Green St T, this would greatly ease both the needs of the residents here at the proposed site and in the neighborhood overall. 2a.	CH.1

					While the area is accessible by transit, Green is one of the more neglected stations on the T owing to its low ridership. At present, some houseless individuals might be seen hanging out there during the day. They are not currently a nuisance, aside from smoking cigarettes in the gangway area. But I would bet that, with any increase in population proximal to Green Street, that there would be more people hanging around the gangway of Green station. I AM NOT SUGGESTING DEPLOYING TRANSIT POLICE THERE. That would make me as a relatively law abiding resident of this neighborhood uncomfortable. Simply, this is where street outreach persons - social workers and/or peer workers - should be deployed especially during the wintertime. 2b. In addition, the 42 bus does not run as often as it needs to sometimes. I would propose the funding of a covered bus shelter at the corner of Washington and Green to accommodate the people from this development who, I would envision, might be going between the proposed site and Dudley Station or Forest Hills. The 42 itself is rarely packed to the brim, so I don't anticipate there being capacity issues on the bus itself. 3. The proposed site is close to Hatoff's gas station, which is a cluster of traffic problems - both speeding and irresponsible turns in and out of the station onto Kenton Road and Rockvale Circle. I would encourage a tight traffic plan for the proposed development just so that the whole of Washington between Green and Forest Hills doesn't become a sea of brakelights during rush hour. 4. The proposed site does directly overlook a brewery, the Turtle Swamp. Personally, I don't really care to defend Turtle Swamp in any measurable way because I don't care for their offerings and they don't bring any significant value to the character of the neighborhood. But, be aware that you might be putting persons with alcohol dependency right across the street from a brewery - one that is well traveled by bougie people at that. 4a. One thing to glean from Turtle Swamp, however, is that they do bring in food trucks to serve their patrons owing to the lack of quality hot food in the area. I would advise similar installments at the proposed site - programs like The Fresh Truck or The Family Van that can serve the population in a dignified but mobile way. Once again - this area is my home, and I want it to serve people. I hear the horror stories about needles and condoms strewn about Orchard Gardens, and I don't envision that this development would bring that here. That said, a failure to address some of these issues will mostly put strain on the residents of this development before they would put strain on me. Overall, if there are growing pains with the proposed site, I welcome them, because they will make us stronger as a neighborhood and as a city. Best, CJ Hassan Ghanny	CH.2 CH.3 CH.4
8/12/2019	Maddie	DeClerck		Support	Hello, I live right down the street from this project with my newborn child and husband. I strongly support this partnership between Pine Street and TCB to provide crucially needed supportive housing and the additional housing for our working and middle class neighbors. Whether people are stuck trying to navigate the shelter system or are of those being shuffled from street to street down by South Bay, dispersed into surrounding neighborhoods then forced back to "the mile", the state of housing security in Boston is unacceptable and this is a wonderful opportunity for JP to be good neighbors and be part of a real step in the right direction. My hopes is that this project is not burdened with unnecessary delays, NIMBYism, or diminished size. Looking forward to this inclusive, smart, timely, transit-oriented project and the new neighbors it will bring! Thank you, Maddie	

PAMELA YELLIN

PY.1 **It is denser than other projects proposed in JP.**

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

PY.2 **It is short of parking which will no doubt affect all of us on Union Avenue directly as well as indirectly.**

PSI's experience is that supportive housing tenants have no cars, and therefore the Proponent does not believe that the Supportive Housing units will add to traffic or parking issues in the neighborhood. The Proponent believes that the parking ratio is appropriate based on the anticipated population of the development and access to public transportation and bicycle network. Please see response to comment UANA.1 for more detailed information.

CJ HASSAN GHANNY

CH.1 **The whole corridor of Washington Street in JP/Rox is a food desert. The corner stores right here, Ruggiero's, Green St Market, and Yessenia's, offer certain products and fresh produce but not in a reliable quantity or quality. If we had a Daily Table esque discount grocery store anywhere between Egleston, Forest Hills, and Green St T, this**

would greatly ease both the needs of the residents here at the proposed site and in the neighborhood overall.

The primary goal of the Project is the Supportive Housing, and secondarily, the additional low/mod housing. In order to achieve these goals, PSI is bringing back the staff that currently operates on the site. When combined with the need for property management staff, as well as amenity space for the residents, there is not sufficient space to include retail on the ground floor. Other measures to activate the ground floor space have been included.

CH.2 **I would propose the funding of a covered bus shelter at the corner of Washington and Green to accommodate the people from this development.**

The Project is feasible only through significant public investment of affordable housing funds. It does not have the capacity to fund these improvements.

CH.3 **I would encourage a tight traffic plan for the proposed development so that the whole of Washington between Green and Forest Hills doesn't become a sea of brakelights during rush hour.**

Given the size of the development and the special use, it is anticipated that vehicle use would be minimal and that the development would not have an adverse impact on the roadway network. As such, it is not deemed necessary by City, State or Federal traffic engineering standards to provide a mitigation traffic plan to the Washington Street corridor or adjacent intersections. As future projects are developed that may have an affect on the roadway network, mitigation measures will be proposed in accordance with the JP/ROX Transportation Action Plan.

CH.4 **I would advise similar installments at the proposed site - programs like The Fresh Truck or The Family Van that can serve the population in a dignified but mobile way.**

PSI has several tenants in other locations that utilize The Fresh Truck, The Daily Table and other resources for individuals experiencing food insecurity. Case Management staff work with tenants to identify food resources that tenants can, and are comfortable, accessing if necessary. With regard to medical services, PSI's tenants often access care through local community health centers where they can receive support and resources for a range of service needs, as well as through the McInnis Health Care operated by Boston Health Care for the Homeless Program.

7/26/2019	Rickie	Harvey	Boston Clean Energy Coalition	Neutral	Comments on 3368 Washington Street, Jamaica Plain A number of very promising aspects can be noted in the PNF for 3368 Washington Street. These include the stated EUI of 30.5, that the project will be 15% better than base code (when new Stretch Code will require 10% better than base code), and the use of various green roofs. In addition, while it is very good to see that PV panels are being explored, the set aside of 1,000 sq. ft. for these is surprisingly small for the size of the project. Certainly the BPDA can push for a significant increase in the panels to be employed? The PNF states that mechanical systems are being designed for a future swap. I read this to mean that they are eschewing electrification today but allowing for it in the future. Why are they waiting? As the BPDA is aware, we need all buildings electrified now that they can be fueled by renewables only. Rather than providing for a future swap, why not install heat pumps today and absolutely go all electric at the outset? To swap later will be much more costly than simply installing these systems today. The BPDA should push for more than the proponent's simply "studying Passive House design measures that can be incorporated." While this signals a good start on the part of TCB, there is no reason not to identify and commit to specific PH measures. Please ensure that PH is duly incorporated throughout the project, thus setting the stage for extremely low energy bills for the Pine Street Inn occupants. All of the above will be buttressed by the "green power/carbon offsets" for which two LEED credit points are taken, which if implemented would make this project net-zero carbon for the first 5 years. If this project follows through with complete electrification, excellent energy efficiency via Passive House, and generating as much on-site renewable energy as possible—coupled with achieving net-zero carbon through offsets purchased for any remaining non-renewable energy used—then it could be an outstanding example of the kind of project Boston needs to be permitting today. The BPDA needs to ensure that this is the case. Rickie Harvey Resident of Jamaica Plain and On behalf of the Boston Clean Energy Coalition (BCEC) BCEC member organizations: 350 Mass—Boston Node Back Bay Green Boston Climate Action Network Clean Water Action Environment Massachusetts Home Energy Efficiency Team Massachusetts Climate Action Network Mothers Out Front, Boston Resist the Pipeline Sierra Club of Massachusetts Toxics Action Center West Roxbury Saves Energy	RH.1 RH.2 RH.3
7/26/2019	James	Michel	Boston Clean Energy Coalition	Neutral	While I strongly support the mission of this project, it does not go nearly far enough to meet the requirements of a 21st century green building. The recently released Carbon Free Boston (CFB) summary report identifies the built environment (along with transportation) as the key sector for moving the city to carbon neutrality by 2050. All of our existing 85,000 buildings will need deep retrofits, and EVERY newly constructed building should be net zero energy, or at least net zero carbon. Instead of "studying Passive House design measures that can be incorporated", please design this development to meet Passive House standards. Studies have shown that the small increases in initial design and construction costs are quickly recovered in building operating costs over the first few years, and make for significant savings over the life of the structure. Why speak about studying "full electrification" when you should just commit to it?! Again, the CBF report makes it clear we must electrify our building and transportation sectors while striving to 'green the grid'. We must, and will, transform our electric generation system to 100% renewable sources. We can not afford to continue to use, and expand our use of 'natural' gas to heat and cool buildings. Finally, I would urge the developer to expand the use of solar panels for this project; the proposed amount seems small for a project this size. They may not be able to achieve NZE, but they should be able to get close. In summary: 1. Adopt passive house design to make this development as energy efficient as possible. 2. Use electricity to heat and cool - do NOT use gas, at all. 3. Incorporate as much solar as possible.	JM.1 JM.2 JM.3

RICKIE HARVEY

RH.1 **Include more solar PV.**

The Project includes solar PV arrays. The total amount will depend on available roof space once the design is more advanced.

RH.2 **The PNF states that mechanical systems are being designed for a future swap. I read this to mean that they are eschewing electrification today but allowing for it in the future. Why are they waiting? Rather than providing for a future swap, why not install heat pumps today and absolutely go all electric at the outset?**

A variety of mechanical systems are being considered. While final selections have not yet been made since the Project is just in the schematic stages, these options include systems that can be all electric, such as a VRF/VRV system.

RH.3 **Please ensure that PH is duly incorporated throughout the project, thus setting the stage for extremely low energy bills for the Pine Street Inn occupants.**

Where financially feasible, Passive House strategies are being considered.

JAMES MICHEL

JM.1 **Please design this development to meet Passive House standards.**

Where financially feasible, Passive House strategies are being considered.

JM.2 **Why speak about studying "full electrification" when you should just commit to it? The CBF report makes it clear we must electrify our building and transportation sectors while striving to 'green the grid'.**

A variety of mechanical systems are being considered. While final selections have not yet been made since the Project is just in the schematic stages, these options include systems that can be all electric, such as a VRF/VRV system.

JM.3 **I would urge the developer to expand the use of solar panels for this project; the proposed amount seems small for a project this size.**

The Project includes solar PV arrays. The total amount will depend on available roof space once the design is more advanced.

7/26/2019	Carol	Oldham	MCAN	Support	To whom it may concern, As someone who is involved in sustainability, efficiency, and environmental justice work, as well as someone who is a resident of JP (right near this proposed project), I am excited to see affordable housing development happening that centers the concepts of sustainability and climate friendliness . I am the Executive Director of Massachusetts Climate Action Network, an environmental non-profit that is committed to action in many areas concerning environmental issues. We have been very involved in helping communities develop net zero plans, and in the push for a Net Zero stretch building code. We have worked with municipalities across the commonwealth as well as at the state level to advocate for this issue. A commitment to affordable housing is refreshing and needed. As you know, the level of income inequality is on the rise nationwide, but is very apparent here in JP. Committing to low and middle income housing is crucial to ensuring an equitable quality of living for people of all socio-economic status. That is why I support this project. However, I hope it will be taken into consideration that net zero buildings are more cost effective in the long run, as the better design ensures tenants and/or building operators have lower heating and cooling bills. We encourage Pine Street Inn to consider making this development Net Zero, or Net Zero Ready. I strongly encourage you to commit to incorporating the energy efficiency points that have been laid out in the LEED v4 checklist. Although you are not required to abide by this checklist it is in the best interest of this project to do so. By incorporating the energy efficiency points this development would heavily reduce the long term cost of the project. As you likely know, Massachusetts has a carbon reduction goal of 80% reductions by 2050 and is currently considering legislation that would increase that to what the science now shows is needed - 100% reductions, statewide. Additionally, building this project as a Net Zero building now will ensure that costly retrofits do not need to be done later. Earlier this year Boston rolled out their "Carbon Free Boston" initiative which is aiming for a 2050 benchmark for carbon neutrality. The model showed that every building in Boston will need to operate at a net zero performance standard. It is in the best interest of this development to build with that benchmark in mind to avoid the cost of retrofitting later. Emissions from buildings make up around 40% of state wide emissions and without a shift towards Net Zero buildings we will fail to meet our carbon reduction goals. There is proposed legislation to make Net Zero a reality, but without use cases such as your project could become, that legislation is harder to pass. Net Zero is about more than meeting a goal though. In section 4.3 of your Project Notification Form titled "Climate Change Resilience" you mention the reality of meeting higher demand for cooling buildings during increased heat events. Net Zero buildings being more energy efficient is one aspect of this resilience strategy. A tighter building envelope decreases the need for cooling in the summer and heating in the winter, ensuring residents are more comfortable in extreme weather and that your heating and cooling bills are lower. Additionally, based on the LEED checklist v4 checklist provided in section 4 of your Project Notification Form, if you were to commit to the energy efficiency points, your pathway to Net Zero would become easier and cheaper. We also encourage a larger solar installation on this development: Although it is commendable that this development is clearly committed to sustainability and energy efficiency, there is room for improvement in the amount of solar PV currently proposed. 1000 SF of solar PV is a relatively small installation for a building of this size. An increased solar installation would help to make this development more energy efficient and more cost effective. Additionally, a larger solar installation could offset costs from the planned Renewable Energy Credit purchases outlined in section 4.2. This development has clearly been well thought out. I hope that you will take these comments into consideration and I am happy to provide more information or meet to further discuss this matter. Sincerely, Carol Oldham Executive Director, MCAN 36 Bromfield St Boston, MA 02108 Massclimateaction.net	CO.1 CO.2 CO.3

CAROL OLDHAM

CO.1 **We encourage Pine Street Inn to consider making this development Net Zero or Net Zero Ready.**

A variety of mechanical systems are being considered. While final selections have not yet been made since the Project is just in the schematic stages, these options include systems that can be all electric, such as a VRF/VRV system. The Proponent will also complete a Zero Carbon Building Assessment to analyze measures to bring the building closer to net zero.

CO.2 **I strongly encourage you to commit to incorporating the energy efficiency points that have been laid out in the LEED v4 checklist.**

Where financially feasible, Passive House strategies are being considered.

CO.3 **We encourage a larger solar installation on this development1000 SF of solar PV is a relatively small installation for a building of this size.**

The Project includes solar PV arrays. The total amount will depend on available roof space once the design is more advanced.

7/24/2019	Shannon	Argueta		Oppose	The current proposal is far too tall and dense to fit in with the current neighborhood housing atmosphere in this area. No buildings are more than 4 stories tall within 0.25 miles, with most being 2-3 story buildings. The current proposal will create a massive burden of people on an area that is only recently developing from an industrial area to a residential area. Additionally, there are already 4 HUD housing units within 0.25 miles of this zone providing necessary affordable housing to the area Adding such a large density population within this small area will significantly impact the ability of the area to continue residential growth. I live within this 0.25 mile zone and support the growth of affordable housing and homeless housing, but this is simply too dense for this area to support and to still sustain additional growth. Consider reducing the proposal by 50% to a three story building to fit with the current community in this area.	SA.1

SHANNON ARGUETA

SA.1 The current proposal is far too tall and dense to fit in with the current neighborhood housing atmosphere.

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

7/23/2019	Daniel	Smith		Oppose	Every dystopia begins with a utopic vision. Mayor Walsh announces a plan to end homelessness, finds a neighborhood that wants more affordable housing, and fast tracks a plan to build the largest permanent housing facility for the homeless. This is good, right? The problem is we've seen it before. High density housing projects consolidated into neighborhoods without the political clout to resist. Densely packed, tiny living quarters. Demographically homogenous developments with nearly no economic or social diversity. Towers of studios, with no capacity for families, let alone couples. Highrise slums without revenue to pay for basic maintenance; densified poverty that breeds economic immobility and crime. This development echoes America's past public housing dystopias. Here are the problems (in no particular order): 1) "You can't even come out and enjoy your neighborhood. The kids can't even enjoy being children. It's like you're in prison." These are the words of Brandie Broglin, a resident of Mildred C. Hailey apartments, one of Jamaica Plain's notorious housing projects, which suffers from numerous shootings and violent crimes each year. The relationship between Mildred C. Hailey, a high density, low income housing project, and this Washington street project is not incidental: both projects are being led by the same developer. By concentrating poverty into megalith projects such as these, developers densify conditions of economic stress and ultimately foster slums. This is not only unfortunate for residents, it's dangerous. For the above quote: https://www.bostonherald.com/2018/05/08/families-of-jamaica-plain-shooting-victims-fed-up-with-violence/ 2) The building is almost all 300 square foot studios. What does Boston's future look like as a city of single people? If this city won't house families (like mine), we will leave, and the city will become a haven only for the young and single. This is terrible for the long term culture, and it's actually really disastrous for the economy, as it stymies the most stable source of economic growth—children. 3) It's almost entirely homeless housing, with a small amount of extremely low income housing sprinkled in. One of the primary takeaways of past housing projects is that the way to raise people up is through mixed-income, mixed-race, and mixed-use housing. A highrise of almost exclusively single, homeless people is great in that it houses the homeless. It's bad in that it segregates, prevents social reintegration, and concentrates conditions of poverty. 4) As a high cost project with high annual maintenance and service expenses, the housing complex will have significant problems paying for itself in the long run. Poor long-term maintenance will further foster slum-like living conditions that are unclean and unsafe for residents. Here are the solutions 1) Rather than concentrating poverty in megalithic slums, fully diversify the AMIs. Right now, this project is almost exclusively for single homeless people, with a sprinkling of 30, 60, and 80% AMI slots. It should offer more units at these AMIs, as well as some market rate units. Mixing in market rate units is key, as it fosters co-living between different income levels, fostering greater social mobility among tenants. 2) Don't build all studios. It's so obvious. At least 50% of units should be 2 beds or more. If Boston has no place for families, then it will wither and die. 3) Reduce the percentage of units that is exclusively for single homeless individuals. This building shouldn't' be dominated by extreme concentrations of one disadvantaged demographic. There should be units for homeless families, a greater diversity of AMIs, and market rate single & family units. Activate the ground floor with commercial space (restaurant, artist studio, café, retail, etc). Mixed use, mixed income, and mixed demographics will transform this plan for a slum highrise into a socially dynamic asset in my neighborhood. 4) Build in market rate units that will actually help pay for the building. Increase the AMI spread (currently weighted towards zero). Figure out how to pay for everything long term, without relying on public subsidies that will evaporate in future years. You should have a functional economic model that won't require slashing maintenance expenses when donors lose interest, resulting in a hellish dystopia. If you want more affordable units, work with neighboring developers to build them into other buildings. THAT is the ultimate goal. ALL buildings should have more affordable units, integrating rather than concentrating low income residents.	DS.1 DS.2 DS.3 DS.4 DS.5 DS.6 DS.7 DS.8 DS.9

DANIEL SMITH

DS.1 **By concentrating poverty into megalith projects such as these, developers densify conditions of economic stress and ultimately foster slums.**

PSI tenants are invested in their own safe living environments, having often previously lived in conditions that were unstable and unsafe. The Project will have 24/7 security which will control access into the building and the perimeter. This protects tenants from others who see an opportunity to victimize them by accessing their benefits as they stabilize or transition into housing. The Project will have security cameras around the whole perimeter as well as inside the facility.

PSI employs a Director of Security who oversees safety and security for all of PSI's properties. PSI also works closely with the local police and Community Police Officers for each District, including District E-13.

In analyzing the viability of the Project, the Proponent researched several projects that offer comparable arrangements. Senior level staff visited with Breaking Ground, an affordable housing provider in New York City whose portfolio contains several properties that offer a mix of affordable and permanent supportive housing (breakingground.org). These include:

- The Schermerhorn: 217 units providing housing to a mix of low-income adults and formerly homeless adults.
- The Lee: 263 units of housing including 103 low-income units for working adults, 104 units for formerly homeless individuals and 55 units for youth aging out of foster care.
- The Christopher: 207 units to a mix of low-income working adults, formerly homeless individuals and 40 units for youth aging out of foster care.

Other examples from the Lincoln Institute:

Housing New York 2.0 earmarked 15,000 affordable units for homeless people, (8,948 homes created to date) for people coming out of the shelter system. These efforts include some highly innovative models.

- In the Bronx, Landing Road Residence provides affordable apartments subsidized by two floors devoted to a 200-person shelter.
- With city support, the Bowery Residents Committee developed, owns, and operates the $62.8 million building, which provides 111 studios for formerly homeless people and 24 affordable one- and two-bedroom apartments available by lottery to the community.

- In the Inwood neighborhood of Upper Manhattan, the city, the New York Public Library, community organizations, and an affordable housing developer are codeveloping The Eliza, which will include 175 deeply affordable apartments, a new library branch, and a universal prekindergarten facility. Apartments will be reserved for individuals and families with a range of low-income levels, including formerly homeless people.

In terms of other studies from around the country, below are notes from "*Is Mixed Population Housing a Solution to Homelessness?*" Shelter Partnership, Inc., University of Southern California/University of California at Berkeley, January 2009.

- "This report is intended to further the understanding of Developers, social service agencies, property managers, and public officials on the efficacy of developing mixed-population housing specifically for both formerly homeless and low-income households." (p. 1)

- The study reviews five developments in the Bronx, Los Angeles, San Diego and Anaheim, ranging from 49-200 units. (p. 5)

- "The Developers in our study clearly have produced housing that meets the needs of all residents. The consensus of all the tenant focus groups was that both formerly homeless and general tenant needs are being met. While the tenants often had suggestions about security and requests for more activities, tenants were generally satisfied with the property, maintenance, services, and activities. In most cases, they were enthusiastically positive about the building meeting their needs." (p. 63)

- "No one that we interviewed believed that services for formerly homeless tenants have been in any way diminished because of the mixed population approach." (p. 66)

- "Many tenants in our focus groups said they valued the diversity of living with neighbors with different backgrounds, including people with disabilities. The general tenants often stated that they admired the formerly homeless tenants for getting off the street. Mothers in particular said that they wanted their children to learn to live with diverse people. They said it was important for their children to understand the differences in the backgrounds and lifestyles of others." (p. 67)

- "Furthermore, Property Management and Social Service staff, as well as the formerly homeless and the general tenants thought that mixing populations was a very positive undertaking and that it lessened the stigmatizing of the formerly homeless and provided them with positive role models that they could emulate." (p. 67)

DS.2 **The building is almost all 300 square foot studios. What does Boston's future look like as a city of single people?**

The 141 Supportive Housing units are studios because, in PSI's experience, that is the housing type that is most conducive to creating a positive living situation for formerly homeless individuals. These units skew the ratio of studios in the overall building.

Focusing on the low/mod units, the concern about the limited number of family units was expressed in earlier conversations with community groups. The Project program has been revised based on those comments: originally there were no three-bedroom units, while the current program includes five three-bedroom units. These changes were made before the submission of the PNF.

Furthermore, the low/mod units are about two-thirds at the 80% AMI level, meaning that they are targeted towards a family of four with a household income of $95,000 per year. This is a population that has, until recently, not been served by typical affordable housing. A recent change in tax law allowed Low Income Housing Tax Credits to be used with this income level (previously the maximum was 60% of AMI – or a family of four with a household income of $71,000 per year). LIHRT can only be used for the 80% AMI level when the overall "Income Average" is at the 60% AMI level. With this number of 80% AMI units at the Project, a market study was performed which determined that the demand at that income level is more for studio and one-bedroom units. The Proponent believes that servicing this higher than typical income level in this mixed income building is a positive contribution to the neighborhood.

DS.3 **It's almost entirely homeless housing, with a small amount of extremely low income housing sprinkled in.**

See response to comment DS.1.

DS.4 **As a high cost project with high annual maintenance and service expenses, the housing complex will have significant problems paying for itself in the long run.**

TCB and PSI both bring a wealth of experience working in these types of buildings, with these types of residents, and this mix of management and services. TCB owns over 12,000 units of mostly affordable housing, and self manages about 10,000 such units. In many of these developments, there is supportive housing with third-party service providers. PSI owns approximately 850 units, and often provides services when there are third-party owners and/or property managers. Therefore, PSI and TCB are experienced at making such buildings successful.

DS.5 **Rather than concentrating poverty in megalithic slums, fully diversify the AMI. Right now, this project is almost exclusively for single homeless people, with a sprinkling of 30, 60, and 80% AMI slots. It should offer more units at these AMIs, as well as some**

market rate units. Mixing in market rate units is key, as it fosters co-living between different income levels, fostering greater social mobility among tenants

While there are no market rate units in this building, the Proponent believes that the Project will be a positive example of mixed income housing. Approximately 61 of the approximately 95 low/mod units in the building will be targeted towards households with an income at 80% AMI. This translates to about $95,000 per year for a family of four, or $66,000 for an individual. This is at a higher level than typical affordable housing, as described further in response to comment UANA.12.

TCB is a strong proponent and developer of mixed income housing, including with a sizable share of market rate housing. This is what TCB has developed (225 Centre Street) and continues to develop (250 Centre Street, 125 Amory Street) in Jackson Square. The context matters, and what works in a location depends on what is nearby. The Proponent believes that the proposed income mix is appropriate at this location. In Jackson Square, there is a higher proportion of income restricted housing, with a higher share of the apartments targeted to the lowest income populations. Therefore, adding more market rate housing to the mix there makes more sense. At the Project site, the surrounding area has significantly more market rate housing, with large, dense market rate buildings being added in the recent past and near future. In that context, the Proponent believes that the income mix being proposed is appropriate.

DS.6 **Don't build all studios. It's so obvious. At least 50% of units should be 2 beds or more.**

See response to comment DS.2.

DS.7 **Reduce the percentage of units that is exclusively for single homeless individuals.**

The primary goal of the Project is the Supportive Housing, and secondarily, the additional low/mod housing.

DS.8 **Activate the ground floor with commercial space (restaurant, artist studio, cafe, retail, etc).**

The primary goal of the Project is the Supportive Housing, and secondarily, the additional low/mod housing. In order to achieve these goals, PSI is bringing back the staff that currently operates on the site. When combined with the need for property management staff, as well as amenity space for the residents, there is not sufficient space to include retail on the ground floor. Other measures to activate the ground floor space have been included.

DS.9 **Figure out how to pay for everything long term, without relying on public subsidies that will evaporate in future years. You should have a functional economic model that won't require slashing maintenance expenses when donors lose interest, resulting in a hellish dystopia.**

See response to comment DS.4.

7/22/2019	Daniel	Church		Support	I am writing to strongly support the development of this property as it has been described. Anything that can be done to alleviate homelessness in our wealthy city needs to be prioritized. It is fantastic that this development will not only provide stable housing for people experiencing homelessness and those who are low-income, but services to help them address other life issues and promote their health and stability. I live close to where this will be built and welcome the opportunity for our neighborhood to welcome the housing and services that our city needs much more of. Thanks to the Pine Street Inn and the city for helping to make this happen.	
7/22/2019	Judy	Kolligian	Boston Climate Action Network	Neutral	Please create your buildings with the city,s climate plan in mind . Please, make them net zero buildings and fully electrifiable. Climate disasters are upon us. Do the right thing. High efficiency, green roofs,electrifiability, net zero. All are a must in any and all new buildings. Thank you for doing the right thing.	JK.1
7/22/2019	George	Henderson		Support	I am a resident of Jamaica Plain. I generally support the project. But I write to urge that the project be designed, built, and managed to achieve the greatest possible level of sustainability and carbon neutrality. The proponents need to be fully aware of the Carbon Free Boston Summary Report, and should ensure that the building will be net-zero in its green house gas emissions (GHG). In light of the commitment for Boston to be carbon neutral by 2050, it makes no sense to build a building now that is not net-zero, because the building would then have to be retrofit to achieve net-zero emissions later. The roof should be equipped with photovoltaic panels to the maximum extent possible. Carbon-emitting HVAC and appliances should be avoided. Window performance should be consistent with net-zero emissions. In addition, construction materials and practices should be selected and implemented in a manner that will minimize GHG emissions. Standard construction materials and practices typically have a substantial carbon impact that can be minimized with proper attention.	GH.1
7/22/2019	Mira	Brown	Local resident, unaffiliated	Neutral	The developers should follow through on making this project all electric and net-zero carbon. Please note that the Carbon Free Boston summary report calls for all buildings henceforward in Boston to be NZC. The impression given at the meeting last week was that the BPDA project manager, Dana Whiteside, may have been unaware of the Carbon Free Boston report or its indication that to meet the mayor's goal of being carbon neutral by 2050 all buildings must be NZC. So it makes no sense to build one now that is not NZC as it will cost more to retrofit it later than to simply build it that way now.	MB.1
7/18/2019	Meg	Howard		Support	Looks like a great project!	
7/17/2019	Paul	Davey		Support	I'm strongly in favor of this development. I believe Boston needs more supportive and affordable housing in all parts of the city, and I'm happy to see it coming to my neighborhood. Pine Street Inn is a great organization, and I'm sure they'll administer this site with the utmost professionalism and respect for their neighbors. And as studies by the urbanist Jan Gehl confirm, 6 stories is an ideal height, allowing for great density (important in the urban environment) without losing touch with the street or towering over the neighborhood. This is a great project and I'm enthusiastically in favor of it.	
7/17/2019	Cam	Wilson	B-CAN. 350.org	Support	We would like a Net Zero building. We have to fight climate change! -- I would also like to see a community room, and possibly some day care. It would be good to have daycare near elderly housing so that elders can help with the daycare, and look out their windows at the playground.	CW.1 CW.2
7/16/2019	Bruce	Ehrlich		Support	I strongly support this project. I've lived in JP for 36 years about 1/2 mile from the proposed project. During that time, rents have more than quadrupled and thousands of affordable apartments have disappeared. This project will help restore a balance to the market and ensure that JP remains affordable to all.	

