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October 21, 2015

By Electronic Mail

Mr. Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Subject: 5 Washington Street, Brighton / Supplement to PNF

Dear Director Golden:

On behalf of proponent Five Washington Street LLC, we are submitting this supplement to the initial project filing, an Expanded Project Notification Form dated November 17, 2014. Since the date of the PNF, the project has been revised extensively. The Proponent's supplemental filing describing these revisions consists of three components:

1. A summary of cumulative changes to date made to the project's massing, design, and program;
2. An updated, expanded traffic study, plus a discussion of additional project traffic mitigation measures to reduce car use by project residents; and
3. Additional information concerning environmental conditions at the site.

Further documentation of these project revisions is attached at Addendums A-C.

Revisions to Project Program and Design:

The project changes detailed in this supplement are consistent with and intended to enhance what remains the central project concept. That goal is to replace the existing, dilapidated gas station and parking lot at the intersection of Washington Street and Corey Road with a new, high-quality, mixed-use building that supplies much-needed new housing located close to public transit, and provides ground-floor retail to enliven the surrounding streetscape.

Specific refinements of the project since the PNF date, as further detailed below, include significant reductions in total unit count and building height, the addition of a proposed neighborhood café, and a revision of the building's overall architectural design. Specifically, since the date of the PNF, the project's unit count has been reduced by 27 (from 145 to 118), and



3 parking spaces have been added. The height of the project's prominent corner at the intersection of Washington Street and Corey Road has been lowered from 6 to 4 stories, reducing visual impact along these streets. Other project facades along Washington Street and Corey Road have been reduced from 6 to 5 stories, and the building's overall height has been lowered from 77 feet to just below 70 feet. Adjacent sidewalk depths have been increased, and a new café, incorporating outdoor seating along green space to be created by the project, has been added to the use mix.

The initial project proposal included the following elements:

- 145 residential units
- 101 parking spaces
- Consistent 6-story height
- Main façade fronting directly on Corey Road
- Symmetrical, uniform design
- 11'-2" sidewalk

The current project has been revised as follows:

- 118 residential units
- 104 parking spaces
- Height varies between 4 and 6 stories
- Main façade set back from Corey Road above ground floor
- Asymmetrical design breaking down the building massing into several different