JUDY KOLLIGIAN

JK.1 Please build net zero and fully electrifiable buildings

A variety of mechanical systems are being considered. While final selections have not yet been made since the Project is just in the schematic stages, these options include systems that can be all electric, such as a VRF/VRV system. The Proponent will also complete a Zero Carbon Building Assessment to analyze measures to bring the building closer to net zero.

GEORGE HENDERSON

GH.1 I generally support the project. But I write to urge that the project be designed, built, and managed to achieve the greatest possible level of sustainability and carbon neutrality.

A variety of mechanical systems are being considered. While final selections have not yet been made since the Project is just in the schematic stages, these options include systems that can be all electric, such as a VRF/VRV system. The Proponent will also complete a Zero Carbon Building Assessment to analyze measures to bring the building closer to net zero.

MIRA BROWN

MB.1 The developers should follow through on making this project all electric and net-zero carbon.

A variety of mechanical systems are being considered. While final selections have not yet been made since the Project is just in the schematic stages, these options include systems that can be all electric, such as a VRF/VRV system. The Proponent will also complete a Zero Carbon Building Assessment to analyze measures to bring the building closer to net zero.

CAM WILSON

CW.1 We would like a Net Zero building.

A variety of mechanical systems are being considered. While final selections have not yet been made since the Project is just in the schematic stages, these options include systems that can be all electric, such as a VRF/VRV system. The Proponent will also complete a Zero Carbon Building Assessment to analyze measures to bring the building closer to net zero.

CW.2 **I would also like to see a community room and possibly some day care.**

A community room is included on the first floor.

7/16/2019	Nilagia	McCoy		Support	I strongly support this development. As a homeowner in Jamaica Plain, I want to see this community remain accessible and affordable to people of all walks of life and economic backgrounds. So many cities across the country are not doing enough to address homelessness, and I think Boston has a a great opportunity to address its affordable housing shortage with this project, and to serve both the formerly homeless and families. The community space and outdoor space sound great too.	
7/16/2019	Ashley	Popperson	UCC Norwell	Support	As a resident of JP, I wholeheartedly endorse this plan. We need affordable housing and density. This proposal will help allow longtime residents to remain in JP as gentrification keeps its strong grip on our neighborhood.	
7/15/2019	Nate	Towery		Support	This is a great project with much needed affordable housing for Jamaica Plain. Pine Street has been a great local presence and TCB has a strong track record of delivering projects that work for a neighborhood. Love that it emphasizes transit over too much parking as well. Thanks	
7/15/2019	Bernadette	Metrano	1973	Oppose	The size and scope of this project seem out-sized for the location, especially as 4 additional multiple unit Goliaths have already been approved and are completed or nearing completion in the 1.1 miles between Forest Hills T station and Egleston Square on Washington Street alone. There is no way to gauge the impact that those communities will have on traffic, neighborhood resources and population as they are not all fully functional yet. How can we even begin to gauge the real life impact this project will have if we're not about the already existing ones?? The speed and small area of these projects going up is a true concern for a 22 year resident of JP.	BM.1
7/5/2019	Joey	Baler		Oppose	There are too many square, plain, dull buildings being built.	JB.1

BERNADETTE METRANO

BM.1 **The size and scope of this project seem out-sized for the location. There is no way to gauge the impact that those communities will have on traffic, neighborhood resources and population as they are not all fully functional yet.**

The Project team understands the concern around new development in areas that are currently underdeveloped and have been identified by the City as areas of potential growth. The Project site is located within the area covered by PLAN: JP/ROX which was developed by the city in coordination with the community to provide guidelines for new development. The Project site is located within an area identified as suitable for a density bonus zone which allows for greater height in density in exchange for incorporating uses and characteristics identified as a priority by the city – in this case, affordable housing. This zone allows the building to be designed to a height of 65 feet, with an additional height bonus of five feet allowed for the ground floor commercial space which will be occupied by PSI's administrative offices. It should be noted also that PLAN:JP/ROX allows for projects that include more than 50% of the units as affordable housing be designed above 70 feet; although the Project will be 100% affordable housing, the design team has chosen to not design the building greater than 70 feet. As discussed in Section 1.2.2, the design has been revised to provide a much larger setback at the sixth floor than the recommended step back of 5 feet by PLAN:JP/ROX. This lowers the height of the façade on Washington Street to a height of approximately 59 feet, which is consistent with many buildings along the Washington Street corridor. In addition, the Project team believes that with the increase of the width of the sidewalks to approximately 17'-6", the dynamic entry pavilion, and the stepped façade articulation, the revised design responds well to its specific urban context. Finally, a smaller project would result in a much smaller ability to drive PSI's and TCB's missions, and result in an underuse of the site.

JOEY BALER

JB.1 **There are too many square, plain, dull buildings being built.**

Section 1.2.2 provides an update on the design and updated renderings.

Letters of Support

B

Dana Whiteside <dana.whiteside@boston.gov>

Comments on 3368 Washington St

Keep it 100 for Real Affordable Housing and Racial Justice
<eglestonaffordablehousing@gmail.com>
To: Dana.Whiteside@boston.gov

Fri, Sep 6, 2019 at 11:26 PM

Mr. Whiteside,

We support the strong affordability in the proposal at 3368 Washington St!

OPINION ON PROJECT: SUPPORT

STRONG AFFORDABILITY THAT MEETS COMMUNITY NEEDS

The project is 100% income restricted, and 3/4 is truly affordable at neighborhood income levels. Most households in the JP/Roxbury/Egleston area make less than about $40,000, with many making less than $25,000 a year. This project includes 67% deeply affordable units (107 units at 0-30% AMI) and 74% low and moderate income units (125 units at 0-60% AMI).

For the past four and a half years, community members have organized passionately for high levels of affordability at 30% AMI, as well as 40-60% AMI. This project includes many units at these levels, in both halves of the project:

- Permanent housing is key to people moving out of homelessness, and the units reach the lowest income levels (0-30% AMI).
- 36% of the housing in the second half of the project, or 34 out of the 95 units, is affordable at 0-60% AMI. Pine St/The Community Builders will apply for 16 vouchers in these units to support low-income families, not just low-income individuals. Almost half of these 34 0-60% AMI units (16 of them) are 2 and 3 bedroom units.

Many of our friends, family members, and loved ones have experienced homelessness and are making low and moderate income levels. This includes many people of color, families headed by Black and Latina women, queer and non-binary people, seniors, and people with disabilities and health conditions. Many have been pushed out of the neighborhood and city, or are at risk of being displaced now. This is not abstract to us: the members and supporters of our group include people who are currently living in shelters, facing deadlines and court-ordered evictions to leave their apartments, experiencing rent hikes in Section 8 units, and commuting from towns far from Boston for work.

100% affordability, with most units affordable at deep income levels, meets the needs of the community. While we encourage continued dialogue about how to improve the project beyond the affordability mix, we want to ground the conversations of affordability in the recognition of the humanity and dignity of people in our community -- not fear and stereotypes about people facing homelessness and about low- and moderate-income people.

PROVIDE FULL RESOURCES AND FUNDING FOR THE PROJECT

We urge the City and State to provide the full resources needed for the project's success. We applaud Mayor Walsh and Chief Sheila Dillon's leadership to commit extraordinary resources here to support large amounts of deeply affordable housing.

Providing City funding for buying land, existing units, and developing non-profit affordable housing were critical strategies in Plan JP/Rox for achieving neighborhood affordability goals -- where the City committed to 41% overall affordability, and where we continue to advocate for even higher goals. This project has the potential to be a central example of the City's large commitment to these strategies and making strong affordability a reality.

We also ask the City to prioritize supporting non-profits to buy the rooming houses on Green Street to make them permanently affordable. Preserving these large currently affordable buildings must go hand-in-hand with new deeply affordable construction.

IDENTIFYING SOLUTIONS AROUND LOWER 60% AMI RENTS

The developers have expressed openness to working with us on solutions to lower 60% AMI rents, which have been jumping over the past years to become increasingly unaffordable. Solutions could include using "marketing windows" which decrease rents by 10%, which JPNDC is pursuing in projects. We look forward to identifying solutions in the next couple months around this important issue.

ADDITIONAL STRENGTHS OF PROJECT AND COMMUNITY PROCESS

The development also includes a community room that will help provide space for activities and meetings that bring our neighborhood together and strengthen the fabric of our community. In addition, The Community Builders has provided data on their track record with evictions, modeling how developers can be transparent about their practices around displacement.

Dana Whiteside <dana.whiteside@boston.gov>

Comment on 3368 Washington St.

helen matthews <helenmatthews00@gmail.com> Fri, Sep 6, 2019 at 10:25 PM
To: Dana.Whiteside@boston.gov

Dear Mr. Whiteside and all at the BPDA,

I'm writing to express my support for the proposal by Pine St. Inn and The Community Builders for a new residential building at 3368 Washington St.

The project includes a strong level of affordability, not only because of all of the units will be income-restricted, but also because they are designated for income levels that are a relatively good match for the prevailing incomes in the Egleston Square area. This is important for stabilizing our neighborhood where at least hundreds of households are at high risk of displacement.

The developers' have been engaged with the local residents in ironing out what this strong affordability should look like, and they've arrived at a solid proposal. They've also been transparent throughout these discussions.

I urge the City and State to provide the full resources needed to make the project a success. Chief Sheila Dillon's and Mayor Walsh's leadership to commit extraordinary resources here is very commendable.

The City government and BPDA should also recognize that much of the population that this project is hoping to serve is already in this area - especially in the rooming houses owned by private landlord Greenville Group on Green Street. There's a bitter irony to building for low-income folks without connecting to this very at-risk group of residents directly around the corner.

Therefore, the 3368 Washington St. project should absolutely give priority in lotteries for units to residents at risk of displacement in the immediate area. Also, the DND and BPDA should prioritize the Green St. rooming houses for non-profit acquisition.

I have personally known many households who have been evicted or fought eviction in just the past two years in the Egleston Square/Washington St. Corridor redevelopment zone. They are all low-income Latino families. The re-creation of the neighborhood by profit-driven developers for a new population of affluent and primarily white households is real and is underway right now. This is a devastating loss for our entire city. The 3368 Washington St. project stands as a model of the development we need more of in historically redlined and mistreated communities like this redevelopment zone.

Thanks for your time,

Helen Matthews
Green St. Renters Association
190 Green St., Jamaica Plain, MA 02130

Dana Whiteside <dana.whiteside@boston.gov>

Comment on Pine St and The Community Builders project

Ruthy Rickenbacker <ruth.rickenbacker@gmail.com> Fri, Sep 6, 2019 at 10:15 PM
To: dana.whiteside@boston.gov

Dear Mr. Whiteside,

I support the strong affordability in the proposal at 3368 Washington Street and want to thank Mayor Walsh and Chief Sheila Dillon for their leadership and call on the city and the state to commit the resources needed to support deeply affordable housing in this project.

In particular, I am happy to see that the project is 100% income restricted, and 3/4 is truly affordable at neighborhood income levels. Additionally, half the project focuses on permanent supportive housing for people moving out of homelessness, reaching the lowest income levels. The second half of the project is 36% affordable at neighborhood income levels, including vouchers and family units.

This is especially important because any people and families, especially people of color, experience homelessness and make less than $25,000 or $50,000 a year. The kind of deeply affordable housing in this project is what we need to see more of to keep our neighbors, including mine in JP, in our city.

I support a project that truly meets the needs of real people in our community, with 100% affordable housing at deep income levels.

Thank you,
Ruthy Rickenbacker
23 Burr Street #2
Boston, MA 02130

JPNC Jamaica Plain Neighborhood Council

August 28, 2019

Dana Whiteside
Project Manager
Boston Planning & Development Agency
City Hall, 9th Floor
Boston, MA 02201

Re: 3368 Washington St.

Dear Mr. Whiteside:

The Jamaica Plain Neighborhood Council supports the proposal by Pine Street Inn and The Community Builders to develop 3368 Washington Street. The proposal for a 6-story, mixed-use building, including supportive housing, affordable apartments, and office space will provide substantial community benefits, good jobs, and will work towards the community's sustainability goals.

The community benefits that the proposal provides are the supportive housing and the affordable housing. Currently, one portion of the building includes 141 units of supportive housing, and the other portion of the building includes 95 units of affordable housing, at family income levels ranging from 30-80% AMI.

The project also reflects good transit-oriented development. It addresses some Complete Street guidelines with a widened and improved front sidewalk, and reduced curb cuts. It makes good use of its proximity to transit with reduced parking and covered bicycle parking (144 spaces).

The developers confirmed that the project would follow good job guidelines. We understand the project will adhere to Boston Resident Jobs Policy (BRJP), as well as internal guidelines when those guidelines are stricter than the BRJP.

The developer is considering requests to improve sustainability and we are encouraged by that consideration. We understand that the project will currently meet LEED certification at the Silver Level.

The community engagement process has been significant, involving outreach and conversation with neighborhood individuals and groups before the Article 80 process began. The developers have been accessible and responsive to community feedback, and we expect this will continue as the project moves along.

It is for these reasons and more that we support this project and we look forward to continuing to work with Pine Street Inn and The Community Builders as this project becomes finalized.

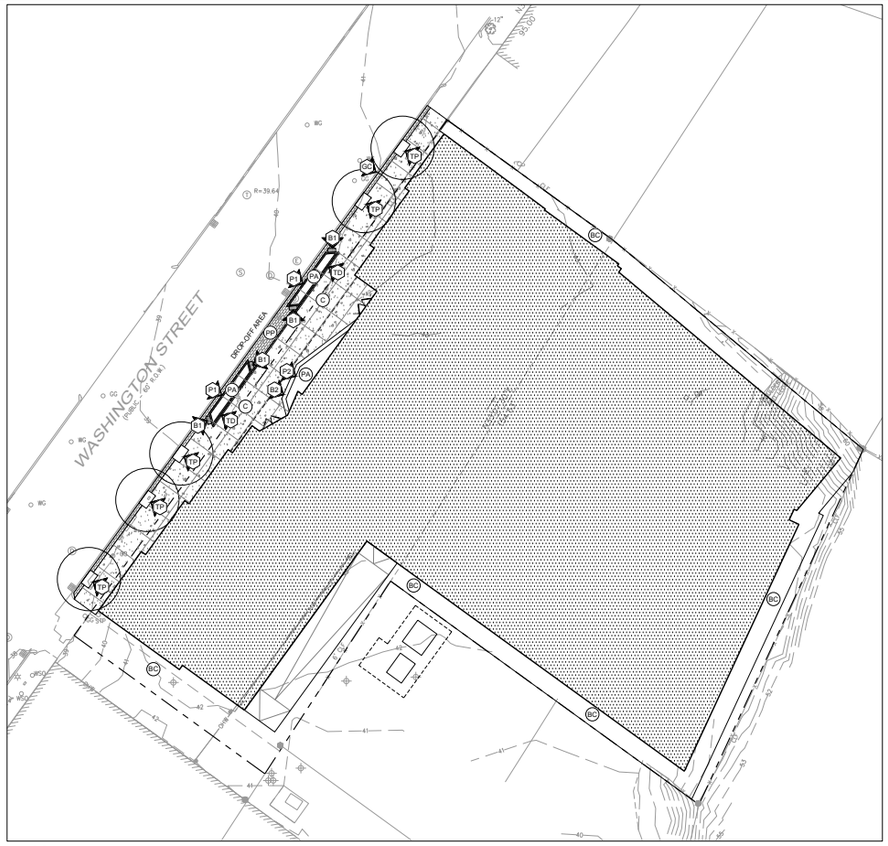
Sincerely,

Kevin Rainsford, Chair
Jamaica Plain Neighborhood Council
70 Paul Gore Street
#3
Jamaica Plain, MA 02130
617-866-7672

Cc: Brian Golden, Director, Boston Planning & Development Agency
Sen. Sonia Chang-Diaz
Councilor Matt O'Malley
Rep. Liz Malia
Enrique Pepen, Mayor's Office of Neighborhood Services
Lydia Scott, Project Manager, The Community Builders
Jan Griffin, Vice President of Housing, Pine Street Inn

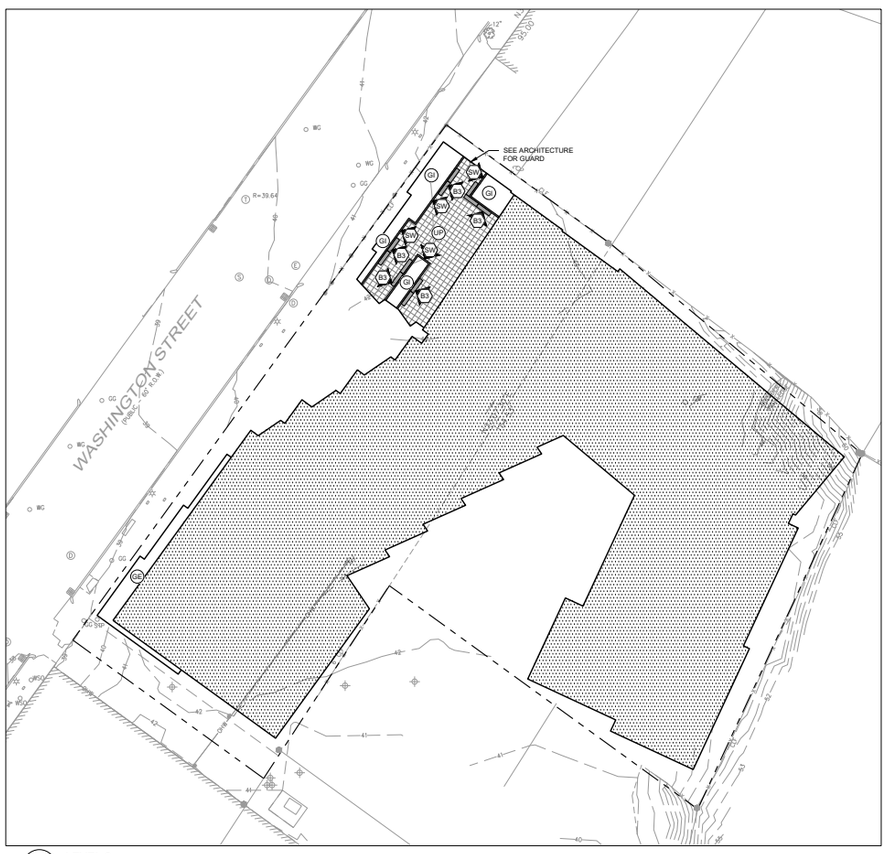
Appendix A

Landscape Plans



1 LEVEL 1
1" = 20'-0"

2 LEVEL 2
1" = 20'-0"



3 LEVEL 6
1" = 20'-0"

MATERIALS LEGEND

SYMBOL	DESCRIPTION	DTL.
BP	BITUMINOUS CONCRETE	
C	CONCRETE PAVEMENT - PEDESTRIAN	
GE	GREEN ROOF - EXTENSIVE	
GI	GREEN ROOF - INTENSIVE	
PA	PLANTING AREAS	
PP	POROUS PAVERS	
UP	UNIT PAVERS ON PEDESTALS	
B1	BENCH - ON PLANTER	
B2	BENCH - CUSTOM AT ENTRANCE	
B3	BENCH - ON ROOFTOP PLANTER	
DS	DRIP STRIP	
GC	GRANITE CURB	
TD	TRENCH DRAIN	
TP	TREE PIT	
P1	CAST IN PLACE CONCRETE PLANTER	
P2	CAST IN PLACE CONCRETE PLANTER WALL	
SW	CAST IN PLACE LIGHT CONCRETE SEAT WALL	
ST	SHADE TREE	
FT	FLOWERING TREE	

PROGRESS SET #2

NOT FOR CONSTRUCTION

RODE

535 Albany Street | 405
Boston, MA 02118
617.422.0090 | T
rodearchitects.com

Design Team

CIVIL / TRAFFIC / SURVEY
Nitsch Engineering
2 Center Plz. | 430
Boston, Massachusetts 02108
617.338.0063 | T

STRUCTURAL
RSE Associates
63 Pleasant St
Watertown, Massachusetts 02472
617.926.9300 | T

LANDSCAPE
Studio 2112
840 Summer St | Suite 102
Boston, Massachusetts 02127
857.350.3856 | T

MEPFP / CODE
Cosentini Associates
101 Federal St | Suite 102
Boston, Massachusetts 02110
617.748.7800 | T

3368 WASHINGTON ST

JAMAICA PLAIN

THE COMMUNITY BUILDERS
185 Dartmouth St 9th Fl.
Boston, MA 02116

TRUE

PROJECT: 1848

No.	Description	Date

DATE: 09/06/19

SCALE: As indicated

MATERIALS PLAN

L1

9/5/2019 3:52:29 PM

NOTE: DWG HAS BEEN SCALED DOWN TO 30% OF IT'S ORIGINAL SIZE OF 36X48.

1 ENTRANCE PLAZA SECTION
1/4" = 1'-0"

2 LEVEL 2 COURTYARD SECTION
1/4" = 1'-0"

PROGRESS SET #2

NOT FOR CONSTRUCTION

RODE

535 Albany Street | 405
Boston, MA 02118
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3368 WASHINGTON ST

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THE COMMUNITY BUILDERS
185 Dartmouth St 9th Fl.
Boston, MA 02116

TRUE

PROJECT: 1848

No.	Description	Date

DATE: 09/06/19

SCALE: As indicated

SECTIONS

L2

9/5/2019 3:52:29 PM

NOTE: DWG HAS BEEN SCALED DOWN TO 30% OF IT'S ORIGINAL SIZE OF 36X48.

Appendix B

Transportation

Client:	Bryan Zimolka, P.E
Project #:	340_0101_NE
BTD #:	Location 1
Location:	Jamaica Plain, Boston, MA
Street 1:	Washington Street
Street 2:	Green Street & Glen Road
Count Date:	3/13/2019
Day of Week:	Wednesday
Weather:	Mostly Sunny, 42°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
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TOTAL (CARS & TRUCKS)

	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	15	79	12	0	1	47	5	0	6	32	7	0	14	61	3
7:15 AM	0	13	81	14	0	1	50	7	0	5	24	8	0	16	72	4
7:30 AM	0	14	84	16	0	2	57	8	0	4	16	8	0	14	64	3
7:45 AM	0	16	82	17	0	2	63	9	0	7	17	9	0	12	54	4
8:00 AM	0	15	80	18	0	3	54	6	0	11	19	8	0	13	52	3
8:15 AM	0	17	81	17	0	2	46	4	0	10	20	9	0	12	51	3
8:30 AM	0	20	82	16	0	2	49	3	0	9	21	10	0	10	43	4
8:45 AM	0	18	77	18	0	1	52	3	0	8	18	11	0	9	37	2
9:00 AM	0	17	72	19	0	2	54	2	0	7	15	10	0	8	32	3
9:15 AM	0	15	74	16	0	2	60	2	0	8	16	8	0	6	28	2
9:30 AM	0	12	77	13	0	1	59	2	0	7	15	9	0	7	26	3
9:45 AM	0	10	81	10	0	2	57	3	0	7	14	10	0	5	24	2
10:00 AM	0	7	86	7	0	2	56	4	0	8	16	9	0	6	22	3
10:15 AM	0	8	79	8	0	2	54	5	0	6	15	11	0	5	21	2
10:30 AM	0	8	74	6	0	1	52	4	0	7	15	12	0	8	20	2
10:45 AM	0	9	69	7	0	2	51	4	0	6	16	13	0	10	19	3
11:00 AM	0	10	67	5	0	2	50	3	0	5	14	15	0	12	17	3
11:15 AM	0	9	65	6	0	1	48	5	0	6	15	14	0	15	16	4
11:30 AM	0	11	64	6	0	2	53	6	0	5	13	15	0	14	15	3
11:45 AM	0	10	62	7	0	2	57	5	0	5	11	13	0	13	14	3
12:00 PM	0	12	61	7	0	2	61	5	0	4	12	16	0	12	15	4
12:15 PM	0	13	63	6	0	3	65	6	0	6	12	14	0	12	13	4
12:30 PM	0	14	62	5	0	2	64	5	0	8	13	12	0	11	16	3
12:45 PM	0	15	63	5	0	2	66	6	0	10	14	10	0	11	17	3
1:00 PM	0	17	64	4	0	3	65	6	0	13	12	8	0	12	19	2
1:15 PM	0	16	69	5	0	3	67	7	0	11	15	11	0	10	22	4
1:30 PM	0	15	73	6	0	2	64	5	0	12	17	12	0	11	23	3
1:45 PM	0	14	80	7	0	2	65	6	0	13	21	14	0	13	25	3
2:00 PM	0	13	89	8	0	2	68	6	0	11	25	16	0	13	26	2
2:15 PM	0	15	86	8	0	1	67	7	0	10	24	15	0	16	28	2
2:30 PM	0	14	83	7	0	1	71	8	0	10	26	17	0	14	26	3
2:45 PM	0	15	89	7	0	2	78	10	0	11	25	16	0	15	27	2
3:00 PM	0	16	77	8	0	2	82	9	0	9	27	16	0	13	26	2
3:15 PM	0	14	76	7	0	2	87	11	0	10	30	14	0	14	28	3
3:30 PM	0	12	75	7	0	3	81	9	0	11	35	15	0	13	27	2
3:45 PM	0	11	73	6	0	2	78	10	0	12	39	16	0	15	26	2
4:00 PM	0	8	74	7	0	2	73	8	0	13	43	14	0	14	25	3
4:15 PM	0	9	72	6	0	3	69	11	0	11	35	12	0	16	24	2
4:30 PM	0	10	71	5	0	2	70	10	0	9	28	11	0	14	27	2
4:45 PM	0	11	70	6	0	3	71	10	0	7	23	10	0	13	26	3
5:00 PM	0	12	69	4	0	3	72	9	0	5	17	8	0	12	27	3
5:15 PM	0	10	72	6	0	4	74	10	0	6	18	11	0	11	28	4
5:30 PM	0	11	76	8	0	2	71	9	0	8	19	13	0	11	25	4
5:45 PM	0	10	71	7	0	3	69	8	0	6	17	10	0	10	26	3

AM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
7:00 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
8:00 AM	**0**	**58**	**326**	**59**	**0**	**6**	**217**	**29**	**0**	**22**	**89**	**32**	**0**	**56**	**251**	**14**
PHF	**0.96**				**0.85**				**0.79**				**0.87**			
HV %	**0.0%**	**3.4%**	**7.7%**	**0.0%**	**0.0%**	**0.0%**	**9.7%**	**0.0%**	**0.0%**	**9.1%**	**2.2%**	**0.0%**	**0.0%**	**0.0%**	**2.4%**	**0.0%**

MID PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
1:00 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
2:00 PM	**0**	**62**	**286**	**22**	**0**	**10**	**261**	**24**	**0**	**49**	**65**	**45**	**0**	**46**	**89**	**12**
PHF	**0.92**				**0.96**				**0.83**				**0.90**			
HV %	**0.0%**	**1.6%**	**8.7%**	**0.0%**	**0.0%**	**10.0%**	**9.2%**	**0.0%**	**0.0%**	**0.0%**	**1.5%**	**0.0%**	**0.0%**	**0.0%**	**1.1%**	**0.0%**

PM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
2:45 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:45 PM	**0**	**57**	**317**	**29**	**0**	**9**	**328**	**39**	**0**	**41**	**117**	**61**	**0**	**55**	**108**	**9**
PHF	**0.91**				**0.94**				**0.90**				**0.96**			
HV %	**0.0%**	**0.0%**	**5.7%**	**6.9%**	**0.0%**	**0.0%**	**6.4%**	**0.0%**	**0.0%**	**4.9%**	**1.7%**	**1.6%**	**0.0%**	**1.8%**	**0.0%**	**11.1%**

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Weather:	Mostly Sunny, 42°F

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TRUCKS

	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	6	0	0	0	5	0	0	0	2	0	0	0	0	0
7:15 AM	0	1	5	0	0	0	4	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	9	0	0	0	7	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	5	0	0	0	5	0	0	2	0	0	0	0	2	0
8:00 AM	0	0	8	0	0	0	6	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	6	0	0	0	6	2	0	0	1	0	0	1	2	0
9:00 AM	0	0	11	0	0	0	8	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	6	0	0	0	9	1	0	0	0	0	0	0	0	0
9:30 AM	0	0	7	0	0	0	8	0	0	0	0	0	0	0	1	0
9:45 AM	0	1	6	1	0	0	5	0	0	0	0	1	0	0	0	0
10:00 AM	0	0	8	0	0	0	7	0	0	0	0	1	0	0	0	0
10:15 AM	0	0	7	0	0	0	6	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	4	1	0	1	7	0	0	0	1	0	0	0	0	0
11:00 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	6	0	0	0	7	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	6	0	0	0	6	1	0	0	2	1	0	0	0	0
12:00 PM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	7	1	0	1	5	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0
1:15 PM	0	1	9	0	0	0	7	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	5	0	0	1	6	0	0	0	1	0	0	0	0	0
1:45 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	10	0	0	0	7	1	0	0	0	0	0	0	0	0
2:15 PM	0	0	6	0	0	0	5	0	0	1	0	0	0	0	0	0
2:30 PM	0	0	5	0	0	0	6	0	0	0	0	0	0	1	0	0
2:45 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	4	0	0	0	7	0	0	0	0	0	0	1	0	0
3:30 PM	0	0	3	2	0	0	3	0	0	2	2	1	0	0	0	0
3:45 PM	0	1	4	0	0	0	4	0	0	0	0	0	0	0	1	0
4:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	1	0	0	2	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
8:30 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
9:30 AM	**0**	**0**	**33**	**0**	**0**	**0**	**31**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**
PHF	**0.75**				**0.85**				**0.25**				**0.25**			

MID PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
10:00 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	**0**	**1**	**24**	**1**	**0**	**1**	**25**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**
PHF	**0.81**				**0.81**				**0.75**				**0.25**			

PM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
2:00 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	**0**	**0**	**27**	**0**	**0**	**0**	**24**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
PHF	**0.68**				**0.78**				**0.25**				**0.25**			

Client:	Bryan Zimolka, P.E
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BICYCLES

	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
9:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0
1:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0

MID PEAK HOUR 1:00 PM to 2:00 PM	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	1	0	0	0	1	0	0	2	1	1	0	0	1	0

PM PEAK HOUR 2:45 PM to 3:45 PM	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	1	0	0	0	1	0	0	0	1	0	0	0	1	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:	Bryan Zimolka, P.E
Project #:	340_0101_NE
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PEDESTRIANS

	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
Start Time	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
7:00 AM	-	17	6	-	-	1	1	-	-	3	8	-	-	1	0	-
7:15 AM	-	13	16	-	-	5	8	-	-	2	5	-	-	1	2	-
7:30 AM	-	9	21	-	-	4	6	-	-	4	4	-	-	4	5	-
7:45 AM	-	5	25	-	-	3	5	-	-	5	1	-	-	9	7	-
8:00 AM	-	6	20	-	-	2	7	-	-	7	2	-	-	5	4	-
8:15 AM	-	4	18	-	-	3	9	-	-	6	3	-	-	3	5	-
8:30 AM	-	3	15	-	-	2	8	-	-	3	4	-	-	4	3	-
8:45 AM	-	2	16	-	-	1	11	-	-	4	3	-	-	1	1	-
9:00 AM	-	4	12	-	-	3	10	-	-	3	2	-	-	3	2	-
9:15 AM	-	5	10	-	-	2	8	-	-	5	3	-	-	2	1	-
9:30 AM	-	4	8	-	-	4	9	-	-	4	2	-	-	3	3	-
9:45 AM	-	7	5	-	-	3	7	-	-	3	2	-	-	4	5	-
10:00 AM	-	4	6	-	-	2	5	-	-	4	4	-	-	2	3	-
10:15 AM	-	3	5	-	-	3	6	-	-	2	2	-	-	5	2	-
10:30 AM	-	3	3	-	-	4	3	-	-	3	3	-	-	2	4	-
10:45 AM	-	1	4	-	-	6	1	-	-	1	1	-	-	1	5	-
11:00 AM	-	2	5	-	-	5	2	-	-	3	2	-	-	2	3	-
11:15 AM	-	1	3	-	-	3	4	-	-	2	1	-	-	1	6	-
11:30 AM	-	2	4	-	-	2	3	-	-	2	2	-	-	3	5	-
11:45 AM	-	1	5	-	-	2	5	-	-	1	1	-	-	4	4	-
12:00 PM	-	3	3	-	-	3	4	-	-	3	3	-	-	2	3	-
12:15 PM	-	3	2	-	-	2	6	-	-	1	4	-	-	5	4	-
12:30 PM	-	5	4	-	-	4	7	-	-	2	6	-	-	4	3	-
12:45 PM	-	4	3	-	-	3	4	-	-	4	3	-	-	3	2	-
1:00 PM	-	5	2	-	-	2	2	-	-	2	5	-	-	2	1	-
1:15 PM	-	4	4	-	-	4	3	-	-	2	4	-	-	5	3	-
1:30 PM	-	6	5	-	-	6	1	-	-	3	2	-	-	3	1	-
1:45 PM	-	8	6	-	-	4	4	-	-	5	3	-	-	4	2	-
2:00 PM	-	10	5	-	-	2	2	-	-	3	1	-	-	5	4	-
2:15 PM	-	9	4	-	-	3	3	-	-	6	2	-	-	2	3	-
2:30 PM	-	12	7	-	-	1	2	-	-	8	2	-	-	3	2	-
2:45 PM	-	10	9	-	-	4	4	-	-	5	3	-	-	4	3	-
3:00 PM	-	7	6	-	-	3	3	-	-	6	5	-	-	2	2	-
3:15 PM	-	8	5	-	-	2	6	-	-	4	3	-	-	3	4	-
3:30 PM	-	6	8	-	-	5	5	-	-	8	4	-	-	4	1	-
3:45 PM	-	7	11	-	-	4	4	-	-	5	4	-	-	3	3	-
4:00 PM	-	5	15	-	-	7	5	-	-	6	3	-	-	2	4	-
4:15 PM	-	6	20	-	-	11	6	-	-	4	4	-	-	3	5	-
4:30 PM	-	7	36	-	-	18	4	-	-	7	6	-	-	1	9	-
4:45 PM	-	9	28	-	-	12	6	-	-	5	5	-	-	2	6	-
5:00 PM	-	14	23	-	-	10	5	-	-	6	3	-	-	4	4	-
5:15 PM	-	17	12	-	-	8	7	-	-	4	7	-	-	5	4	-
5:30 PM	-	22	6	-	-	11	8	-	-	3	6	-	-	3	2	-
5:45 PM	-	16	7	-	-	10	6	-	-	5	4	-	-	3	3	-

AM PEAK HOUR 7:00 AM to 8:00 AM	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
	-	44	68	-	-	13	20	-	-	14	18	-	-	15	14	-

MID PEAK HOUR 1:00 PM to 2:00 PM	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
	-	23	17	-	-	16	10	-	-	12	14	-	-	14	7	-

PM PEAK HOUR 2:45 PM to 3:45 PM	Washington Street Northbound				Washington Street Southbound				Green Street Eastbound				Glen Road Westbound			
	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
	-	31	28	-	-	14	18	-	-	23	15	-	-	13	10	-

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:	Bryan Zimolka, P.E
Project #:	340_0101_NE
BTD #:	Location 2
Location:	Jamaica Plain, Boston, MA
Street 1:	Washington Street
Street 2:	Williams Street
Count Date:	3/13/2019
Day of Week:	Wednesday
Weather:	Mostly Sunny, 42°F

BOSTON TRAFFIC DATA
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TOTAL (CARS & TRUCKS)

	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	101	97	4	0	2	48	10	0	12	11	20	0	0	0	0
7:15 AM	0	105	99	3	0	2	50	11	0	13	11	18	0	0	0	0
7:30 AM	0	110	103	1	0	3	52	12	0	14	12	17	0	0	0	0
7:45 AM	0	94	102	2	0	5	55	10	0	16	13	19	0	0	0	0
8:00 AM	0	82	104	2	0	4	48	13	0	18	15	17	0	0	0	0
8:15 AM	0	84	98	3	0	5	43	18	0	16	16	18	0	0	0	0
8:30 AM	0	87	93	3	0	5	45	16	0	15	17	19	0	0	0	0
8:45 AM	0	90	87	4	0	4	44	14	0	13	20	20	0	0	0	0
9:00 AM	0	92	82	2	0	4	46	12	0	12	19	21	0	0	0	0
9:15 AM	0	79	83	3	0	5	45	10	0	9	18	22	0	0	0	0
9:30 AM	0	68	84	2	0	6	48	11	0	6	17	24	0	0	0	0
9:45 AM	0	56	87	2	0	5	51	11	0	5	15	26	0	0	0	0
10:00 AM	0	45	89	3	0	5	54	12	0	3	16	28	0	0	0	0
10:15 AM	0	43	85	4	0	6	59	10	0	4	17	26	0	0	0	0
10:30 AM	0	41	81	4	0	5	57	9	0	5	15	27	0	0	0	0
10:45 AM	0	39	79	5	0	6	58	8	0	6	16	29	0	0	0	0
11:00 AM	0	37	75	6	0	4	61	8	0	6	14	28	0	0	0	0
11:15 AM	0	34	76	8	0	7	59	7	0	5	15	30	0	0	0	0
11:30 AM	0	29	77	10	0	6	63	6	0	5	17	31	0	0	0	0
11:45 AM	0	25	75	12	0	5	66	5	0	5	19	33	0	0	0	0
12:00 PM	0	23	79	14	0	4	70	5	0	4	21	35	0	0	0	0
12:15 PM	0	29	76	12	0	3	75	4	0	4	20	32	0	0	0	0
12:30 PM	0	34	74	11	0	5	71	6	0	5	23	28	0	0	0	0
12:45 PM	0	41	73	10	0	6	69	5	0	5	25	25	0	0	0	0
1:00 PM	0	48	71	9	0	7	66	6	0	6	26	23	0	0	0	0
1:15 PM	0	46	80	7	0	9	64	7	0	4	24	26	0	0	0	0
1:30 PM	0	45	89	8	0	7	68	5	0	5	25	31	0	0	0	0
1:45 PM	0	44	98	6	0	8	72	7	0	5	27	35	0	0	0	0
2:00 PM	0	43	105	7	0	8	75	8	0	4	26	42	0	0	0	0
2:15 PM	0	45	101	5	0	7	80	6	0	6	25	40	0	0	0	0
2:30 PM	0	48	95	4	0	6	81	7	0	9	27	39	0	0	0	0
2:45 PM	0	41	87	3	0	5	83	9	0	10	26	38	0	0	0	0
3:00 PM	0	33	82	2	0	5	85	10	0	12	28	37	0	0	0	0
3:15 PM	0	34	84	3	0	4	87	12	0	10	30	42	0	0	0	0
3:30 PM	0	35	83	3	0	5	86	11	0	11	32	49	0	0	0	0
3:45 PM	0	36	86	4	0	6	85	9	0	11	34	55	0	0	0	0
4:00 PM	0	34	85	5	0	7	83	7	0	10	36	61	0	0	0	0
4:15 PM	0	35	79	6	0	9	84	6	0	8	40	60	0	0	0	0
4:30 PM	0	33	74	7	0	10	85	8	0	9	44	59	0	0	0	0
4:45 PM	0	34	68	7	0	11	86	7	0	8	47	57	0	0	0	0
5:00 PM	0	35	62	8	0	12	84	9	0	7	51	56	0	0	0	0
5:15 PM	0	32	63	7	0	13	87	8	0	8	49	53	0	0	0	0
5:30 PM	0	34	61	6	0	11	84	7	0	7	48	54	0	0	0	0
5:45 PM	0	31	62	6	0	10	81	6	0	6	46	52	0	0	0	0

AM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
7:00 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
8:00 AM	**0**	**410**	**401**	**10**	**0**	**12**	**205**	**43**	**0**	**55**	**47**	**74**	**0**	**0**	**0**	**0**
PHF	**0.96**				**0.93**				**0.92**				**0.00**			
HV %	**0.0%**	**0.2%**	**5.7%**	**0.0%**	**0.0%**	**0.0%**	**9.3%**	**2.3%**	**0.0%**	**0.0%**	**4.3%**	**6.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

MID PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
1:00 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
2:00 PM	**0**	**183**	**338**	**30**	**0**	**31**	**270**	**25**	**0**	**20**	**102**	**115**	**0**	**0**	**0**	**0**
PHF	**0.93**				**0.94**				**0.88**				**0.00**			
HV %	**0.0%**	**2.2%**	**8.9%**	**6.7%**	**0.0%**	**3.2%**	**8.1%**	**0.0%**	**0.0%**	**0.0%**	**1.0%**	**1.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
3:45 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:45 PM	**0**	**138**	**324**	**22**	**0**	**32**	**337**	**30**	**0**	**38**	**154**	**235**	**0**	**0**	**0**	**0**
PHF	**0.96**				**0.97**				**0.95**				**0.00**			
HV %	**0.0%**	**2.9%**	**4.3%**	**0.0%**	**0.0%**	**0.0%**	**4.5%**	**0.0%**	**0.0%**	**0.0%**	**1.3%**	**1.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Bryan Zimolka, P.E
Project #:	340_0101_NE
BTD #:	Location 2
Location:	Jamaica Plain, Boston, MA
Street 1:	Washington Street
Street 2:	Williams Street
Count Date:	3/13/2019
Day of Week:	Wednesday
Weather:	Mostly Sunny, 42°F

BOSTON TRAFFIC DATA
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TRUCKS

	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	7	0	0	0	3	0	0	0	2	2	0	0	0	0
7:30 AM	0	1	7	0	0	0	5	1	0	0	0	2	0	0	0	0
7:45 AM	0	0	4	0	0	0	7	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	9	0	0	0	6	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	7	1	0	0	7	1	0	0	0	0	0	0	0	0
9:00 AM	0	3	9	0	0	0	4	0	0	1	0	1	0	0	0	0
9:15 AM	0	1	5	0	0	0	6	0	0	0	1	1	0	0	0	0
9:30 AM	0	0	9	0	0	0	11	0	0	1	0	3	0	0	0	0
9:45 AM	0	0	6	0	0	1	6	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	7	0	0	0	6	0	0	0	0	1	0	0	0	0
10:15 AM	0	0	9	1	0	0	3	0	0	0	0	0	0	0	0	0
10:30 AM	0	1	4	0	0	0	8	0	0	0	0	2	0	0	0	0
10:45 AM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	4	1	0	0	6	0	0	0	0	1	0	0	0	0
11:15 AM	0	0	5	0	0	0	5	0	0	0	1	2	0	0	0	0
11:30 AM	0	1	5	0	0	0	7	0	0	0	0	2	0	0	0	0
11:45 AM	0	0	6	0	0	0	5	1	0	0	0	0	0	0	0	0
12:00 PM	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	6	0	0	0	6	0	0	0	0	1	0	0	0	0
12:30 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	4	0	0	0	8	0	0	0	0	3	0	0	0	0
1:00 PM	0	1	7	1	0	0	5	0	0	0	1	0	0	0	0	0
1:15 PM	0	0	13	0	0	0	4	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
1:45 PM	0	3	4	1	0	1	7	0	0	0	0	2	0	0	0	0
2:00 PM	0	2	8	0	0	0	5	0	0	0	2	0	0	0	0	0
2:15 PM	0	0	5	0	0	0	4	0	0	0	0	1	0	0	0	0
2:30 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
2:45 PM	0	5	5	0	0	0	7	0	0	0	0	1	0	0	0	0
3:00 PM	0	1	4	0	0	0	6	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
3:45 PM	0	2	3	0	0	0	3	0	0	0	1	3	0	0	0	0
4:00 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	3	0	0	0	3	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
8:45 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
9:45 AM	**0**	**4**	**30**	**1**	**0**	**0**	**28**	**1**	**0**	**2**	**1**	**5**	**0**	**0**	**0**	**0**
PHF	**0.73**				**0.66**				**0.50**				**0.00**			

MID PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
1:00 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
2:00 PM	**0**	**4**	**30**	**2**	**0**	**1**	**22**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**
PHF	**0.69**				**0.72**				**0.38**				**0.00**			

PM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
2:00 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	**0**	**7**	**24**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**
PHF	**0.78**				**0.79**				**0.50**				**0.00**			

Client:	Bryan Zimolka, P.E
Project #:	340_0101_NE
BTD #:	Location 2
Location:	Jamaica Plain, Boston, MA
Street 1:	Washington Street
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Count Date:	3/13/2019
Day of Week:	Wednesday
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BICYCLES

	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	4	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
7:00 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
8:00 AM	0	1	1	0	0	0	1	0	0	0	1	0	0	0	7	0

MID PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
1:00 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
2:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0

PM PEAK HOUR	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
3:45 PM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:45 PM	0	0	1	0	0	0	1	0	0	0	1	1	0	0	2	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:	Bryan Zimolka, P.E
Project #:	340_0101_NE
BTD #:	Location 2
Location:	Jamaica Plain, Boston, MA
Street 1:	Washington Street
Street 2:	Williams Street
Count Date:	3/13/2019
Day of Week:	Wednesday
Weather:	Mostly Sunny, 42°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS

	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
Start Time	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
7:00 AM	-	0	1	-	-	0	2	-	-	0	0	-	-	0	0	-
7:15 AM	-	1	2	-	-	1	3	-	-	1	1	-	-	0	0	-
7:30 AM	-	2	5	-	-	1	6	-	-	1	4	-	-	0	1	-
7:45 AM	-	0	3	-	-	2	9	-	-	2	2	-	-	1	0	-
8:00 AM	-	1	4	-	-	0	7	-	-	0	0	-	-	0	2	-
8:15 AM	-	2	2	-	-	1	10	-	-	1	1	-	-	1	0	-
8:30 AM	-	1	4	-	-	1	12	-	-	3	2	-	-	2	1	-
8:45 AM	-	2	3	-	-	3	7	-	-	2	0	-	-	0	1	-
9:00 AM	-	1	1	-	-	2	8	-	-	1	1	-	-	1	0	-
9:15 AM	-	3	2	-	-	2	3	-	-	1	0	-	-	0	0	-
9:30 AM	-	1	6	-	-	1	4	-	-	1	1	-	-	2	1	-
9:45 AM	-	1	3	-	-	1	5	-	-	0	0	-	-	1	0	-
10:00 AM	-	0	2	-	-	2	2	-	-	2	1	-	-	0	0	-
10:15 AM	-	2	3	-	-	1	3	-	-	3	0	-	-	1	2	-
10:30 AM	-	1	2	-	-	3	4	-	-	1	2	-	-	2	1	-
10:45 AM	-	1	1	-	-	1	2	-	-	2	0	-	-	0	1	-
11:00 AM	-	3	2	-	-	0	4	-	-	0	1	-	-	1	0	-
11:15 AM	-	1	4	-	-	2	3	-	-	1	0	-	-	1	0	-
11:30 AM	-	2	2	-	-	3	1	-	-	1	0	-	-	0	1	-
11:45 AM	-	0	1	-	-	1	0	-	-	0	1	-	-	0	0	-
12:00 PM	-	1	3	-	-	2	2	-	-	0	0	-	-	1	1	-
12:15 PM	-	0	2	-	-	2	1	-	-	1	0	-	-	1	0	-
12:30 PM	-	2	1	-	-	1	3	-	-	2	1	-	-	0	1	-
12:45 PM	-	1	2	-	-	1	2	-	-	1	2	-	-	2	0	-
1:00 PM	-	0	1	-	-	2	1	-	-	0	1	-	-	0	2	-
1:15 PM	-	1	3	-	-	0	2	-	-	1	0	-	-	0	0	-
1:30 PM	-	3	1	-	-	3	4	-	-	0	0	-	-	3	0	-
1:45 PM	-	4	4	-	-	1	2	-	-	1	2	-	-	1	1	-
2:00 PM	-	3	5	-	-	2	1	-	-	1	1	-	-	0	2	-
2:15 PM	-	6	7	-	-	1	2	-	-	0	1	-	-	2	0	-
2:30 PM	-	22	14	-	-	1	1	-	-	2	0	-	-	0	1	-
2:45 PM	-	6	23	-	-	3	3	-	-	1	0	-	-	1	0	-
3:00 PM	-	7	10	-	-	2	2	-	-	0	1	-	-	1	1	-
3:15 PM	-	9	4	-	-	1	4	-	-	1	2	-	-	0	1	-
3:30 PM	-	10	5	-	-	2	1	-	-	0	0	-	-	1	0	-
3:45 PM	-	12	2	-	-	1	2	-	-	2	0	-	-	3	2	-
4:00 PM	-	8	3	-	-	2	3	-	-	0	1	-	-	0	1	-
4:15 PM	-	6	4	-	-	3	2	-	-	0	0	-	-	0	3	-
4:30 PM	-	3	3	-	-	4	1	-	-	1	3	-	-	2	9	-
4:45 PM	-	4	2	-	-	5	2	-	-	0	2	-	-	1	2	-
5:00 PM	-	5	4	-	-	7	1	-	-	3	0	-	-	0	3	-
5:15 PM	-	7	6	-	-	6	3	-	-	1	1	-	-	3	4	-
5:30 PM	-	9	2	-	-	15	1	-	-	2	0	-	-	1	7	-
5:45 PM	-	5	4	-	-	10	2	-	-	0	1	-	-	0	3	-

AM PEAK HOUR 7:00 AM to 8:00 AM	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
	-	3	11	-	-	4	20	-	-	4	7	-	-	1	1	-

MID PEAK HOUR 1:00 PM to 2:00 PM	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
	-	8	9	-	-	6	9	-	-	2	3	-	-	4	3	-

PM PEAK HOUR 3:45 PM to 4:45 PM	Washington Street Northbound				Washington Street Southbound				Williams Street Eastbound				Williams Street Westbound			
	-	PED (EB)	PED (WB)	-	-	PED (EB)	PED (WB)	-	-	PED (NB)	PED (SB)	-	-	PED (NB)	PED (SB)	-
	-	29	12	-	-	10	8	-	-	3	4	-	-	5	15	-

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Distribution and Mode Share by Transportation Zone For AM & PM Peak

AM Peak Period Trips (6-9AM)

Trips Starting in Zone 6

To/From ZONE	Mode Shares			Geographical Distribution of Trips			
	Auto	Transit	Walk	Total	Auto	Transit	Walk
1	35.3	64.7	0.0	1.9	1.5	2.9	0.0
2	15.9	84.1	0.0	10.8	3.9	21.5	0.0
3	18.8	81.2	0.0	4.0	1.7	7.8	0.0
4	26.7	73.3	0.0	11.8	7.1	20.6	0.0
5	31.1	56.3	12.6	10.3	7.2	13.8	10.0
6	34.0	6.0	60.0	17.4	13.2	2.5	80.0
7	22.7	77.3	0.0	0.5	0.3	1.0	0.0
8	83.2	16.8	0.0	1.5	2.8	0.6	0.0
9	86.3	13.7	0.0	1.4	2.7	0.4	0.0
10	76.1	23.9	0.0	1.2	2.1	0.7	0.0
11	21.5	78.5	0.0	0.9	0.4	1.6	0.0
12	37.6	62.4	0.0	1.4	1.2	2.1	0.0
13	72.3	27.7	0.0	0.9	1.5	0.6	0.0
14	78.9	21.1	0.0	1.9	3.3	0.9	0.0
15	50.7	41.9	7.4	6.8	7.7	6.8	3.9
16	62.7	22.9	14.5	0.8	1.2	0.4	0.9
17	56.9	43.1	0.0	0.9	1.2	0.9	0.0
18	84.6	15.4	0.0	0.6	1.2	0.2	0.0
19	54.6	23.7	21.7	3.2	3.9	1.8	5.2
20	26.5	73.5	0.0	0.5	0.3	0.8	0.0
RBO	66.9	33.1	0.0	1.5	2.2	1.1	0.0
RGR	52.5	47.5	0.0	5.3	6.2	5.9	0.0
RCD	89.8	10.2	0.0	4.9	9.8	1.2	0.0
RMR	62.3	37.7	0.0	2.0	2.8	1.8	0.0
BNE	50.6	49.4	0.0	0.4	0.4	0.4	0.0
BNO	64.3	35.7	0.0	0.5	0.8	0.5	0.0
BNW	87.8	12.2	0.0	1.5	2.9	0.4	0.0
CN	100.0	0.0	0.0	0.5	1.1	0.0	0.0
CW	96.9	3.1	0.0	1.5	3.3	0.1	0.0
CSW	89.0	11.0	0.0	2.4	4.7	0.6	0.0
CSE	100.0	0.0	0.0	0.8	1.7	0.0	0.0
TOTAL	44.7	42.2	13.1	100.0	100.0	100.0	100.0

Trips Ending in Zone 6

	Mode Shares			Geographical Distribution of Trips			
	Auto	Transit	Walk	Total	Auto	Transit	Walk
1	25.6	74.4	0.0	1.1	0.5	3.0	0.0
2	62.9	37.1	0.0	0.8	0.9	1.1	0.0
3	32.0	68.0	0.0	0.7	0.4	1.9	0.0
4	58.8	41.2	0.0	2.6	2.9	4.2	0.0
5	37.2	33.9	28.9	6.9	4.8	9.0	10.0
6	34.0	6.0	60.0	26.7	16.8	6.2	80.0
7	54.2	45.8	0.0	0.3	0.3	0.5	0.0
8	53.7	46.3	0.0	1.5	1.5	2.6	0.0
9	63.3	36.7	0.0	3.9	4.5	5.4	0.0
10	84.4	15.6	0.0	1.6	2.5	0.9	0.0
11	43.7	56.3	0.0	0.2	0.2	0.5	0.0
12	44.5	55.5	0.0	2.6	2.2	5.6	0.0
13	72.6	27.4	0.0	0.4	0.5	0.4	0.0
14	46.4	53.6	0.0	6.9	5.9	14.2	0.0
15	41.0	50.8	8.2	9.5	7.2	18.5	3.9
16	49.3	42.9	7.8	2.4	2.2	3.9	0.9
17	74.3	25.7	0.0	0.6	0.8	0.6	0.0
18	100.0	0.0	0.0	0.6	1.2	0.0	0.0
19	56.6	19.9	23.5	4.5	4.7	3.4	5.2
20	100.0	0.0	0.0	0.1	0.2	0.0	0.0
RBO	45.4	54.6	0.0	3.3	2.8	7.0	0.0
RGR	60.2	39.8	0.0	3.1	3.4	4.7	0.0
RCD	92.9	7.1	0.0	4.5	7.7	1.2	0.0
RMR	98.6	1.4	0.0	2.0	3.6	0.1	0.0
BNE	66.5	33.5	0.0	0.6	0.7	0.7	0.0
BNO	82.7	17.3	0.0	0.6	1.0	0.4	0.0
BNW	80.5	19.5	0.0	1.5	2.2	1.1	0.0
CN	88.0	12.0	0.0	1.5	2.5	0.7	0.0
CW	97.1	2.9	0.0	2.2	4.0	0.2	0.0
CSW	93.5	6.5	0.0	4.2	7.2	1.0	0.0
CSE	92.0	8.0	0.0	3.0	5.0	0.9	0.0
TOTAL	54.0	26.0	20.0	100.0	100.0	100.0	100.0

PM Peak Period Trips (3-6PM)

Trips Starting in Zone 6

To/From ZONE	Mode Shares			Geographical Distribution of Trips			
	Auto	Transit	Walk	Total	Auto	Transit	Walk
1	68.4	31.6	0.0	0.6	0.6	0.9	0.0
2	41.4	58.6	0.0	1.4	0.9	4.3	0.0
3	29.4	70.6	0.0	1.1	0.5	4.1	0.0
4	41.5	58.5	0.0	5.8	3.8	17.6	0.0
5	41.4	34.5	24.1	7.2	4.7	13.1	10.0
6	37.1	5.7	57.2	24.5	14.3	7.3	80.0
7	68.7	31.3	0.0	0.3	0.3	0.5	0.0
8	74.8	25.2	0.0	1.7	2.0	2.2	0.0
9	74.1	25.9	0.0	4.2	4.9	5.7	0.0
10	91.9	8.1	0.0	2.1	3.1	0.9	0.0
11	55.5	44.5	0.0	0.3	0.3	0.7	0.0
12	59.5	40.5	0.0	1.6	1.5	3.4	0.0
13	79.6	20.4	0.0	0.5	0.7	0.6	0.0
14	75.0	25.0	0.0	4.7	5.5	6.1	0.0
15	66.4	24.4	9.2	7.4	7.8	9.5	3.9
16	65.6	22.8	11.7	1.4	1.4	1.7	0.9
17	83.0	17.0	0.0	0.8	1.1	0.7	0.0
18	98.5	1.5	0.0	1.1	1.7	0.1	0.0
19	56.0	23.0	21.0	4.4	3.9	5.3	5.2
20	100.0	0.0	0.0	0.1	0.2	0.0	0.0
RBO	78.2	21.8	0.0	3.4	4.2	3.9	0.0
RGR	76.5	23.5	0.0	4.2	5.1	5.2	0.0
RCD	95.5	4.5	0.0	6.3	9.5	1.5	0.0
RMR	94.0	6.0	0.0	2.0	3.0	0.6	0.0
BNE	81.1	18.9	0.0	0.5	0.7	0.5	0.0
BNO	91.7	8.3	0.0	0.6	0.9	0.3	0.0
BNW	92.2	7.8	0.0	1.5	2.2	0.6	0.0
CN	92.5	7.5	0.0	1.6	2.3	0.6	0.0
CW	96.3	3.7	0.0	2.4	3.7	0.5	0.0
CSW	95.4	4.6	0.0	3.9	5.9	0.9	0.0
CSE	94.0	6.0	0.0	2.4	3.5	0.7	0.0
TOTAL	63.4	19.1	17.5	100.0	100.0	100.0	100.0

Trips Ending in Zone 6

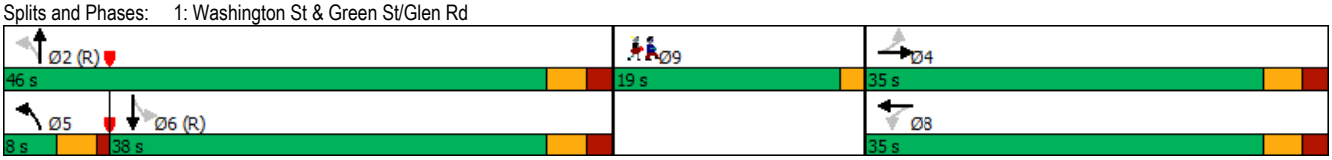
	Mode Shares			Geographical Distribution of Trips			
	Auto	Transit	Walk	Total	Auto	Transit	Walk
1	40.6	59.4	0.0	1.4	1.0	2.9	0.0
2	16.4	83.6	0.0	7.4	2.2	21.5	0.0
3	18.9	81.1	0.0	2.8	0.9	8.0	0.0
4	34.4	65.6	0.0	9.3	5.6	21.0	0.0
5	37.7	46.4	15.9	9.0	6.0	14.4	10.0
6	37.1	5.7	57.2	20.1	13.2	4.0	80.0
7	56.6	43.4	0.0	0.3	0.3	0.4	0.0
8	84.1	15.9	0.0	1.8	2.6	1.0	0.0
9	91.7	8.3	0.0	2.5	4.1	0.7	0.0
10	87.5	12.5	0.0	1.9	2.9	0.8	0.0
11	40.4	59.6	0.0	0.5	0.3	1.0	0.0
12	85.3	14.7	0.0	0.9	1.3	0.4	0.0
13	82.7	17.3	0.0	0.8	1.1	0.5	0.0
14	80.9	19.1	0.0	3.1	4.4	2.0	0.0
15	71.7	19.6	8.7	6.4	8.2	4.4	3.9
16	60.7	27.5	11.8	1.1	1.2	1.1	0.9
17	68.1	31.9	0.0	1.1	1.3	1.2	0.0
18	95.4	4.6	0.0	1.0	1.7	0.2	0.0
19	58.6	21.7	19.7	3.8	4.0	2.9	5.2
20	35.0	65.0	0.0	0.2	0.1	0.4	0.0
RBO	89.6	10.4	0.0	2.2	3.5	0.8	0.0
RGR	71.4	28.6	0.0	5.1	6.5	5.1	0.0
RCD	96.9	3.1	0.0	5.8	9.9	0.6	0.0
RMR	80.5	19.5	0.0	2.0	2.8	1.3	0.0
BNE	70.7	29.3	0.0	0.4	0.5	0.4	0.0
BNO	84.4	15.6	0.0	0.5	0.8	0.3	0.0
BNW	91.8	8.2	0.0	1.5	2.4	0.4	0.0
CN	93.7	6.3	0.0	1.0	1.6	0.2	0.0
CW	93.1	6.9	0.0	1.9	3.1	0.5	0.0
CSW	85.7	14.3	0.0	2.9	4.5	1.5	0.0
CSE	90.9	9.1	0.0	1.3	2.1	0.4	0.0
TOTAL	56.6	29.0	14.4	100.0	100.0	100.0	100.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	22	89	32	56	251	14	58	326	59	6	217	29	
Future Volume (vph)	22	89	32	56	251	14	58	326	59	6	217	29	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor					1.00			1.00			1.00		
Frt		0.970			0.994			0.982			0.984		
Flt Protected		0.992			0.991			0.994			0.999		
Satd. Flow (prot)	0	1781	0	0	1648	0	0	1557	0	0	1535	0	
Flt Permitted		0.879			0.903			0.918			0.989		
Satd. Flow (perm)	0	1579	0	0	1501	0	0	1438	0	0	1520	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		492			562			939			680		
Travel Time (s)		13.4			15.3			25.6			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)						1			1			1	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.85	0.85	0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	9%	2%	0%	0%	2%	0%	3%	8%	0%	0%	10%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				1	1	1	1	1	1	1	1	1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	28	113	41	64	289	16	60	340	61	7	255	34	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	182	0	0	369	0	0	461	0	0	296	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA		
Protected Phases		4			8		5	2			6		9
Permitted Phases	4			8			2			6			
Detector Phase	4	4		8	8		5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0		13.0	13.0		8.0	13.0		13.0	13.0		19.0
Total Split (s)	35.0	35.0		35.0	35.0		8.0	46.0		38.0	38.0		19.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		8.0%	46.0%		38.0%	38.0%		19%
Maximum Green (s)	30.0	30.0		30.0	30.0		4.0	41.0		33.0	33.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0		
Total Lost Time (s)		5.0			5.0			5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		None	None		Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													10.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		27.5			27.5			47.3			39.3		
Actuated g/C Ratio		0.28			0.28			0.47			0.39		
v/c Ratio		0.42			0.90			0.67			0.50		
Control Delay		32.3			60.0			27.3			29.3		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		32.3			60.0			27.3			29.3		
LOS		C			E			C			C		
Approach Delay		32.3			60.0			27.3			29.3		
Approach LOS		C			E			C			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		92			218			311			156		
Queue Length 95th (ft)		132			#348			m280			227		
Internal Link Dist (ft)		412			482			859			600		
Turn Bay Length (ft)													
Base Capacity (vph)		473			450			684			597		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.38			0.82			0.67			0.50		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 37.6		Intersection LOS: D	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Washington St & Green St/Glen Rd

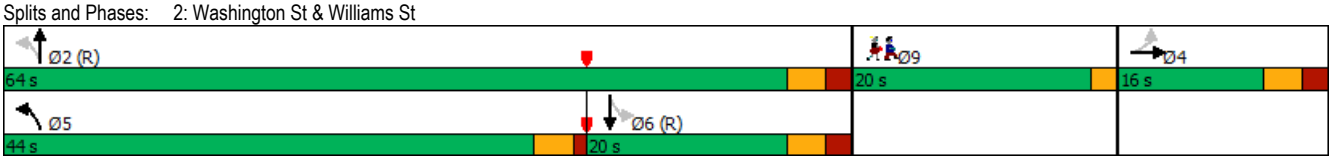


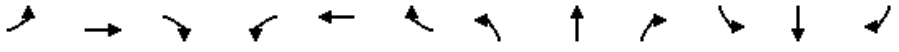
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	55	47	74	0	0	0	410	401	10	12	205	43	
Future Volume (vph)	55	47	74	0	0	0	410	401	10	12	205	43	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99						1.00			1.00		
Frt		0.943						0.998			0.978		
Flt Protected		0.985						0.976			0.998		
Satd. Flow (prot)	0	1680	0	0	0	0	0	1609	0	0	1539	0	
Flt Permitted		0.985						0.336			0.940		
Satd. Flow (perm)	0	1680	0	0	0	0	0	554	0	0	1450	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		29									8		
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		589			552			722			939		
Travel Time (s)		16.1			15.1			19.7			25.6		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1			7			1			1	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.96	0.96	0.96	0.93	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	4%	7%	0%	0%	0%	0%	6%	0%	0%	9%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				0	0	0	0	1	0	0	1	0	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	60	51	80	0	0	0	427	418	10	13	220	46	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	191	0	0	0	0	0	855	0	0	279	0	
Turn Type	Perm	NA					pm+pt	NA		Perm	NA		
Protected Phases		4					5	2			6		9
Permitted Phases	4						2			6			
Detector Phase	4	4					5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0					3.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0					7.0	13.0		13.0	13.0		20.0
Total Split (s)	16.0	16.0					44.0	64.0		20.0	20.0		20.0
Total Split (%)	16.0%	16.0%					44.0%	64.0%		20.0%	20.0%		20%
Maximum Green (s)	11.0	11.0					40.0	59.0		15.0	15.0		18.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0					1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Minimum Gap (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None					Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													11.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		10.9						63.1			19.1		
Actuated g/C Ratio		0.11						0.63			0.19		
v/c Ratio		0.91						1.12			0.99		
Control Delay		82.4						94.1			92.8		
Queue Delay		0.0						0.0			0.0		
Total Delay		82.4						94.1			92.8		
LOS		F						F			F		
Approach Delay		82.4						94.1			92.8		
Approach LOS		F						F			F		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		104						~574			~197		
Queue Length 95th (ft)		#236						#813			m#368		
Internal Link Dist (ft)		509			472			642			859		
Turn Bay Length (ft)													
Base Capacity (vph)		210						761			283		
Starvation Cap Reductn		0						0			0		
Spillback Cap Reductn		0						0			0		
Storage Cap Reductn		0						0			0		
Reduced v/c Ratio		0.91						1.12			0.99		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 86 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 92.1		Intersection LOS: F	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Washington St & Williams St



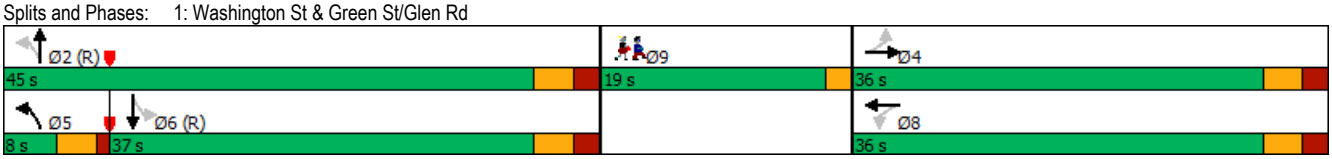


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	40	129	47	57	102	10	38	287	24	10	283	39	
Future Volume (vph)	40	129	47	57	102	10	38	287	24	10	283	39	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		1.00						1.00					
Frt		0.971			0.992			0.991			0.984		
Flt Protected		0.991			0.983			0.995			0.999		
Satd. Flow (prot)	0	1619	0	0	1658	0	0	1617	0	0	1616	0	
Flt Permitted		0.905			0.697			0.937			0.987		
Satd. Flow (perm)	0	1479	0	0	1176	0	0	1522	0	0	1597	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		492			562			939			680		
Travel Time (s)		13.4			15.3			25.6			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1						2				
Peak Hour Factor	0.77	0.77	0.77	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	4%	4%	0%	4%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	1	1	1	1	1	1	1	1	1	1	1	1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	52	168	61	58	104	10	39	293	24	10	286	39	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	281	0	0	172	0	0	356	0	0	335	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA		
Protected Phases		4			8		5	2			6		9
Permitted Phases	4			8			2			6			
Detector Phase	4	4		8	8		5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0		13.0	13.0		8.0	13.0		13.0	13.0		19.0
Total Split (s)	36.0	36.0		36.0	36.0		8.0	45.0		37.0	37.0		19.0
Total Split (%)	36.0%	36.0%		36.0%	36.0%		8.0%	45.0%		37.0%	37.0%		19%
Maximum Green (s)	31.0	31.0		31.0	31.0		4.0	40.0		32.0	32.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0		
Total Lost Time (s)		5.0			5.0			5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		None	None		Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													10.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		23.7			23.7			51.1			43.1		
Actuated g/C Ratio		0.24			0.24			0.51			0.43		
v/c Ratio		0.80			0.62			0.46			0.49		
Control Delay		52.5			42.9			31.0			27.0		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		52.5			42.9			31.0			27.0		
LOS		D			D			C			C		
Approach Delay		52.5			42.9			31.0			27.0		
Approach LOS		D			D			C			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		169			98			178			162		
Queue Length 95th (ft)		195			154			m204			282		
Internal Link Dist (ft)		412			482			859			600		
Turn Bay Length (ft)													
Base Capacity (vph)		458			364			780			688		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.61			0.47			0.46			0.49		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 36.9		Intersection LOS: D	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Washington St & Green St/Glen Rd

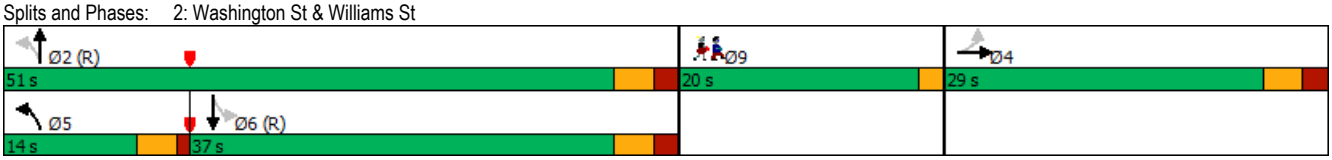


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	35	167	237	0	0	0	136	306	25	37	338	28	
Future Volume (vph)	35	167	237	0	0	0	136	306	25	37	338	28	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99						1.00					
Frt		0.927						0.993			0.991		
Flt Protected		0.996						0.986			0.995		
Satd. Flow (prot)	0	1727	0	0	0	0	0	1611	0	0	1622	0	
Flt Permitted		0.996						0.603			0.923		
Satd. Flow (perm)	0	1727	0	0	0	0	0	985	0	0	1505	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		56									4		
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		589			552			722			939		
Travel Time (s)		16.1			15.1			19.7			25.6		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1			1			2				
Peak Hour Factor	0.98	0.98	0.98	0.25	0.25	0.25	0.94	0.94	0.94	0.97	0.97	0.97	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	2%	4%	0%	0%	4%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				0	0	0	0	1	0	0	1	0	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	36	170	242	0	0	0	145	326	27	38	348	29	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	448	0	0	0	0	0	498	0	0	415	0	
Turn Type	Perm	NA					pm+pt	NA		Perm	NA		
Protected Phases		4					5	2			6		9
Permitted Phases	4						2			6			
Detector Phase	4	4					5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0					3.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0					7.0	13.0		13.0	13.0		20.0
Total Split (s)	29.0	29.0					14.0	51.0		37.0	37.0		20.0
Total Split (%)	29.0%	29.0%					14.0%	51.0%		37.0%	37.0%		20%
Maximum Green (s)	24.0	24.0					10.0	46.0		32.0	32.0		18.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0					1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Minimum Gap (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None					Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													11.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		24.0						50.0			36.0		
Actuated g/C Ratio		0.24						0.50			0.36		
v/c Ratio		0.98						0.91			0.76		
Control Delay		72.0						46.4			29.0		
Queue Delay		0.0						0.0			0.0		
Total Delay		72.0						46.4			29.0		
LOS		E						D			C		
Approach Delay		72.0						46.4			29.0		
Approach LOS		E						D			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		254						240			109		
Queue Length 95th (ft)		#458						#522			#394		
Internal Link Dist (ft)		509			472			642			859		
Turn Bay Length (ft)													
Base Capacity (vph)		457						548			544		
Starvation Cap Reductn		0						0			0		
Spillback Cap Reductn		0						0			0		
Storage Cap Reductn		0						0			0		
Reduced v/c Ratio		0.98						0.91			0.76		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 49.5		Intersection LOS: D	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Washington St & Williams St

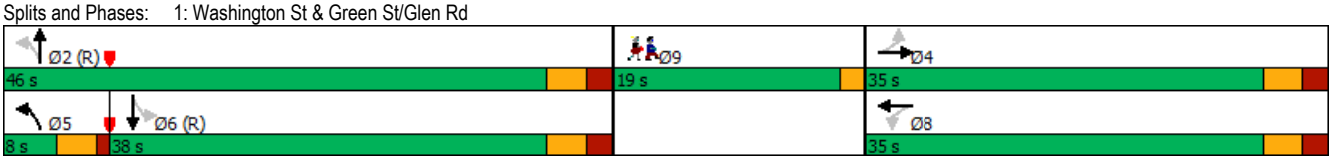


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	23	91	33	57	257	14	59	334	60	6	222	30	
Future Volume (vph)	23	91	33	57	257	14	59	334	60	6	222	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor					1.00			1.00			1.00		
Frt		0.970			0.994			0.982			0.984		
Flt Protected		0.992			0.991			0.994			0.999		
Satd. Flow (prot)	0	1781	0	0	1648	0	0	1557	0	0	1535	0	
Flt Permitted		0.873			0.899			0.913			0.989		
Satd. Flow (perm)	0	1568	0	0	1495	0	0	1430	0	0	1520	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		492			562			939			680		
Travel Time (s)		13.4			15.3			25.6			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)						1			1			1	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.85	0.85	0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	9%	2%	0%	0%	2%	0%	3%	8%	0%	0%	10%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				1	1	1	1	1	1	1	1	1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	29	115	42	66	295	16	61	348	63	7	261	35	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	186	0	0	377	0	0	472	0	0	303	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA		
Protected Phases		4			8		5	2			6		9
Permitted Phases	4			8			2			6			
Detector Phase	4	4		8	8		5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0		13.0	13.0		8.0	13.0		13.0	13.0		19.0
Total Split (s)	35.0	35.0		35.0	35.0		8.0	46.0		38.0	38.0		19.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		8.0%	46.0%		38.0%	38.0%		19%
Maximum Green (s)	30.0	30.0		30.0	30.0		4.0	41.0		33.0	33.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0		
Total Lost Time (s)		5.0			5.0			5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		None	None		Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													10.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		27.8			27.8			47.0			39.0		
Actuated g/C Ratio		0.28			0.28			0.47			0.39		
v/c Ratio		0.43			0.91			0.70			0.51		
Control Delay		32.4			61.9			28.1			29.8		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		32.4			61.9			28.1			29.8		
LOS		C			E			C			C		
Approach Delay		32.4			61.9			28.1			29.8		
Approach LOS		C			E			C			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		94			224			321			160		
Queue Length 95th (ft)		135			#361			m278			233		
Internal Link Dist (ft)		412			482			859			600		
Turn Bay Length (ft)													
Base Capacity (vph)		470			448			676			593		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.40			0.84			0.70			0.51		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 38.6		Intersection LOS: D	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Washington St & Green St/Glen Rd

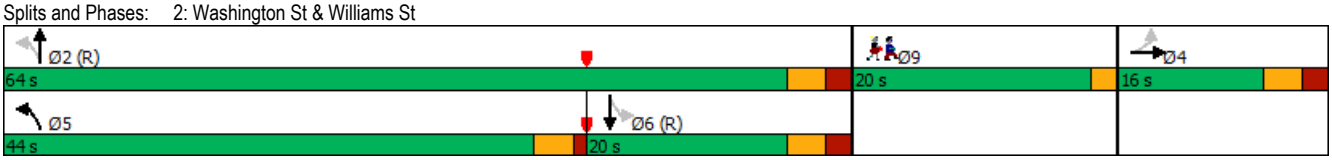


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	56	48	76	0	0	0	420	411	10	12	210	44	
Future Volume (vph)	56	48	76	0	0	0	420	411	10	12	210	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99						1.00			1.00		
Frt		0.943						0.998			0.978		
Flt Protected		0.985						0.976			0.998		
Satd. Flow (prot)	0	1680	0	0	0	0	0	1609	0	0	1539	0	
Flt Permitted		0.985						0.322			0.940		
Satd. Flow (perm)	0	1680	0	0	0	0	0	531	0	0	1450	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		30									8		
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		589			552			722			939		
Travel Time (s)		16.1			15.1			19.7			25.6		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1			7			1			1	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.96	0.96	0.96	0.93	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	4%	7%	0%	0%	0%	0%	6%	0%	0%	9%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				0	0	0	0	1	0	0	1	0	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	61	52	83	0	0	0	438	428	10	13	226	47	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	196	0	0	0	0	0	876	0	0	286	0	
Turn Type	Perm	NA					pm+pt	NA		Perm	NA		
Protected Phases		4					5	2			6		9
Permitted Phases	4						2			6			
Detector Phase	4	4					5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0					3.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0					7.0	13.0		13.0	13.0		20.0
Total Split (s)	16.0	16.0					44.0	64.0		20.0	20.0		20.0
Total Split (%)	16.0%	16.0%					44.0%	64.0%		20.0%	20.0%		20%
Maximum Green (s)	11.0	11.0					40.0	59.0		15.0	15.0		18.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0					1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Minimum Gap (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None					Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													11.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		11.0						63.0			19.0		
Actuated g/C Ratio		0.11						0.63			0.19		
v/c Ratio		0.93						1.16			1.01		
Control Delay		84.9						109.1			99.3		
Queue Delay		0.0						0.0			0.0		
Total Delay		84.9						109.1			99.3		
LOS		F						F			F		
Approach Delay		84.9						109.1			99.3		
Approach LOS		F						F			F		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		107						~609			~205		
Queue Length 95th (ft)		#244						#848			m#378		
Internal Link Dist (ft)		509			472			642			859		
Turn Bay Length (ft)													
Base Capacity (vph)		211						754			282		
Starvation Cap Reductn		0						0			0		
Spillback Cap Reductn		0						0			0		
Storage Cap Reductn		0						0			0		
Reduced v/c Ratio		0.93						1.16			1.01		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 86 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 103.6		Intersection LOS: F	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Washington St & Williams St

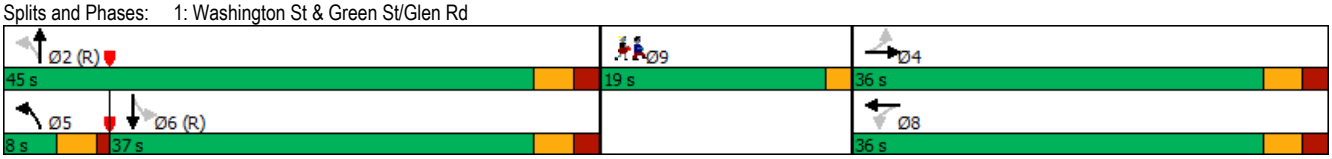


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	41	132	48	58	105	10	39	294	25	10	290	40	
Future Volume (vph)	41	132	48	58	105	10	39	294	25	10	290	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		1.00						1.00					
Frt		0.971			0.992			0.990			0.984		
Flt Protected		0.991			0.984			0.995			0.999		
Satd. Flow (prot)	0	1619	0	0	1660	0	0	1615	0	0	1616	0	
Flt Permitted		0.902			0.695			0.936			0.987		
Satd. Flow (perm)	0	1474	0	0	1172	0	0	1519	0	0	1597	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		492			562			939			680		
Travel Time (s)		13.4			15.3			25.6			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1						2				
Peak Hour Factor	0.77	0.77	0.77	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	4%	4%	0%	4%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	1	1	1	1	1	1	1	1	1	1	1	1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	53	171	62	59	107	10	40	300	26	10	293	40	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	286	0	0	176	0	0	366	0	0	343	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA		
Protected Phases		4			8		5	2			6		9
Permitted Phases	4			8			2			6			
Detector Phase	4	4		8	8		5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0		13.0	13.0		8.0	13.0		13.0	13.0		19.0
Total Split (s)	36.0	36.0		36.0	36.0		8.0	45.0		37.0	37.0		19.0
Total Split (%)	36.0%	36.0%		36.0%	36.0%		8.0%	45.0%		37.0%	37.0%		19%
Maximum Green (s)	31.0	31.0		31.0	31.0		4.0	40.0		32.0	32.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0		
Total Lost Time (s)		5.0			5.0			5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		None	None		Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													10.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		24.0			24.0			50.8			42.8		
Actuated g/C Ratio		0.24			0.24			0.51			0.43		
v/c Ratio		0.81			0.63			0.47			0.50		
Control Delay		53.2			43.3			31.1			27.5		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		53.2			43.3			31.1			27.5		
LOS		D			D			C			C		
Approach Delay		53.2			43.3			31.1			27.5		
Approach LOS		D			D			C			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		172			100			184			168		
Queue Length 95th (ft)		200			158			m202			290		
Internal Link Dist (ft)		412			482			859			600		
Turn Bay Length (ft)													
Base Capacity (vph)		456			363			774			684		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.63			0.48			0.47			0.50		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 37.3		Intersection LOS: D	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Washington St & Green St/Glen Rd

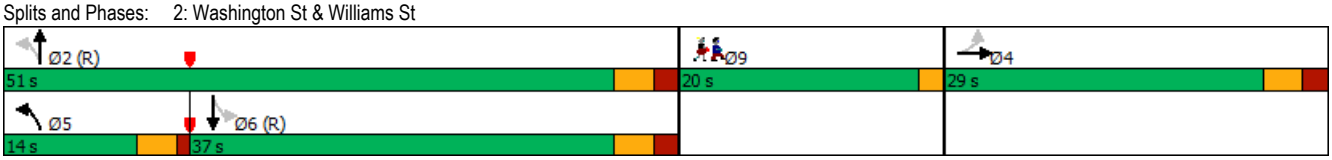


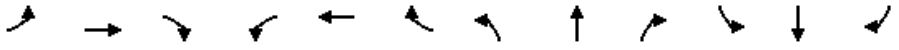
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	36	171	243	0	0	0	139	314	26	38	347	29	
Future Volume (vph)	36	171	243	0	0	0	139	314	26	38	347	29	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99						1.00					
Frt		0.927						0.993			0.991		
Flt Protected		0.996						0.986			0.995		
Satd. Flow (prot)	0	1727	0	0	0	0	0	1611	0	0	1622	0	
Flt Permitted		0.996						0.592			0.921		
Satd. Flow (perm)	0	1727	0	0	0	0	0	968	0	0	1502	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		56									4		
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		589			552			722			939		
Travel Time (s)		16.1			15.1			19.7			25.6		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1			1			2				
Peak Hour Factor	0.98	0.98	0.98	0.25	0.25	0.25	0.94	0.94	0.94	0.97	0.97	0.97	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	2%	4%	0%	0%	4%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				0	0	0	0	1	0	0	1	0	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	37	174	248	0	0	0	148	334	28	39	358	30	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	459	0	0	0	0	0	510	0	0	427	0	
Turn Type	Perm	NA					pm+pt	NA		Perm	NA		
Protected Phases		4					5	2			6		9
Permitted Phases	4						2			6			
Detector Phase	4	4					5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0					3.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0					7.0	13.0		13.0	13.0		20.0
Total Split (s)	29.0	29.0					14.0	51.0		37.0	37.0		20.0
Total Split (%)	29.0%	29.0%					14.0%	51.0%		37.0%	37.0%		20%
Maximum Green (s)	24.0	24.0					10.0	46.0		32.0	32.0		18.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0					1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Minimum Gap (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None					Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													11.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		24.0						50.0			36.0		
Actuated g/C Ratio		0.24						0.50			0.36		
v/c Ratio		1.00						0.94			0.79		
Control Delay		77.9						52.4			30.7		
Queue Delay		0.0						0.0			0.0		
Total Delay		77.9						52.4			30.7		
LOS		E						D			C		
Approach Delay		77.9						52.4			30.7		
Approach LOS		E						D			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		~266						~255			113		
Queue Length 95th (ft)		#474						#545			#415		
Internal Link Dist (ft)		509			472			642			859		
Turn Bay Length (ft)													
Base Capacity (vph)		457						542			543		
Starvation Cap Reductn		0						0			0		
Spillback Cap Reductn		0						0			0		
Storage Cap Reductn		0						0			0		
Reduced v/c Ratio		1.00						0.94			0.79		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 54.1		Intersection LOS: D	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Washington St & Williams St



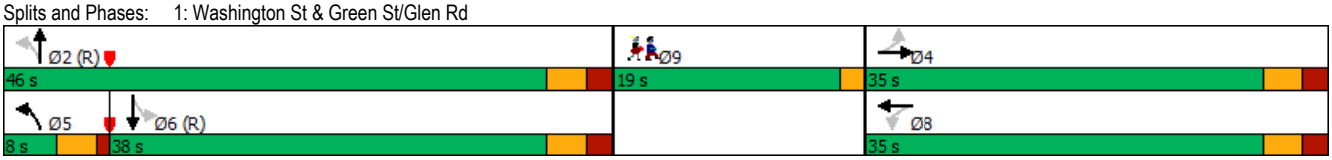


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations		↕			↕			↕			↕		
Traffic Volume (vph)	23	91	36	60	257	14	66	343	63	6	227	30	
Future Volume (vph)	23	91	36	60	257	14	66	343	63	6	227	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor					1.00			1.00			1.00		
Frt		0.967			0.994			0.982			0.985		
Flt Protected		0.992			0.991			0.993			0.999		
Satd. Flow (prot)	0	1777	0	0	1648	0	0	1557	0	0	1537	0	
Flt Permitted		0.877			0.891			0.890			0.989		
Satd. Flow (perm)	0	1571	0	0	1482	0	0	1395	0	0	1521	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		492			562			260			680		
Travel Time (s)		13.4			15.3			7.1			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)						1			1			1	
Peak Hour Factor	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.85	0.85	0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	9%	2%	0%	0%	2%	0%	3%	8%	0%	0%	10%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				1	1	1	1	1	1	1	1	1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	29	115	46	69	295	16	69	357	66	7	267	35	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	190	0	0	380	0	0	492	0	0	309	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA		
Protected Phases		4			8		5	2			6		9
Permitted Phases	4			8			2			6			
Detector Phase	4	4		8	8		5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0		13.0	13.0		8.0	13.0		13.0	13.0		19.0
Total Split (s)	35.0	35.0		35.0	35.0		8.0	46.0		38.0	38.0		19.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		8.0%	46.0%		38.0%	38.0%		19%
Maximum Green (s)	30.0	30.0		30.0	30.0		4.0	41.0		33.0	33.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0		
Total Lost Time (s)		5.0			5.0			5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		None	None		Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													10.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		28.0			28.0			46.8			38.8		
Actuated g/C Ratio		0.28			0.28			0.47			0.39		
v/c Ratio		0.43			0.92			0.75			0.52		
Control Delay		32.3			62.8			29.3			30.2		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		32.3			62.8			29.3			30.2		
LOS		C			E			C			C		
Approach Delay		32.3			62.8			29.3			30.2		
Approach LOS		C			E			C			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		96			227			334			164		
Queue Length 95th (ft)		137			#368			m299			238		
Internal Link Dist (ft)		412			482			180			600		
Turn Bay Length (ft)													
Base Capacity (vph)		471			444			657			589		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.40			0.86			0.75			0.52		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 8 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 39.2		Intersection LOS: D	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Washington St & Green St/Glen Rd

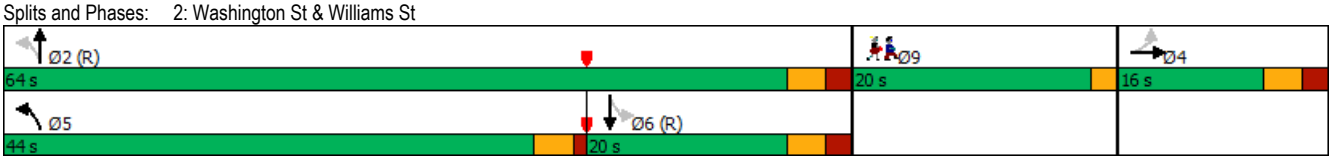


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	57	48	76	0	0	0	420	414	10	12	213	44	
Future Volume (vph)	57	48	76	0	0	0	420	414	10	12	213	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99						1.00			1.00		
Frt		0.943						0.998			0.978		
Flt Protected		0.985						0.976			0.998		
Satd. Flow (prot)	0	1680	0	0	0	0	0	1609	0	0	1539	0	
Flt Permitted		0.985						0.317			0.940		
Satd. Flow (perm)	0	1680	0	0	0	0	0	522	0	0	1450	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		29									8		
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		589			552			722			680		
Travel Time (s)		16.1			15.1			19.7			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1			7			1			1	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.25	0.25	0.96	0.96	0.96	0.93	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	4%	7%	0%	0%	0%	0%	6%	0%	0%	9%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				0	0	0	0	1	0	0	1	0	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	62	52	83	0	0	0	438	431	10	13	229	47	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	197	0	0	0	0	0	879	0	0	289	0	
Turn Type	Perm	NA					pm+pt	NA		Perm	NA		
Protected Phases		4					5	2			6		9
Permitted Phases	4						2			6			
Detector Phase	4	4					5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0					3.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0					7.0	13.0		13.0	13.0		20.0
Total Split (s)	16.0	16.0					44.0	64.0		20.0	20.0		20.0
Total Split (%)	16.0%	16.0%					44.0%	64.0%		20.0%	20.0%		20%
Maximum Green (s)	11.0	11.0					40.0	59.0		15.0	15.0		18.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0					1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Minimum Gap (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None					Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													11.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		11.0						63.0			19.0		
Actuated g/C Ratio		0.11						0.63			0.19		
v/c Ratio		0.94						1.17			1.02		
Control Delay		87.2						112.2			101.4		
Queue Delay		0.0						0.0			0.0		
Total Delay		87.2						112.2			101.4		
LOS		F						F			F		
Approach Delay		87.2						112.2			101.4		
Approach LOS		F						F			F		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		108						~616			~209		
Queue Length 95th (ft)		#247						#856			m#383		
Internal Link Dist (ft)		509			472			642			600		
Turn Bay Length (ft)													
Base Capacity (vph)		210						752			282		
Starvation Cap Reductn		0						0			0		
Spillback Cap Reductn		0						0			0		
Storage Cap Reductn		0						0			0		
Reduced v/c Ratio		0.94						1.17			1.02		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 86 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 106.3		Intersection LOS: F	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

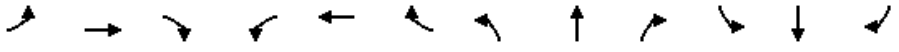
Splits and Phases: 2: Washington St & Williams St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	19	467	4	11	312
Future Volume (Veh/h)	3	19	467	4	11	312
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	21	508	4	12	339
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			680			260
pX, platoon unblocked	0.88					
vC, conflicting volume	873	510			512	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	789	510			512	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			99	
cM capacity (veh/h)	313	563			1053	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	512	351
Volume Left	3	0	12
Volume Right	21	4	0
cSH	512	1700	1053
Volume to Capacity	0.05	0.30	0.01
Queue Length 95th (ft)	4	0	1
Control Delay (s)	12.4	0.0	0.4
Lane LOS	B		A
Approach Delay (s)	12.4	0.0	0.4
Approach LOS	B		

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		35.3%	ICU Level of Service A
Analysis Period (min)		15	

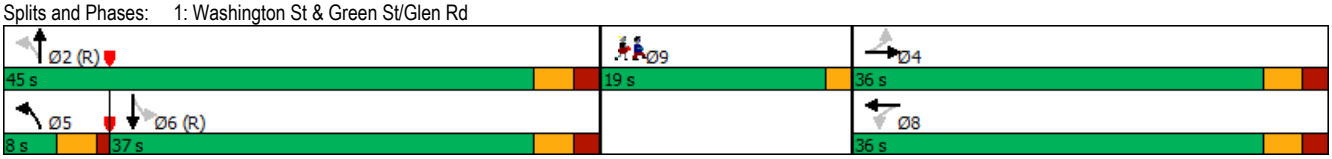


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations		↕			↕			↕			↕		
Traffic Volume (vph)	41	132	55	62	105	10	47	305	32	10	300	40	
Future Volume (vph)	41	132	55	62	105	10	47	305	32	10	300	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99						1.00					
Frt		0.968			0.992			0.989			0.985		
Flt Protected		0.991			0.983			0.994			0.999		
Satd. Flow (prot)	0	1614	0	0	1658	0	0	1612	0	0	1618	0	
Flt Permitted		0.905			0.673			0.927			0.987		
Satd. Flow (perm)	0	1474	0	0	1135	0	0	1503	0	0	1598	0	
Right Turn on Red			No			No			No			No	
Satd. Flow (RTOR)													
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		492			562			260			680		
Travel Time (s)		13.4			15.3			7.1			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1						2				
Peak Hour Factor	0.77	0.77	0.77	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	4%	4%	0%	4%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	1	1	1	1	1	1	1	1	1	1	1	1	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	53	171	71	63	107	10	48	311	33	10	303	40	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	295	0	0	180	0	0	392	0	0	353	0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA		
Protected Phases		4			8		5	2			6		9
Permitted Phases	4			8			2			6			
Detector Phase	4	4		8	8		5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0		13.0	13.0		8.0	13.0		13.0	13.0		19.0
Total Split (s)	36.0	36.0		36.0	36.0		8.0	45.0		37.0	37.0		19.0
Total Split (%)	36.0%	36.0%		36.0%	36.0%		8.0%	45.0%		37.0%	37.0%		19%
Maximum Green (s)	31.0	31.0		31.0	31.0		4.0	40.0		32.0	32.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0		
Total Lost Time (s)		5.0			5.0			5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0		0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		None	None		Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													10.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		24.4			24.4			50.4			42.4		
Actuated g/C Ratio		0.24			0.24			0.50			0.42		
v/c Ratio		0.82			0.65			0.52			0.52		
Control Delay		53.6			44.4			31.4			28.3		
Queue Delay		0.0			0.0			0.0			0.0		
Total Delay		53.6			44.4			31.4			28.3		
LOS		D			D			C			C		
Approach Delay		53.6			44.4			31.4			28.3		
Approach LOS		D			D			C			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		177			103			196			176		
Queue Length 95th (ft)		207			164			m221			299		
Internal Link Dist (ft)		412			482			180			600		
Turn Bay Length (ft)													
Base Capacity (vph)		456			351			760			676		
Starvation Cap Reductn		0			0			0			0		
Spillback Cap Reductn		0			0			0			0		
Storage Cap Reductn		0			0			0			0		
Reduced v/c Ratio		0.65			0.51			0.52			0.52		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 40 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 37.8		Intersection LOS: D	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Washington St & Green St/Glen Rd

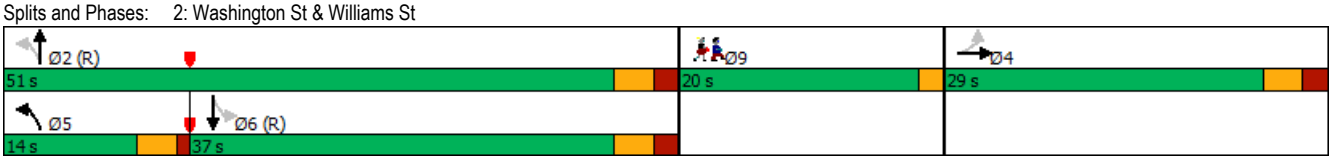


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Lane Configurations													
Traffic Volume (vph)	36	171	243	0	0	0	139	319	26	38	353	29	
Future Volume (vph)	36	171	243	0	0	0	139	319	26	38	353	29	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		0	0		0	
Storage Lanes	0		0	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		0.99						1.00					
Frt		0.927						0.993			0.991		
Flt Protected		0.996						0.986			0.996		
Satd. Flow (prot)	0	1727	0	0	0	0	0	1611	0	0	1624	0	
Flt Permitted		0.996						0.589			0.921		
Satd. Flow (perm)	0	1727	0	0	0	0	0	963	0	0	1502	0	
Right Turn on Red			Yes			Yes			No			Yes	
Satd. Flow (RTOR)		56									4		
Link Speed (mph)		25			25			25			25		
Link Distance (ft)		589			552			722			680		
Travel Time (s)		16.1			15.1			19.7			18.5		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)			1			1			2				
Peak Hour Factor	0.98	0.98	0.98	0.25	0.25	0.25	0.94	0.94	0.94	0.97	0.97	0.97	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	2%	4%	0%	0%	4%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)				0	0	0	0	1	0	0	1	0	
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	37	174	248	0	0	0	148	339	28	39	364	30	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	459	0	0	0	0	0	515	0	0	433	0	
Turn Type	Perm	NA					pm+pt	NA		Perm	NA		
Protected Phases		4					5	2			6		9
Permitted Phases	4						2			6			
Detector Phase	4	4					5	2		6	6		
Switch Phase													
Minimum Initial (s)	8.0	8.0					3.0	8.0		8.0	8.0		5.0
Minimum Split (s)	13.0	13.0					7.0	13.0		13.0	13.0		20.0
Total Split (s)	29.0	29.0					14.0	51.0		37.0	37.0		20.0
Total Split (%)	29.0%	29.0%					14.0%	51.0%		37.0%	37.0%		20%
Maximum Green (s)	24.0	24.0					10.0	46.0		32.0	32.0		18.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	2.0	2.0					1.0	2.0		2.0	2.0		0.0
Lost Time Adjust (s)		0.0						0.0			0.0		
Total Lost Time (s)		5.0						5.0			5.0		
Lead/Lag							Lead			Lag	Lag		
Lead-Lag Optimize?							Yes			Yes	Yes		
Vehicle Extension (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Minimum Gap (s)	2.0	2.0					2.0	2.0		2.0	2.0		2.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None					Max	C-Max		C-Max	C-Max		None
Walk Time (s)													7.0
Flash Dont Walk (s)													11.0
Pedestrian Calls (#/hr)													100
Act Effct Green (s)		24.0						50.0			36.0		
Actuated g/C Ratio		0.24						0.50			0.36		
v/c Ratio		1.00						0.96			0.80		
Control Delay		77.9						55.0			31.7		
Queue Delay		0.0						0.0			0.0		
Total Delay		77.9						55.0			31.7		
LOS		E						E			C		
Approach Delay		77.9						55.0			31.7		
Approach LOS		E						E			C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø9
Queue Length 50th (ft)		~266						~265			120		
Queue Length 95th (ft)		#474						#553			#427		
Internal Link Dist (ft)		509			472			642			600		
Turn Bay Length (ft)													
Base Capacity (vph)		457						539			543		
Starvation Cap Reductn		0						0			0		
Spillback Cap Reductn		0						0			0		
Storage Cap Reductn		0						0			0		
Reduced v/c Ratio		1.00						0.96			0.80		

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 54 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 55.3		Intersection LOS: E	
Intersection Capacity Utilization 86.9%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Washington St & Williams St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	26	350	5	21	396
Future Volume (Veh/h)	6	26	350	5	21	396
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	28	380	5	23	430
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			680			260
pX, platoon unblocked	0.90	0.92			0.92	
vC, conflicting volume	858	382			385	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	596	292			294	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	96			98	
cM capacity (veh/h)	410	691			1172	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	35	385	453
Volume Left	7	0	23
Volume Right	28	5	0
cSH	608	1700	1172
Volume to Capacity	0.06	0.23	0.02
Queue Length 95th (ft)	5	0	2
Control Delay (s)	11.3	0.0	0.6
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	0.6
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Mode Share by Purpose* and Time of Day

Trips Beginning in Zone 6

Daily avg. mode shares	All Purposes	Home	Work	Other
Auto	61%	61%	58%	61%
Transit	23%	25%	35%	15%
Walk	16%	14%	7%	24%
AM peak mode shares				
Auto	45%	44%	38%	48%
Transit	42%	44%	56%	28%
Walk	13%	12%	6%	24%
Rest of day mode shares				
Auto	65%	68%	59%	62%
Transit	19%	18%	34%	14%
Walk	16%	14%	7%	24%
PM peak mode shares				
Auto	54%	56%	53%	54%
Transit	26%	26%	38%	15%
Walk	20%	18%	9%	31%

Trips Ending in Zone 6

Daily avg. mode shares	All Purposes	Home	Work	Other
Auto	61%	61%	58%	61%
Transit	23%	25%	35%	15%
Walk	16%	14%	7%	24%
AM peak mode shares				
Auto	54%	56%	53%	54%
Transit	26%	26%	38%	15%
Walk	20%	18%	9%	31%
Rest of day mode shares				
Auto	62%	62%	62%	63%
Transit	23%	25%	33%	14%
Walk	15%	13%	5%	23%
PM peak mode shares				
Auto	45%	44%	38%	48%
Transit	42%	44%	56%	28%
Walk	13%	12%	6%	24%

**Purpose refers to the activity that occurs in Zone 6.*

Appendix C

Accessibility

Article 80 – Accessibility Checklist

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

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

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

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

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
   http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Massachusetts State Building Code 780 CMR
   http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html
4. Massachusetts Office of Disability – Disabled Parking Regulations
   http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf
5. MBTA Fixed Route Accessible Transit Stations
   http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
   http://bostoncompletestreets.org/
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
   www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
   http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
   http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. ***Accessible Route*** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. ***Accessible Group 2 Units*** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. ***Accessible Guestrooms*** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. ***Inclusionary Development Policy (IDP)*** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: http://www.bostonplans.org/housing/overview
5. ***Public Improvement Commission (PIC)*** – The regulatory body in charge of managing the public right of way. For more information visit: https://www.boston.gov/pic
6. ***Visitability*** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information:

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

Project Name:	**3368 Washington Street**
Primary Project Address:	**3368 Washington Street, Jamaica Plain, MA**
Total Number of Phases/Buildings:	**1 Building**
Primary Contact (Name / Title / Company / Email / Phone):	**Lydia Scott/Development Project Manager/The Community Builders/Lydia.scott@tcbinc.org/857-221-8796**
Owner / Developer:	**Washington Pine LLC**
Architect:	**RODE Architects, LLC**
Civil Engineer:	**Nitsch Engineering, Inc.**
Landscape Architect:	**Studio 2112**
Permitting:	**Epsilon Associates, Inc.**
Construction Management:	

At what stage is the project at time of this questionnaire? Select below:

PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
BPDA Design Approved	Under Construction	Construction Completed:

Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? ***If yes,*** identify and explain.	Yes. We anticipate filing a variable requesting a sink basin depth of >6.5" at the Group 1 units.

2. Building Classification and Description:

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

What are the dimensions of the project?

Site Area:	*40,220 SF*	Building Area:	*172,500 GSF*
Building Height:	*69'-11" FT.*	Number of Stories:	*6 Flrs.*
First Floor Elevation:	40.8+/- BCB	Is there below grade space:	*yes*

What is the Construction Type? (Select most appropriate type)

Wood Frame	Masonry	Steel Frame	Concrete

What are the principal building uses? (IBC definitions are below – select all appropriate that apply)

Residential – One - Three Unit	**Residential - Multi-unit, Four +**	Institutional	Educational

	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:	Administrative Offices, Community Meeting rooms, Resident Amenities, Parking, Storage/Warehouse, Trash			

3. Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The site is located on Washington Street in the Jamaica Plain neighborhood. The topography across the site varies from 61.46 BCB at the northeast corner of the site to 39.01 BCB at the southwest corner of the site. There are large portions of exposed ledge visible at the rear lot line, indicating rock at the elevation transition locations. Along the existing sidewalk the site slopes approximately 3.7 feet (1.4% slope) from the high point (42.13 BCB) in the southwest direction along Washington Street.
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	• MBTA Subway – Orange Line: Green Street Station (accessible). 0.2 miles away; two blocks west along Green Avenue to the intersection with Amory Street. • MBTA Bus lines: Route 42 follows Washington Street, 0.1 miles from the site. All MBTA Bus Routes are accessible
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	**Affordable/Public Housing:** Forestvale Apartments Franklin Park Village Senior Co-op Boston Housing Authority, 29 Pond Street Boston Housing Authority, 125 Amory Street Boston Housing Authority, 25 South Street **Low Income Elderly and Disabled Housing:** Farnsworth House, 90 South St **School:** Boston Public School Community Academy, 2 min (0.1 mile) Match Charter Public School 9 min (0.4 mile) English High School 7 min (0.3 mile) **Police:** Boston Police District E-13, Station 1 min (285 ft) **Fire:** District 9; Engine Co.'s 24 & 42 **Hospitals:** Laurel Hills Rehab and Skilled Nursing Center (0.3 mile), Lemeul Shattuck Hospital (1.3 miles), Dimock Community Health Center (1.1 miles)
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	**Recreation/Open Space:** William F. Flaherty Playground park (0.3 mile)/Johnson Park (0.4 mile)/ Scagnoli Nihill Athletic Campus & Fields (0.3 mile)/Minton-Stable Community Garden (0.3 mile) **Public Library:** Boston Public Library Jamaica Plain Branch – 0.7miles Egleston Square Branch – 0.8 miles (more easily accessible by transit)

	Community Center: Scagnoli Nihill Athletic Campus (0.3 mile)/Curtis hall Community Center (0.5 mile **Transit:** Site is located a 4 min walk (0.2 miles) to the Green Street Orange Line MBTA station/Bus # 42 (Washington & Glen)
4. Surrounding Site Conditions – Existing: *This section identifies current condition of the sidewalks and pedestrian ramps at the development site.*	
Is the development site within a historic district? ***If yes,*** identify which district:	The Project site is not located within a historic district.
Are there sidewalks and pedestrian ramps existing at the development site? ***If yes***, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	Yes, existing clear sidewalk widths vary from 10'-2". There are existing tree pits with a width of 4'-6" and an approximately 6" curb. Along the existing sidewalk the site slopes approximately 3.7 feet (1.4% slope) from the high point 42.13' BCB along Washington Street. The existing slope along Washington Street meets accessibility requirements.
Are the sidewalks and pedestrian ramps existing-to-remain? ***If yes,*** have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? ***If yes,*** provide description and photos:	The sidewalks and pedestrian ramps between the property lines will be redone if required to be ADA/MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete).
5. Surrounding Site Conditions – Proposed *This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.*	
Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? ***If yes***, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.	The proposed sidewalk complies with the Boston Complete Streets Guidelines and will fall under the Neighborhood Main Street Type. The streetscape will focus on pedestrian safety, street trees, and well-defined connections to public transportation and public parks and amenities.

What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:	The total dimension of the proposed sidewalk varies from 11'-5" to 17'-6" (an increase over the existing 10.1' sidewalk). The Pedestrian Zone will be 8' to 12' and the Greenscape/Furnishing Zone is 3'-6" to 5'-5" wide plus a 6" curb. Furthermore, there is an additional 8'-6" Frontage zone at the building entrances. The slope of the sidewalks will follow the grade of the existing sidewalk.
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	The Pedestrian Zone will be concrete. The Greenscape/Furnishing Zone will also be concrete. The proposed materials will be on the City of Boston pedestrian right-of-way. Frontage zone at building entrances will be concrete and will be located on private property. There will be porous paver strip adjacent to the curb.
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? ***If yes,*** what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?	N/A
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	No, a five-foot minimum sidewalk will be provided in the public right-of-way.
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	Yes, the Project will require an Earth Retention System License, a Support of Excavation Plan and Specific Repair Plans and Details for sidewalk improvements. Projections and awnings will be within the property line and not in the pedestrian right of way.
6. Accessible Parking: *See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations*.	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	38 spaces. Parking is located within the building. There are 18 spaces on Level 1 and 40 spaces in the basement.
What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?	There are 2 accessible spaces based on 521 CMR requirements. One of the spaces is Van accessible.

Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the Commission for Persons with Disabilities regarding this need?	All accessible parking requirements are met on site.
Where is the accessible visitor parking located?	Accessible parking spaces are located in the parking garage, closest to the elevator core. These parking spaces can be designated for visitors as required.
Has a drop-off area been identified? ***If yes,*** will it be accessible?	An accessible drop-off is planned at Washington Street, subject to review and approval by PIC. There is an accessible route to the drop off. Given the topography of the site, it is not possible to make the drop-off directly accessible.
7. Circulation and Accessible Routes: *The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.*	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	Flush condition. Site has about 3.5 feet in topographic changes across the front lot line along Washington Street. There is a rock outcropping at the rear property line, with exposed ledge, with an elevation change of approximately 9 feet. Additionally, there is a 3-foot change in elevation between the front and rear of the building along the east property line. Each entryway is flush with the exterior and they are connected indoors by interior corridors on Level 1. Additionally, accessible circulation routes are being provided across the exterior of the site, with exceptions at the ledge outcropping at the rear lot line.
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no,*** what is the reason?	Yes, all standard entrances are accessible.
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	Wayfinding signage will be provided at basement, Level 1 and upper levels as needed to indicate accessible routes and pathways from entrances, parking, elevators and community/resident amenities to the rest of the building. All future way-finding signage will be developed to meet Building Code and Accessibility Board Requirements.
8. Accessible Units (Group 2) and Guestrooms: (If applicable) *In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.*	
What is the total number of proposed housing units or hotel rooms for the development?	236 total housing units

If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	100% of the units are to be Rental 100% of all units are to be deed restricted affordable
If a residential development, how many accessible Group 2 units are being proposed?	10% (24) of the 236 units will be provided in full compliance with MAAB Group-2A regulations.
If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	100%
If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? ***If yes,*** provide amount and location of equipment.	N/A
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. ***If yes***, provide reason.	The standard units will not have any barriers that would prevent entry or use by persons with mobility impairments
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes***, describe:	Three interior elevators are provided for access to separate floors.
9. Community Impact: *Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.*	
Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?	100% of the units in the building will be affordable, which is of benefit to the community and identified as one of the goals of PLAN: JP/ROX. Additionally, the building contains a community room in the storefront adjacent to Washington Street that will be made available for use by community members.

What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?	All amenity spaces will be fully accessible, with all accessible controls and appliances and will accommodate accessible seating, and accessible amenity bathrooms.
Are any restrooms planned in common public spaces? ***If yes,*** will any be single-stall, ADA compliant and designated as "Family"/ "Companion" restrooms? ***If no***, explain why not.	Yes
Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? ***If yes,*** did they approve? ***If no,*** what were their comments?	Proposed plan has been discussed with accessibility team at BPDA pre-file review. There were no objections to the design as proposed. Additional comments were provided during the BPDA Request for Supplemental Information and have been responded to.
Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? ***If no,*** what recommendations did the Advisory Board give to make this project more accessible?	Project has not yet been presented to the Disability Advisory Board.

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. **Refer to accessibility diagrams for accessible routes.**
Provide a diagram of the accessible route connections through the site, including distances. **Refer to accessibility diagrams for accessible routes.**
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) **Refer to accessibility diagrams for accessible routes.**
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. **Refer to architectural matrix for all unit layouts and locations. Refer to accessibility diagrams for accessible routes.**

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

- Civil Drawings – Grading Plans C-400
- Section drawing on A-300
- Landscape Drawing L-1
- Accessibility Diagrams
- Architectural Matrix on A-700
- Sidewalk Diagram

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

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

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

Architectural Access staff can be reached at:

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

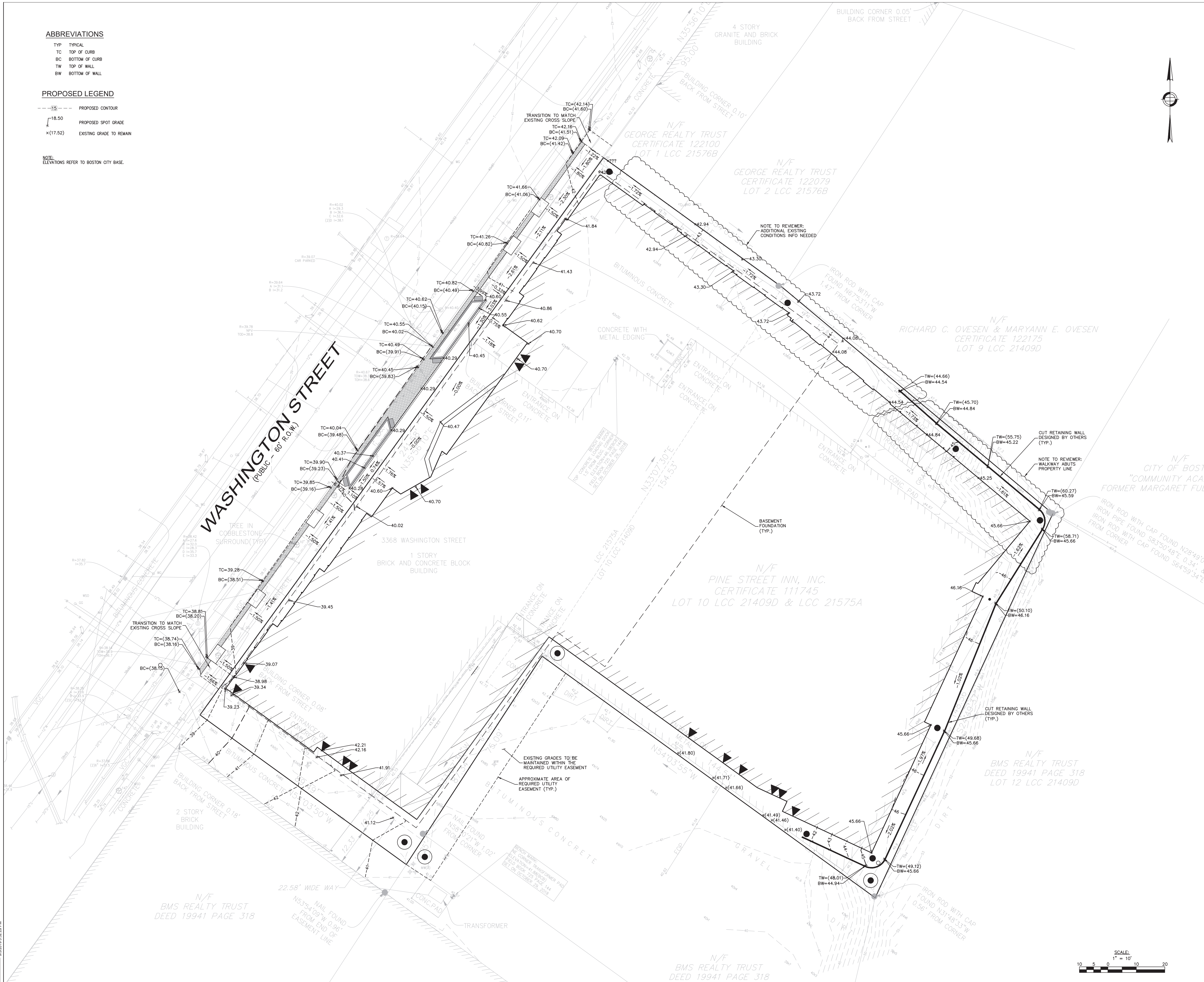
ABBREVIATIONS

TYP	TYPICAL
TC	TOP OF CURB
BC	BOTTOM OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL

PROPOSED LEGEND

15	PROPOSED CONTOUR
18.50	PROPOSED SPOT GRADE
×(17.52)	EXISTING GRADE TO REMAIN

NOTE:
ELEVATIONS REFER TO BOSTON CITY BASE.



PROGRESS SET #2

NOT FOR CONSTRUCTION

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3368 WASHINGTON ST
JAMAICA PLAIN

THE COMMUNITY BUILDERS
185 Dartmouth St 9th Fl.
Boston, MA 02116

PROJECT: 1848

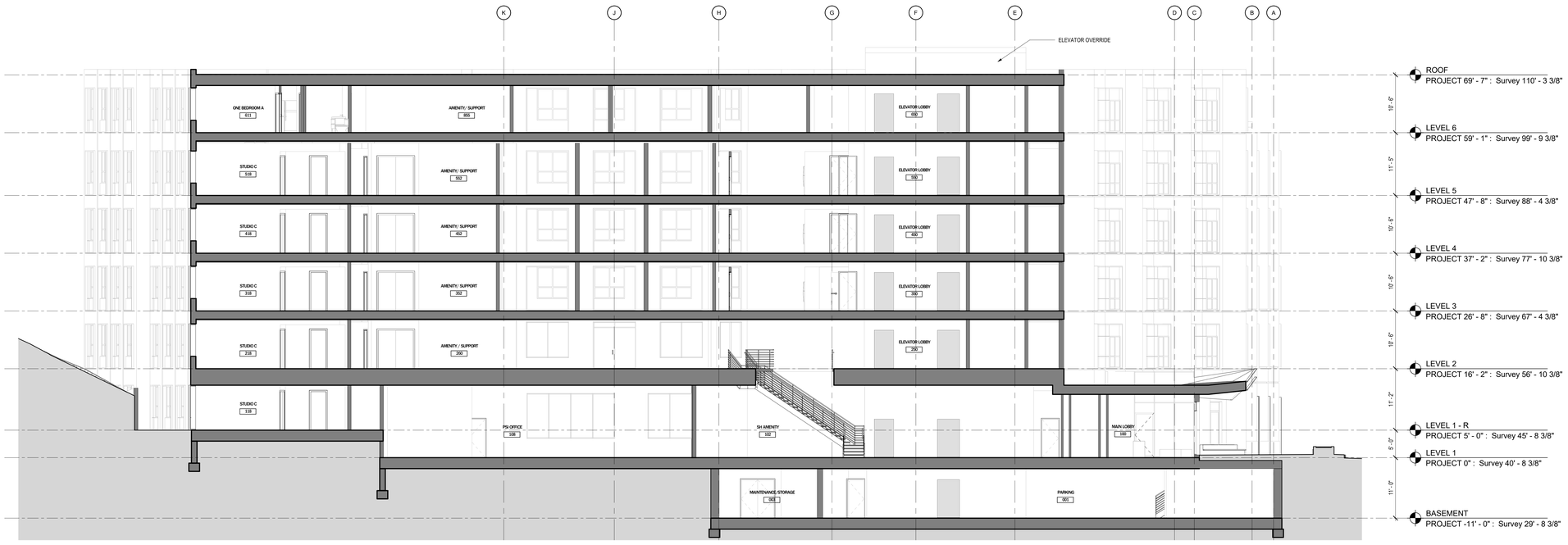
No.	Description	Date

DATE: 09/06/19

SCALE: As indicated

GRADING PLAN

C-400



1 EW BUILDING SECTION
1/8" = 1'-0"

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DRC SET

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PLAN NORTH

PROJECT: 1848

No.	Description	Date

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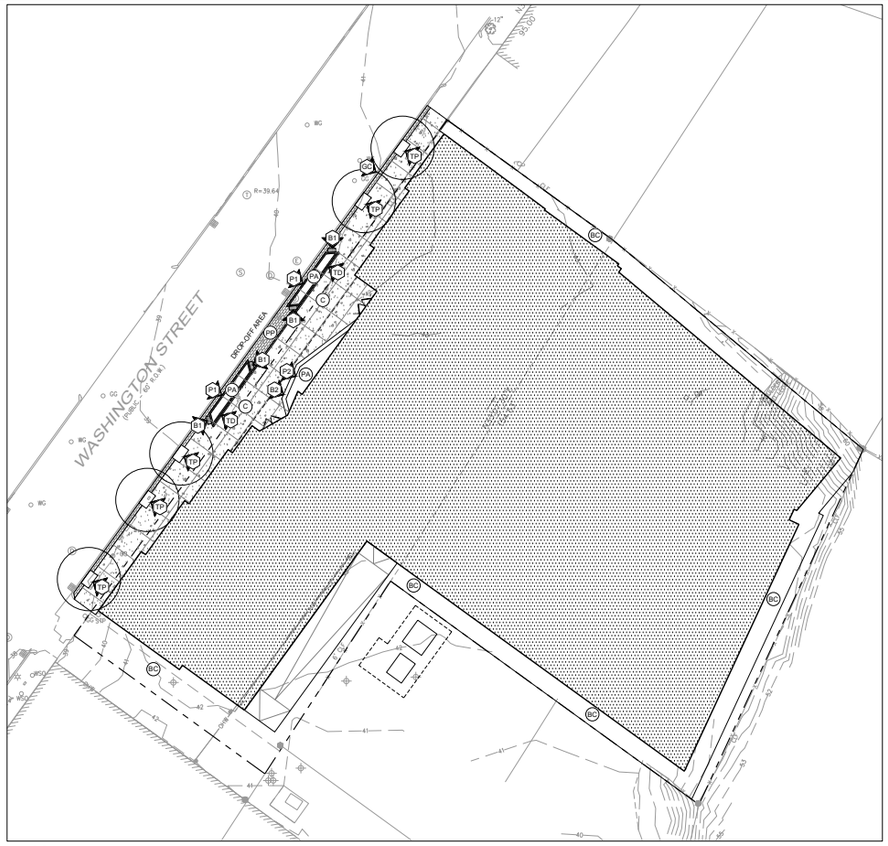
SCALE: 1/8" = 1'-0"

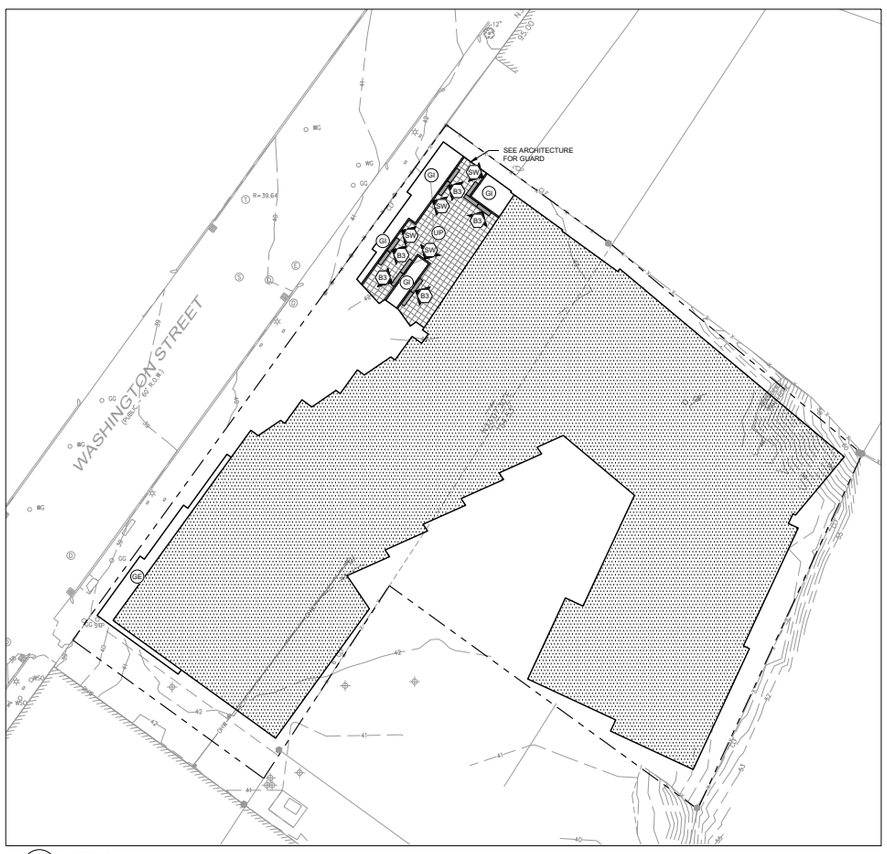
BUILDING SECTIONS

A-300



1 LEVEL 1
1" = 20'-0"

2 LEVEL 2
1" = 20'-0"



3 LEVEL 6
1" = 20'-0"

MATERIALS LEGEND

SYMBOL	DESCRIPTION	DTL.
BP	BITUMINOUS CONCRETE	
C	CONCRETE PAVEMENT - PEDESTRIAN	
GE	GREEN ROOF - EXTENSIVE	
GI	GREEN ROOF - INTENSIVE	
PA	PLANTING AREAS	
PP	POROUS PAVERS	
UP	UNIT PAVERS ON PEDESTALS	
B1	BENCH - ON PLANTER	
B2	BENCH - CUSTOM AT ENTRANCE	
B3	BENCH - ON ROOFTOP PLANTER	
DS	DRIP STRIP	
GC	GRANITE CURB	
TD	TRENCH DRAIN	
TP	TREE PIT	
P1	CAST IN PLACE CONCRETE PLANTER	
P2	CAST IN PLACE CONCRETE PLANTER WALL	
SW	CAST IN PLACE LIGHT CONCRETE SEAT WALL	
ST	SHADE TREE	
FT	FLOWERING TREE	

PROGRESS SET #2

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TRUE

PROJECT: 1848

No.	Description	Date

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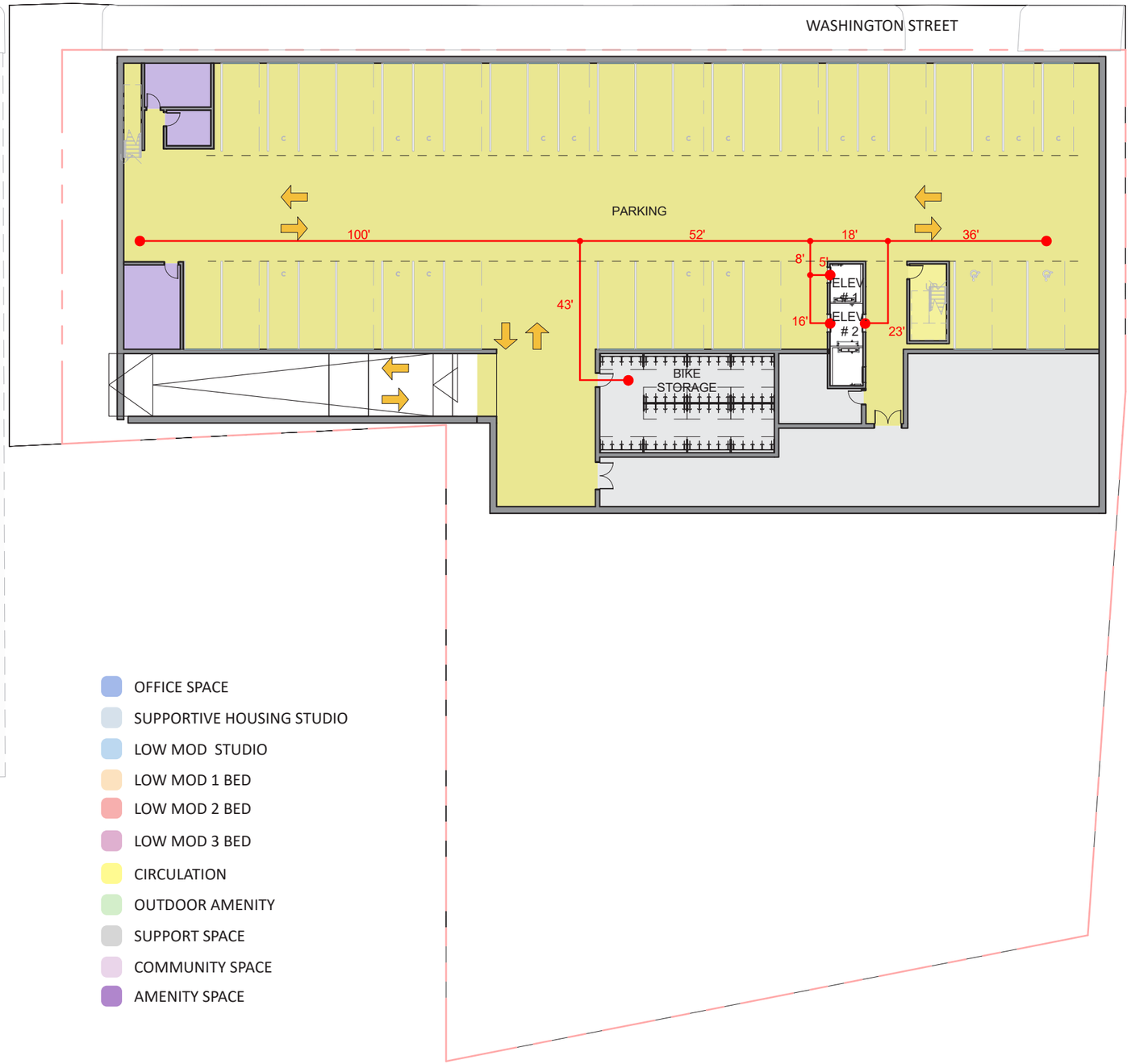
SCALE: As indicated

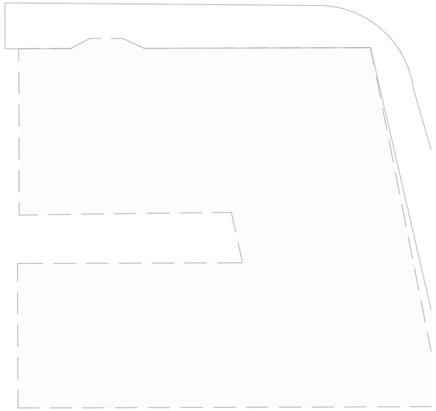
MATERIALS PLAN

L1

9/5/2019 3:52:29 PM

NOTE: DWG HAS BEEN SCALED DOWN TO 30% OF IT'S ORIGINAL SIZE OF 36X48.





- OFFICE SPACE
- SUPPORTIVE HOUSING STUDIO
- LOW MOD STUDIO
- LOW MOD 1 BED
- LOW MOD 2 BED
- LOW MOD 3 BED
- CIRCULATION
- OUTDOOR AMENITY
- SUPPORT SPACE
- COMMUNITY SPACE
- AMENITY SPACE

ACCESSIBLE ROUTE

N

RODE

Pine Street Inn
Ending Homelessness

THE COMMUNITY BUILDERS

RODE

Pine Street Inn
Ending Homelessness

THE COMMUNITY BUILDERS

- OFFICE SPACE
- SUPPORTIVE HOUSING STUDIO
- LOW MOD STUDIO
- LOW MOD 1 BED
- LOW MOD 2 BED
- LOW MOD 3 BED
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- OUTDOOR AMENITY
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ACCESSIBLE ROUTE

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Pine Street Inn
Ending Homelessness

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Pine Street Inn
Ending Homelessness

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LEGEND

- AMENITY/SUPPORT
- CIRCULATION
- LOW/MOD UNIT 1 BED
- LOW/MOD UNIT 2 BED
- LOW/MOD UNIT 3 BED
- LOW/MOD UNIT STUDIO
- SH UNIT STUDIO

INCLUDES 10% ACCESSIBLE AND 2% HEARING IMPAIRED

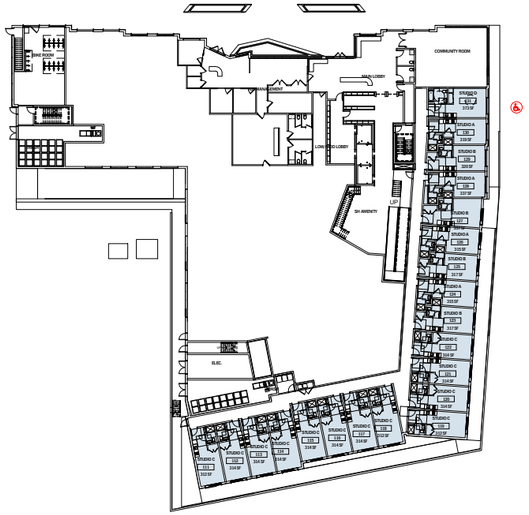
6 LEVEL 6
3/64" = 1'-0"

5 LEVEL 5
3/64" = 1'-0"

4 LEVEL 4
3/64" = 1'-0"

3 LEVEL 3
3/64" = 1'-0"

2 LEVEL 2
3/64" = 1'-0"



1 LEVEL 1
3/64" = 1'-0"

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No.	Description	Date

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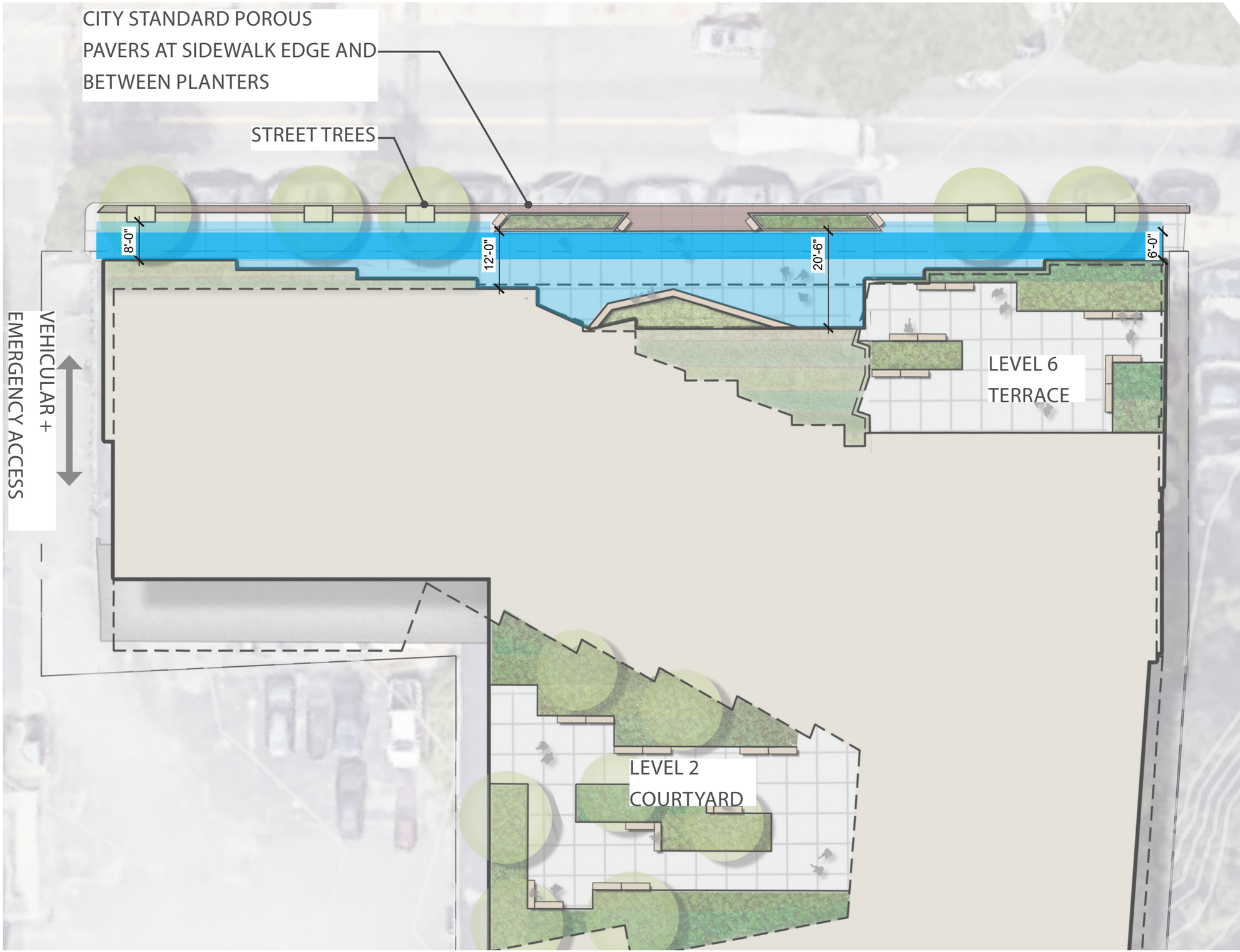
SCALE: 3/64" = 1'-0"

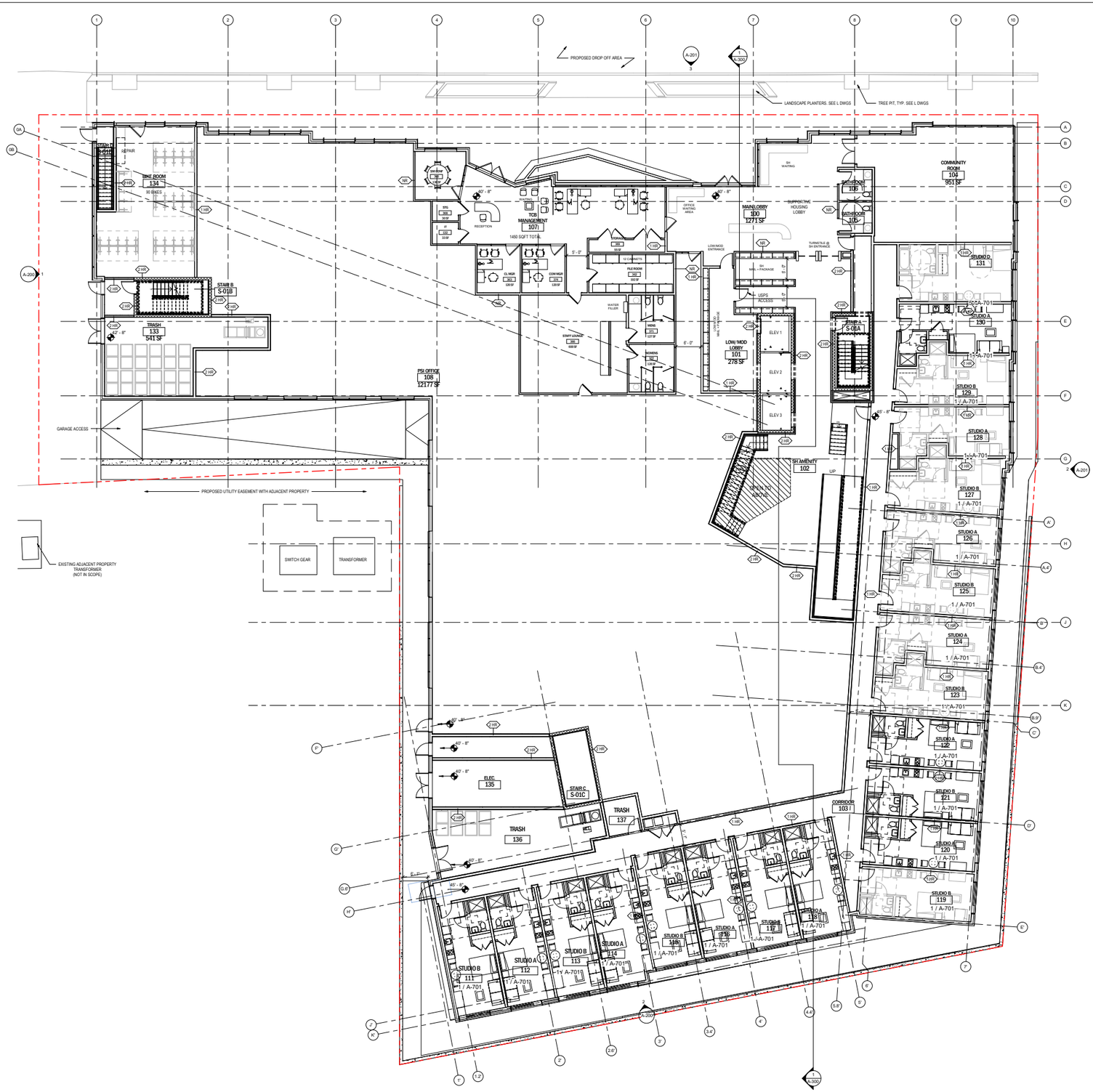
UNIT MATRIX

A-700


CITY STANDARD POROUS PAVERS AT SIDEWALK EDGE AND BETWEEN PLANTERS
STREET TREES
8'-0"
12'-0"
20'-6"
6'-0"
VEHICULAR + EMERGENCY ACCESS
LEVEL 6 TERRACE
LEVEL 2 COURTYARD
Sidewalk pedestrian zone (8' min)
Linear clear pedestrian path (6' throughout)

Appendix D

Plan Sheets



1 LEVEL 1
1/8" = 1'-0"

GENERAL NOTES

THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE WORK PRIOR TO STARTING CONSTRUCTION. SHALL VERIFY EXISTING CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES OR UNIDENTIFIED CONDITIONS TO THE ARCHITECT FOR RESOLUTION BEFORE BEGINNING WORK.

ANY DAMAGE TO EXISTING CONDITIONS IN THE EXECUTION OF THE WORK IN THIS CONTRACT SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

THE PURPOSE OF THESE DRAWINGS IS FOR THE CONTRACTOR TO INCLUDE ALL LABOR, MATERIALS, AND SERVICES REQUIRED FOR THE COMPLETION OF ALL WORK SHOWN OR REASONABLY IMPLIED BUT NOT LIMITED TO THAT EXPLICITLY SHOWN IN THE DOCUMENTS.

DO NOT SCALE THE DRAWINGS. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.

DIMENSIONS, DETAILS, NOTES AND SYMBOLS THAT APPLY TO ONE UNIT, APPLY TO ALL UNITS IN LIKE SITUATIONS, U.N.O.

UNLESS SPECIFICALLY SHOWN OR NOTED ON THE DRAWINGS, NO STRUCTURAL MEMBER SHALL BE CUT, NOTCHED, BORED OR OTHERWISE MODIFIED WITHOUT THE PERMISSION OF THE STRUCTURAL ENGINEER OF RECORD.

THE CONTRACTOR SHALL NOTIFY THE BUILDING OWNER FIVE WORKING DAYS PRIOR TO ANY UTILITY BEING SHUT DOWN FOR CONSTRUCTION WORK.

INSTALLATION SHALL FOLLOW THE MANUFACTURER'S PUBLISHED SPECIFICATIONS AND/OR TRADE STANDARDS IN ADDITION TO MEETING OR EXCEEDING THE DESIGN STANDARDS.

ALL DIMENSIONS ARE TO FACE OF STUD / FACE OF WALL OR CENTERLINE OF COLUMN UNLESS NOTED OTHERWISE.

THE CONTRACTOR SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES IN THE DOCUMENTS PRIOR TO PROCEEDING WITH ANY WORK INVOLVED.

CONTRACTOR SHALL APPLY AND PAY FOR ANY REQUIRED PERMITS FOR WORK PERFORMED.

ALL WORK IS NEW UNLESS OTHERWISE NOTED. REVIEW EXISTING DRAWINGS TO DETERMINE WHAT SELECTIVE DEMOLITION MUST TAKE PLACE IN ORDER TO INSTALL NEW WORK.

"REMOVE" MEANS TO REMOVE AND DISPOSE OF IN A LEGALLY APPROPRIATE DUMPSITE OR TO RECYCLE AT AN APPROPRIATE FACILITY.

"REPLACE" MEANS TO REMOVE EXISTING AND INSTALL NEW.

"FURNISH" MEANS TO PROVIDE NEW MATERIALS.

INFORMATION MAY NOT BE SHOWN IN TRADITIONAL LOCATIONS WITHIN THE DOCUMENTS. REVIEW ALL DOCUMENTS TO DETERMINE COMPLETE SCOPE OF WORK.

CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR ALL NEW REQUIRED SCOPE.

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PROJECT: 1848

No.	Description	Date

DATE: 10/09/19

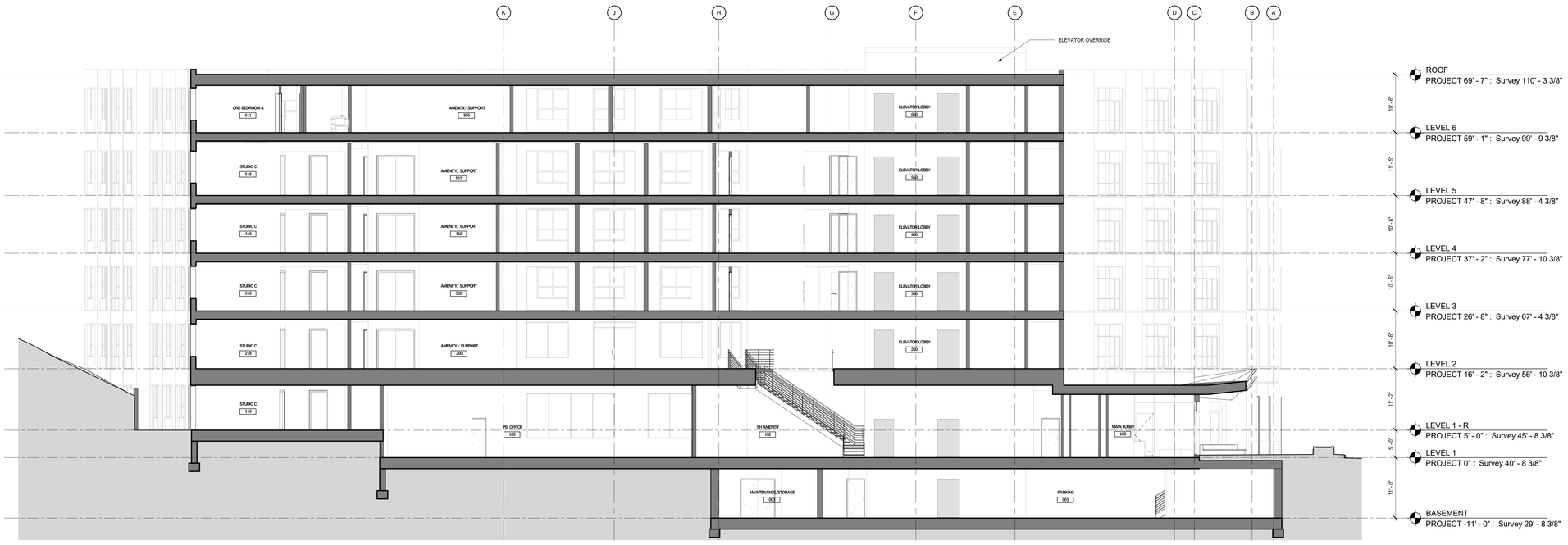
SCALE: As indicated

LEVEL 1 FLOOR PLAN

A-101

10/15/2019 2:04:21 PM

NOTE: DWG HAS BEEN SCALED DOWN TO 30% OF IT'S ORIGINAL SIZE OF 36X48.



1 EW BUILDING SECTION
1/8" = 1'-0"

10/4/2019 9:53:58 AM

DRC SET

RODE

535 Albany Street | 405
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rodearchitects.com

Design Team

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101 Federal St | Suite 102
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617.748.7800 | T

3368 WASHINGTON ST
JAMAICA PLAIN

THE COMMUNITY BUILDERS
185 Dartmouth St 9th Fl.
Boston, MA 02116

PLAN NORTH

PROJECT: 1848

No.	Description	Date

DATE: 10/09/19

SCALE: 1/8" = 1'-0"

BUILDING SECTIONS

A-300

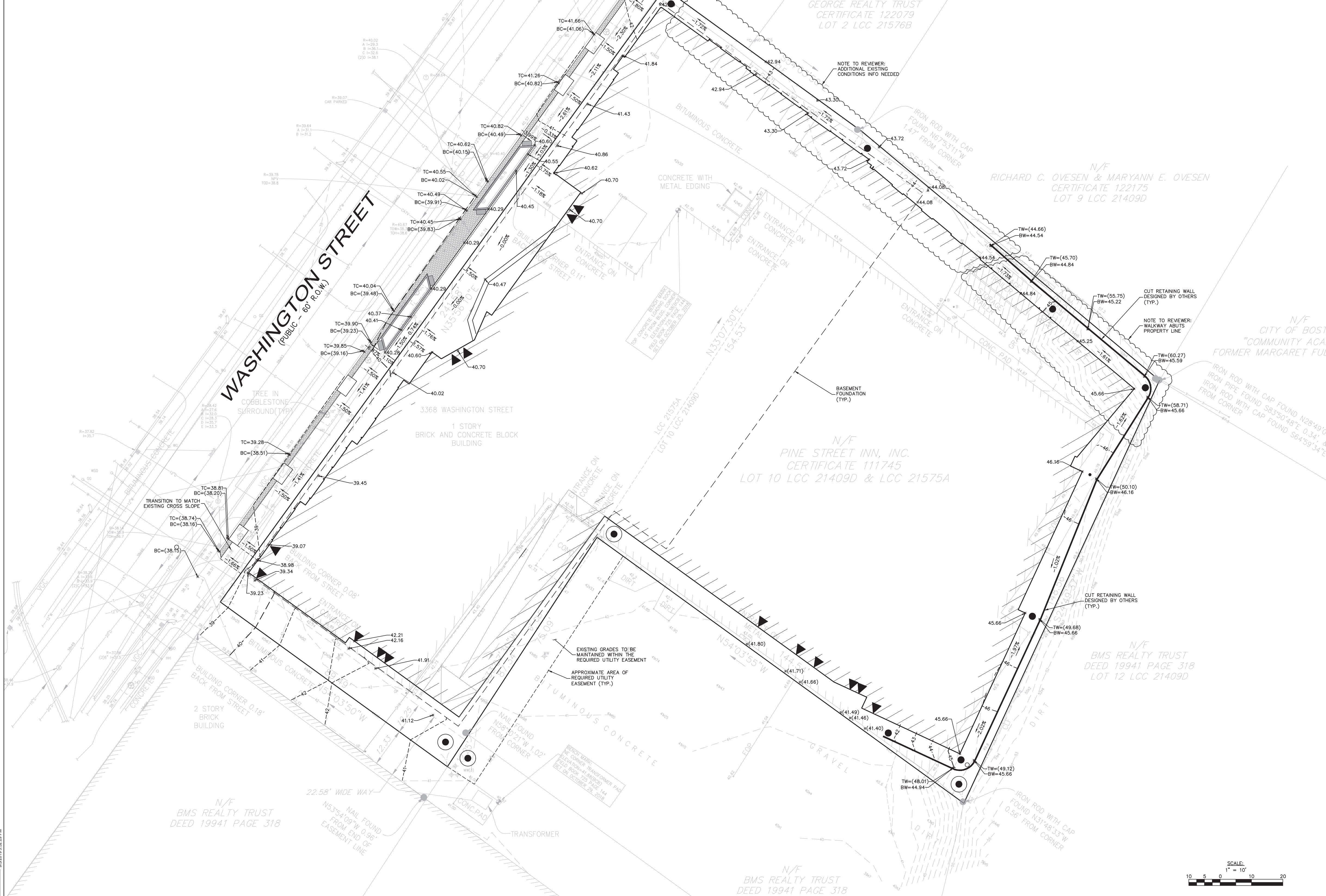
ABBREVIATIONS

TYP	TYPICAL
TC	TOP OF CURB
BC	BOTTOM OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL

PROPOSED LEGEND

- 15 — PROPOSED CONTOUR
- 18.50 — PROPOSED SPOT GRADE
- ×(17.52) — EXISTING GRADE TO REMAIN

NOTE:
ELEVATIONS REFER TO BOSTON CITY BASE.



PROGRESS SET #2

NOT FOR CONSTRUCTION

RODE

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JAMAICA PLAIN

THE COMMUNITY BUILDERS
185 Dartmouth St 9th Fl.
Boston, MA 02116

PROJECT: 1848

No.	Description	Date

DATE: 09/06/19

SCALE: As indicated

GRADING PLAN

C-400

Appendix E

LEED Memorandum

Memorandum

Date: 2019-10-02

Re: BPDA ENVIRONMENTAL & ARTICLE 37 GREEN BUILDING REVIEW

Since sustainability and resiliency are well embedded in the TCB and Pine Street mission, both have been among the key project goals since the beginning of the concept design. The project is making a constant effort to incorporate as many LEED credits as possible. Some of the strategies may be targeted even if reaching LEED credit thresholds is not feasible.

Please see the project responses to the comments below.

o Surrounding Density and Diverse Uses - 2 or 3 additional points

RESPONSE: The surrounding density is currently being calculated and the credit will be updated.

o Bicycle Facilities - see BTD Bicycle Parking Guidelines - 1 additional point.

RESPONSE: The project contains 236 residential units and approx. 16,800sf commercial space (office, resident and community amenity spaces, maintenance and storage warehouse). The project is trying it's best to promote alternative commuting by providing 230 bicycle storage spaces for the occupants (enclosed, in building). The project is also trying to find space for a shower and changing room for the employees. LEED credit threshold is very high for a residential project and with the site space constraints achievement may not be achievable.

Currently, more information is needed regarding the available bike path network and the connection of the project to the network. Washington Street in that area has speed limit of 20mph however the state speed limit for thickly settled is 30mph, which is more than allowed by LEED.

BTD Requirement is more stringent than LEED.

o Indoor Water Use Reduction - 1 or 2 additional points.

RESPONSE: The project is targeting aggressive water savings to protect the environment and lower the building operating costs. Currently considered flow/flush rates: toilets 1.2-0.8gpf; urinals: 0.125gpf; showers 1.5gpm, kitchen faucets 1.5gpm; metering faucets 0.35gpm under pressure 414kPa; pressure for showers: 551kPa. Once the fixtures are selected at later project phases, the savings will be recalculated and the LEED score will be updated.

o Enhanced Commissioning - most project teams find this a cost effective and essential measure for achieving proposed performance - 2 to 4 additional points.

RESPONSE: Enhanced Commissioning is being considered and the Owner will evaluate whether it fits within the project budget.

o Optimized Energy Performance - see Carbon Neutral Building Assessment below 5 to 7 additional points.

RESPONSE: The scorecard currently shows 9 yes points and 5 maybe, based on the preliminary energy modeling. It will be determined at later project phase and more detailed modeling, but 9 points is already an aggressive target for this project type and budget.

The project is currently performing a Carbon Neutral Building Assessment and will provide results once available. The project is already almost entirely electric. It's selected mechanical system is VRF, dryers and cooktops are electric. Only domestic hot water is fossil fuel based however decentralized electric system is financially not feasible.

o Renewable Energy Production - include installed solar PV - 1 additional point.

RESPONSE: The project is currently considering installation of photovoltaic panels on the roof and is in the process of researching the available area, expected production and the available financing options.

For the renewable energy credit, LEED requires projects to retain the RECs. It is important to consider the financial benefits of the SMART program vs retaining the RECs for LEED points.

o Innovation and Regional Priority - consider a Social Equity pilot credit for inclusive and accessible design, and Heat Island reduction - 5 additional points.

RESPONSE: The project is currently pursuing the Heat Island Reduction credit – the roof will be a cool roof, all parking is located inside the building. Site hardscape will be light colored meeting the LEED credit requirements.

The project is currently targeting numerous innovation and regional priority points.

Innovation: Occupant Education Campaign, Green Cleaning and maybe 2-3 additional exemplary performance or pilot credits. Pilot credits currently being researched include Inclusive Design and other.

Proposed pilot credits: The intent of both credits - Social Equity within the Project Team as well as Social Equity within the Community - meets the mission of the project and will be considered after a careful evaluation for the feasibility of achievement.

Please let me know if you have any other questions or comments.

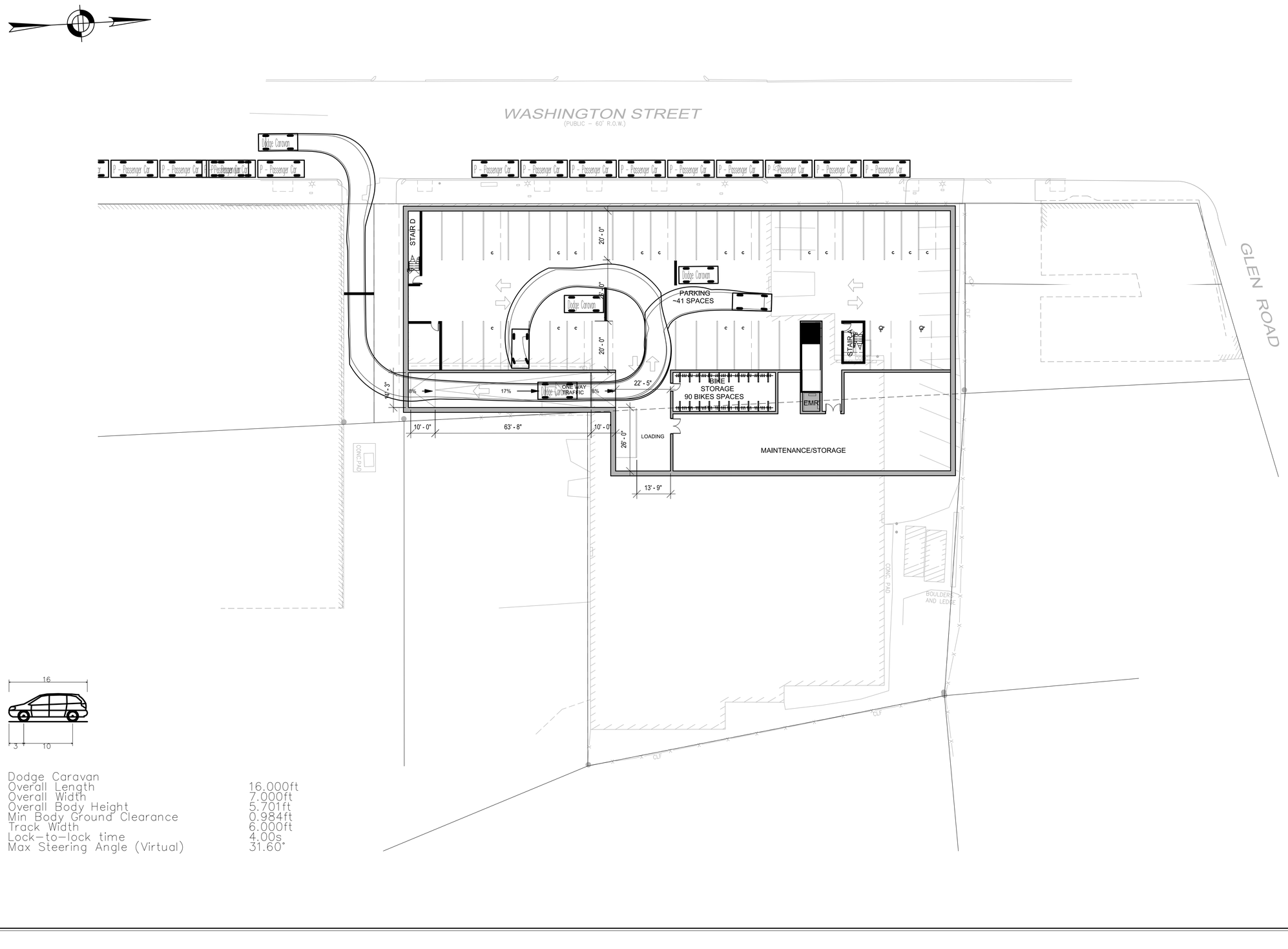
Thank you,

A. Vorbrodt

Agnes Vorbrodt, LEED AP BD+C

Appendix F

Site Access Plans



Dodge Caravan	
Overall Length	16.000ft
Overall Width	7.000ft
Overall Body Height	5.701ft
Min Body Ground Clearance	0.984ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

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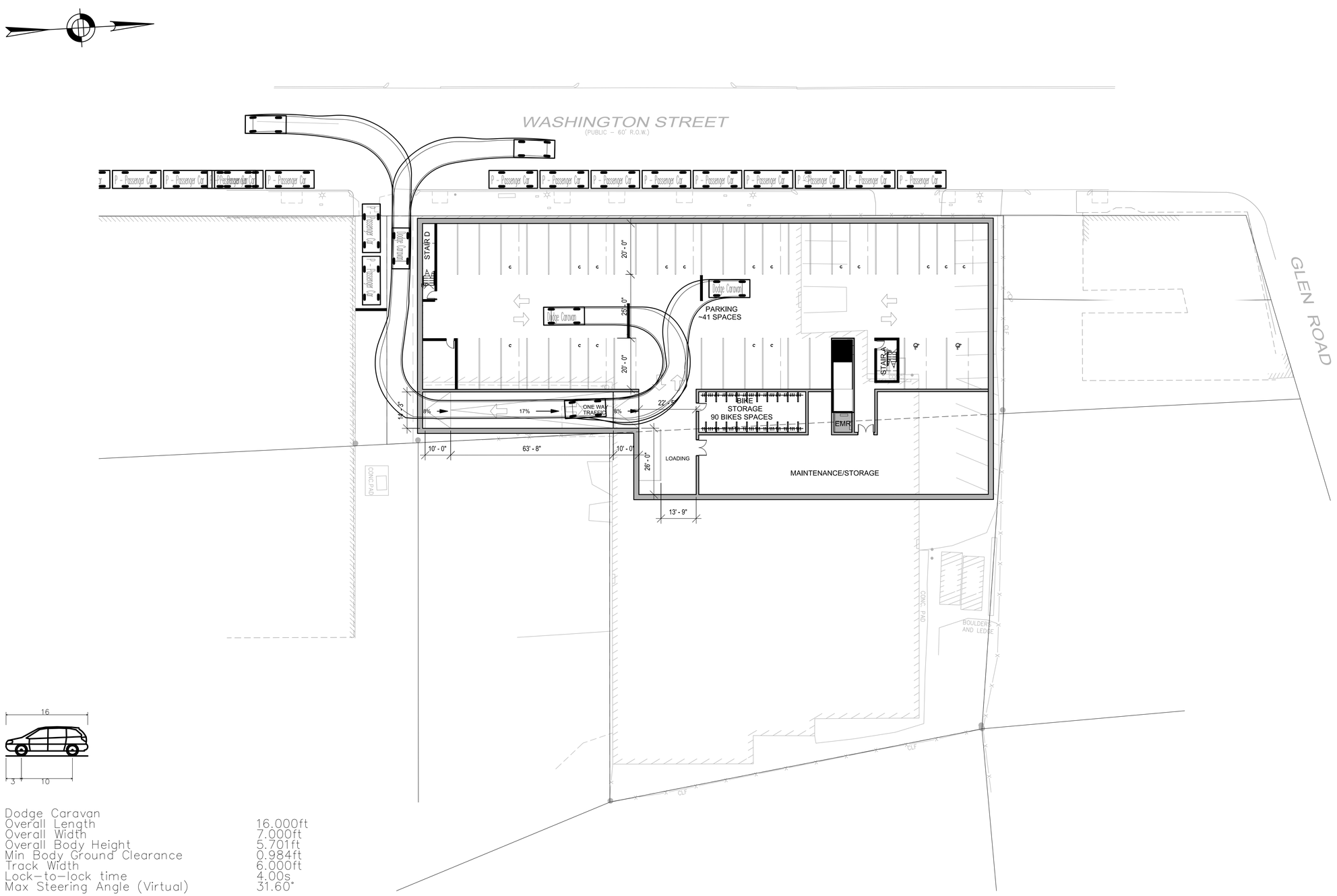
RODE ARCHITECTS

REV.	COMMENTS	DATE
	REVISIONS	

NITSCH PROJECT #	13110.1
FILE:	
SCALE:	1"= 20'
DATE:	AUG 19, 2019
PROJECT MANAGER:	B ZIMOLKA
SURVEYOR:	---
DRAFTED BY:	B ZIMOLKA
CHECKED BY:	---

SHEET: 1

SK-001



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SURVEYOR:	---
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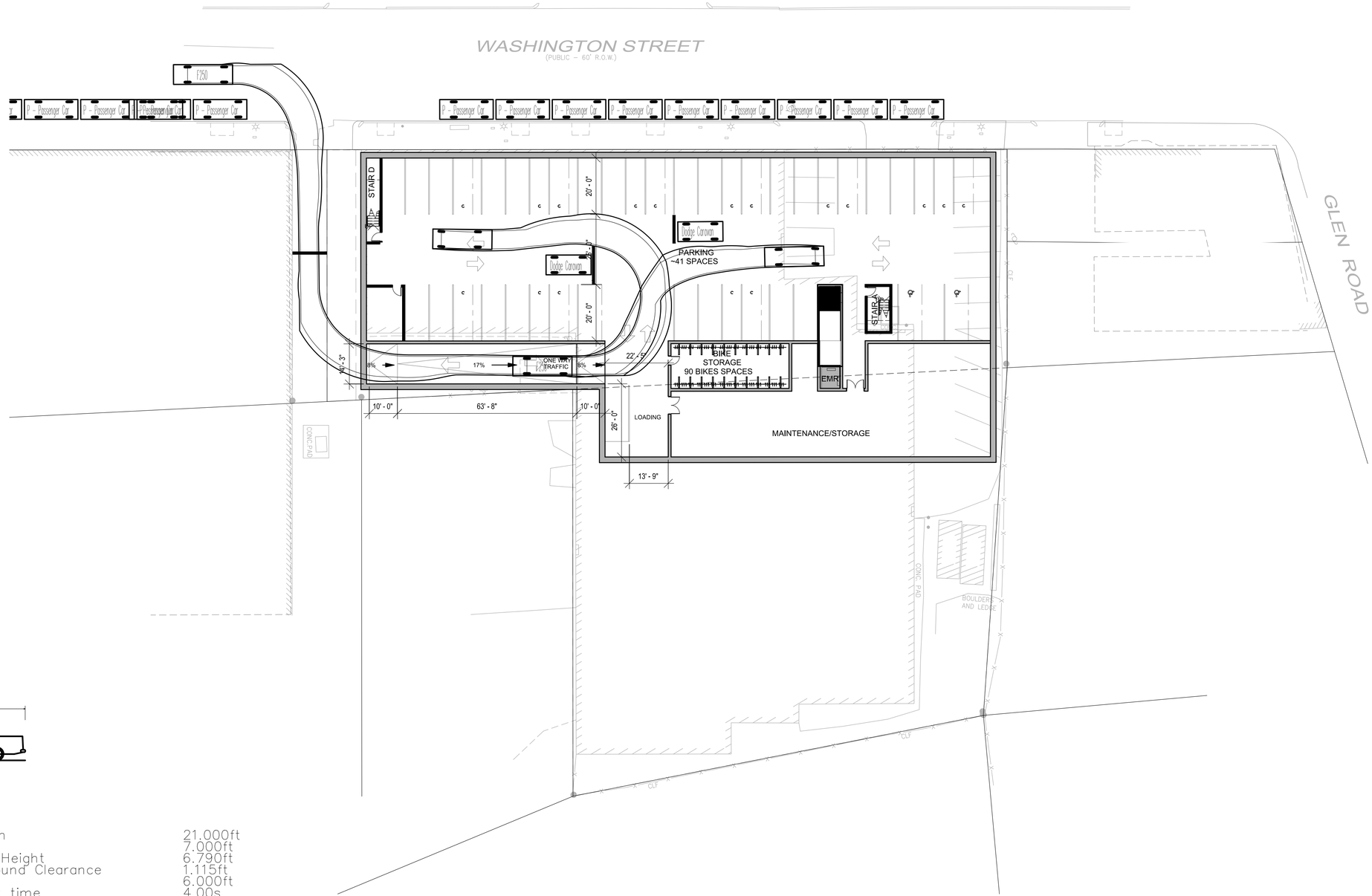
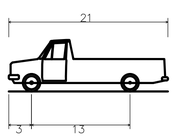
CHECKED BY:	---

SHEET: 2

SK-002





F250	
Overall Length	21.000ft
Overall Width	7.000ft
Overall Body Height	6.790ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

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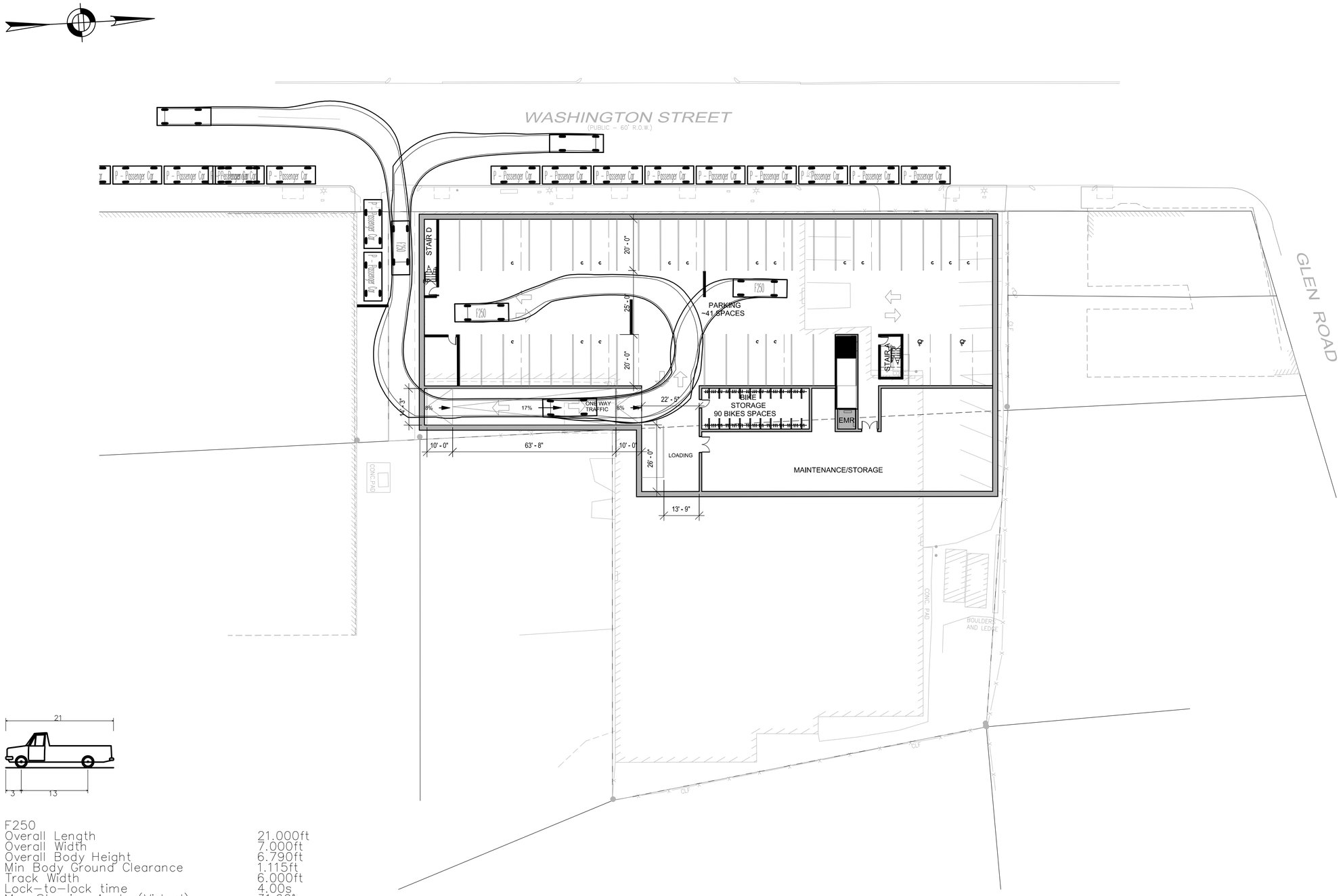
CHECKED BY:	---

SHEET: 3

SK-003



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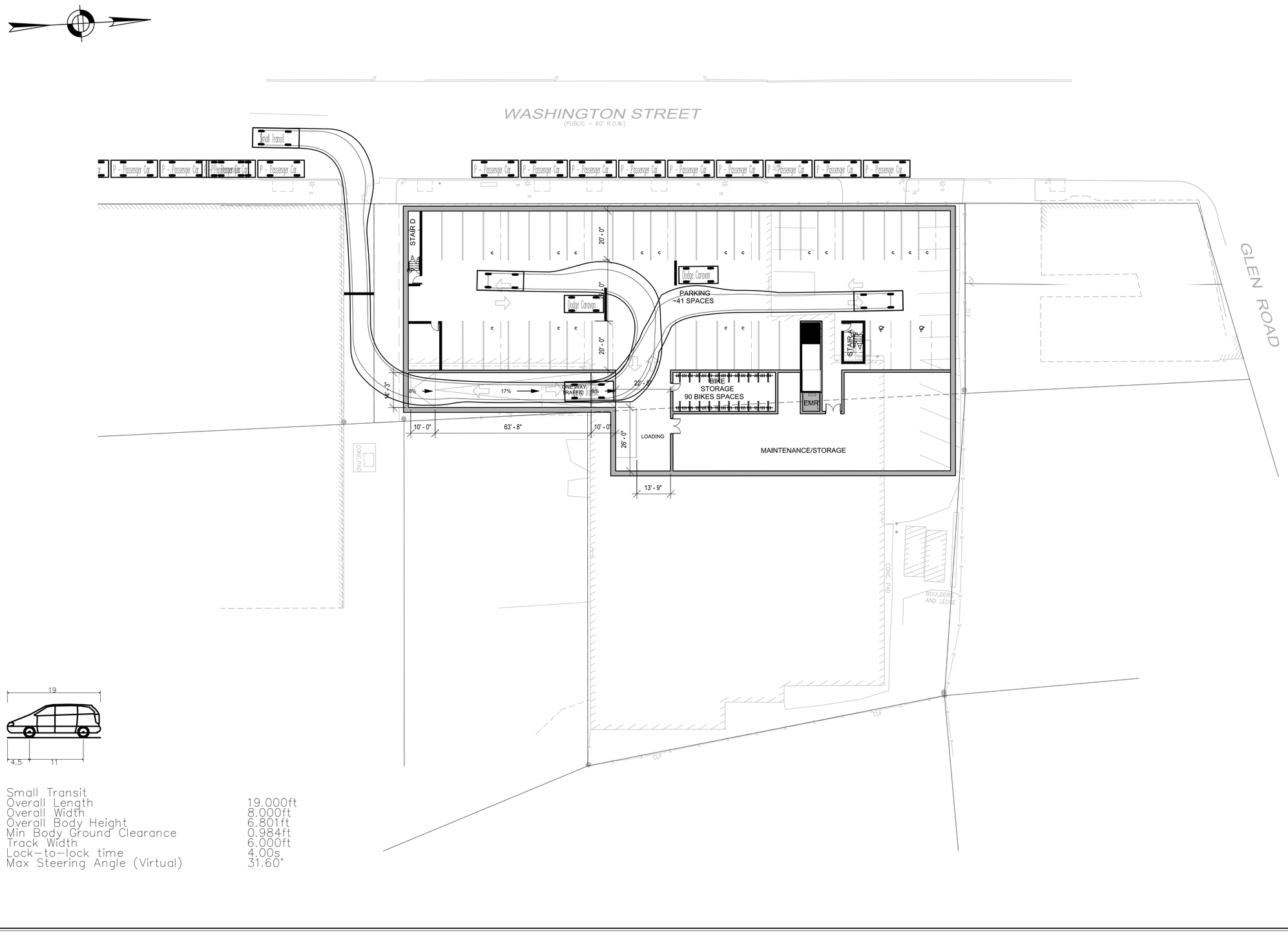

Small Transit	
Overall Length	19.000ft
Overall Width	8.000ft
Overall Body Height	6.801ft
Min Body Ground Clearance	0.984ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

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PROJECT MANAGER:	B ZIMOLKA
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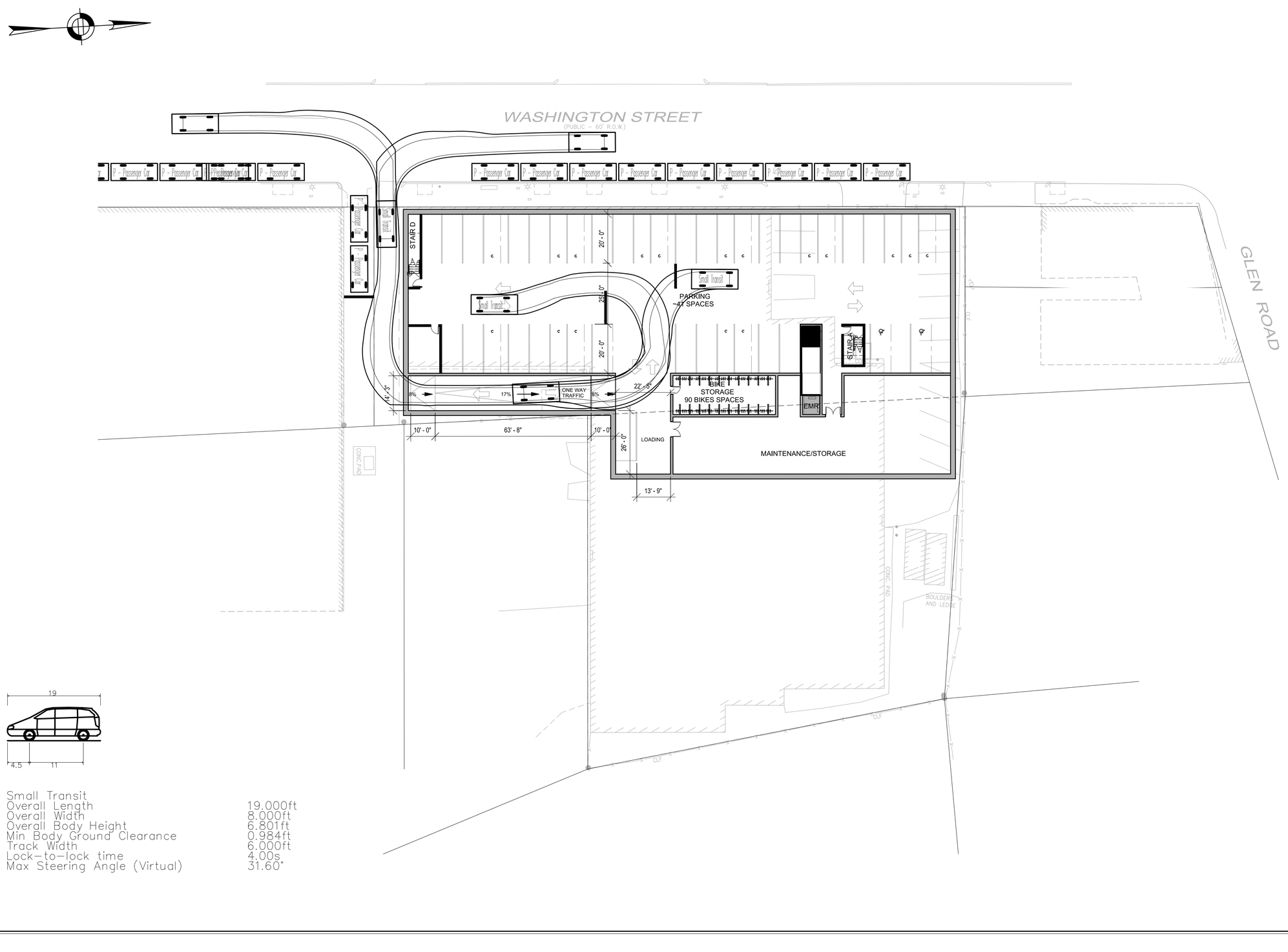
CHECKED BY:	---

SHEET: 5

SK-005



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RODE ARCHITECTS

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FILE:	
SCALE:	1"= 20'
DATE:	AUG 19, 2019
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CHECKED BY:	---

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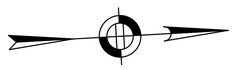
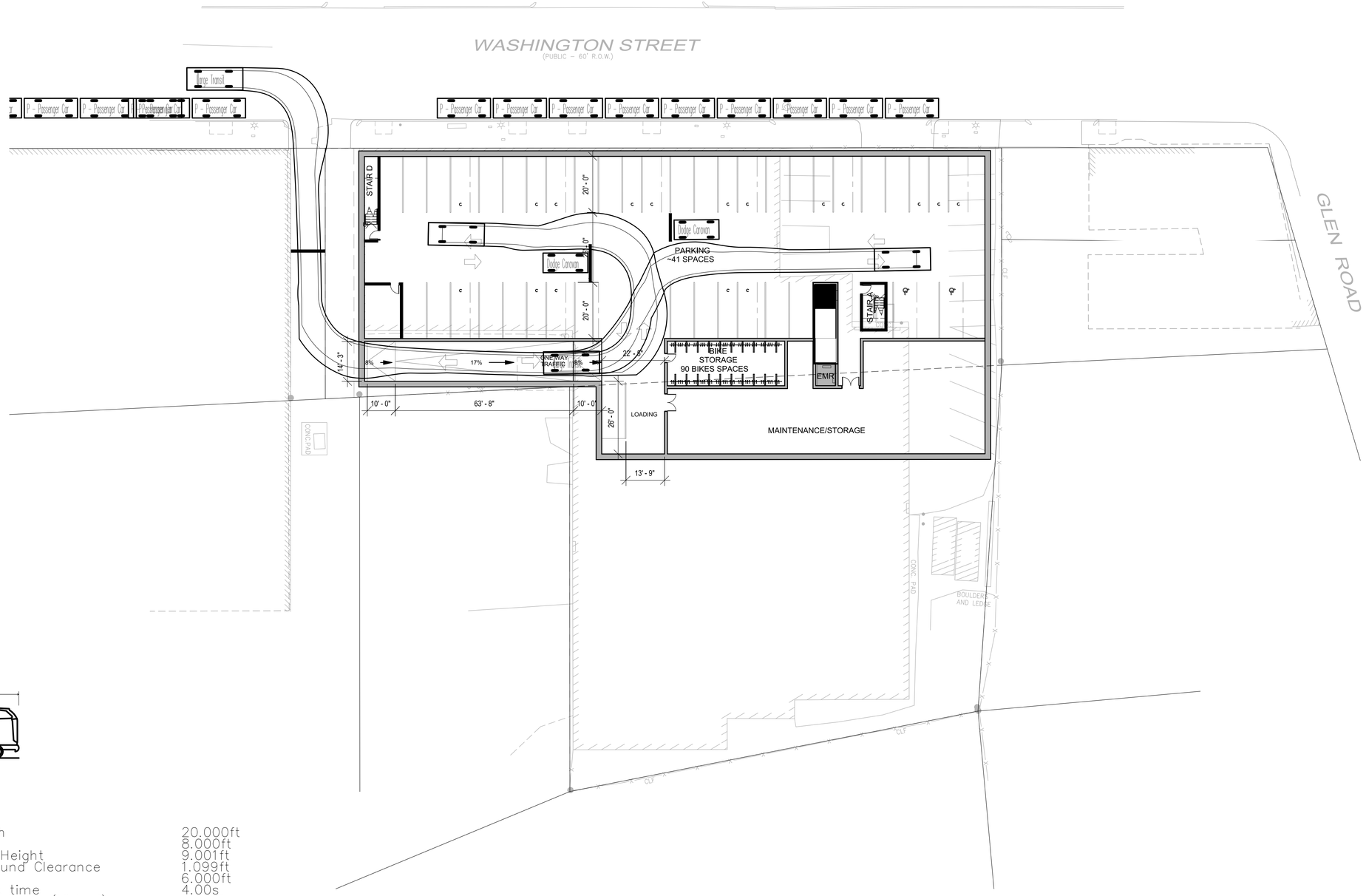
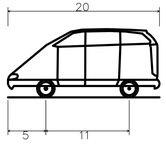
SK-006







Large Transit	
Overall Length	20.000ft
Overall Width	8.000ft
Overall Body Height	9.001ft
Min Body Ground Clearance	1.099ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

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NITSCH PROJECT #	13110.1
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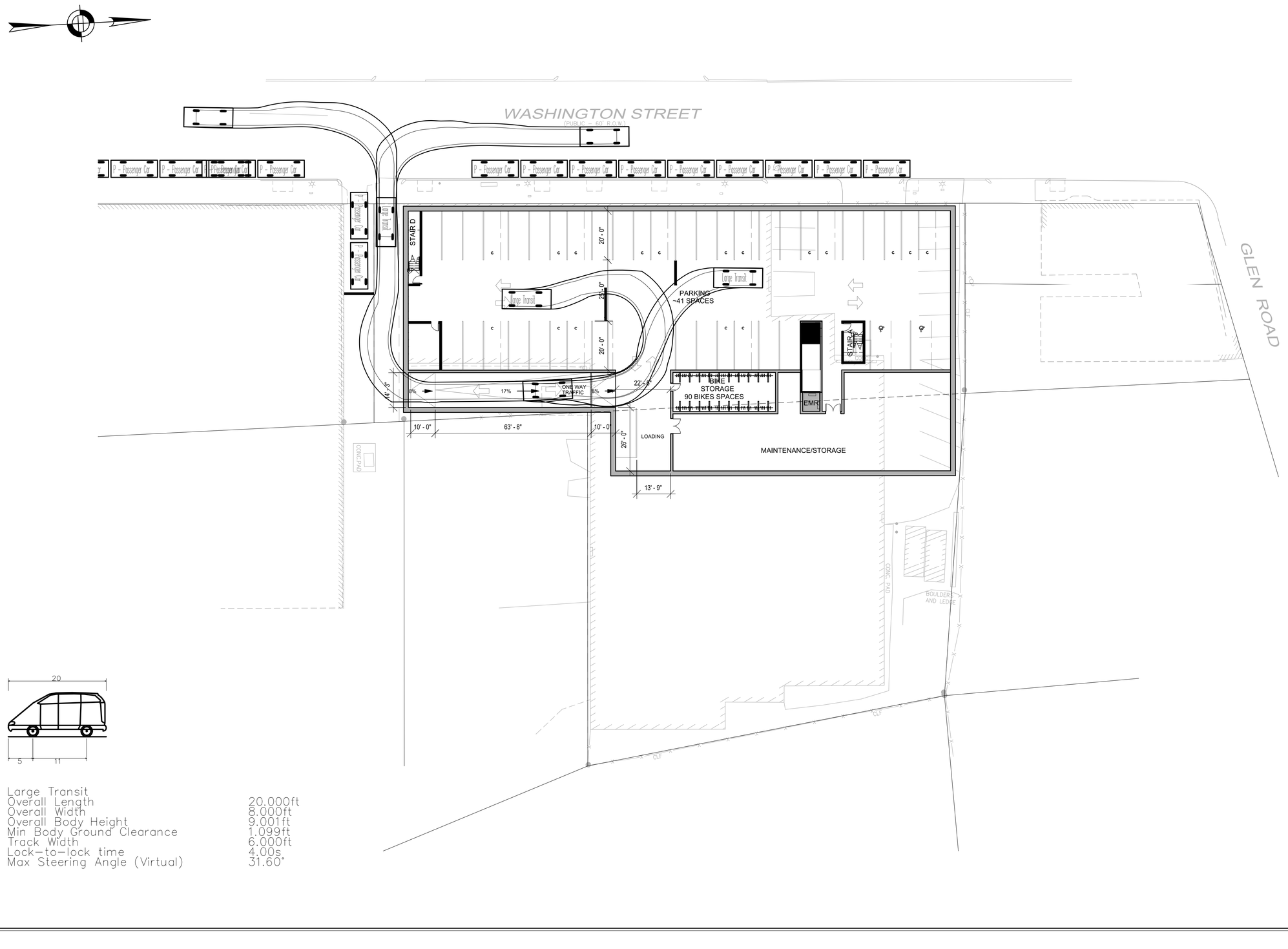
SK-007



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Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

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SK-008

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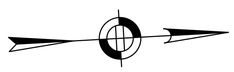

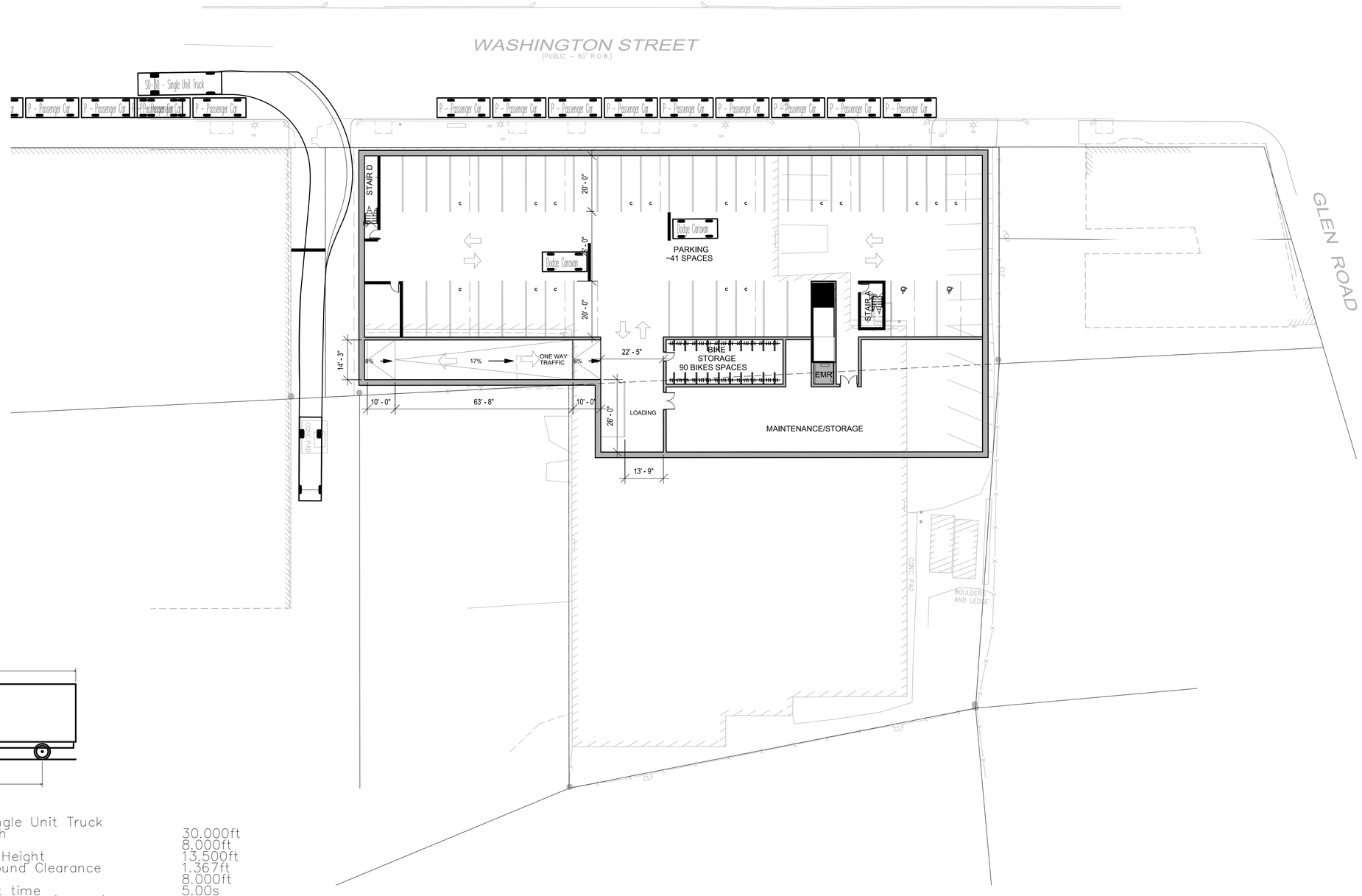

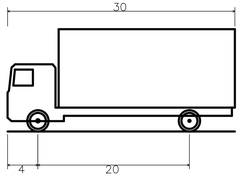

SU–30 – Single Unit Truck

Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock–to–lock time	5.00s
Max Steering Angle (Virtual)	31.80°

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SK-009

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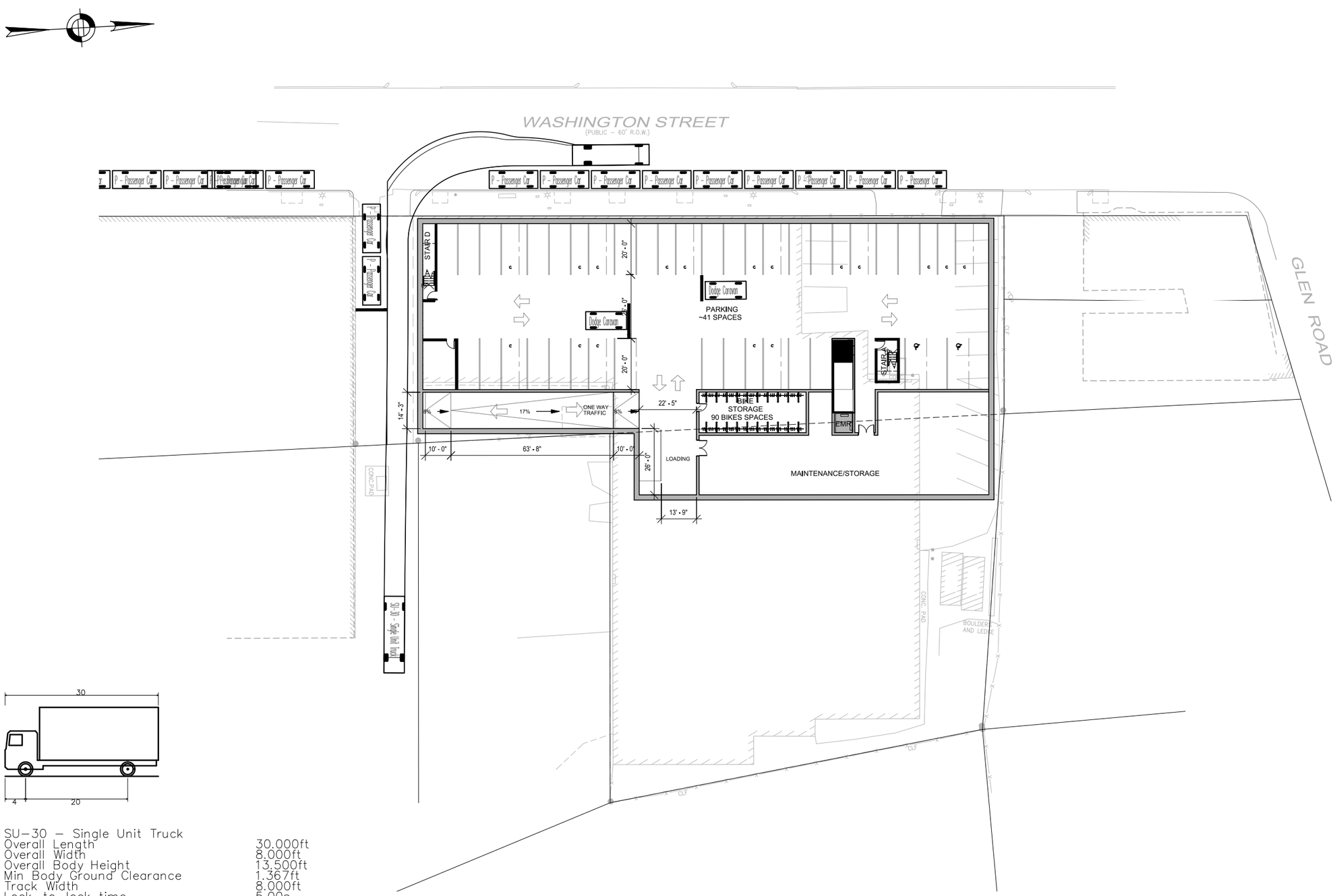

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CHECKED BY:	---

SHEET: 10

SK-010

NOTE: DWG HAS BEEN SCALED DOWN TO 50% OF IT'S ORIGINAL SIZE OF 22X34.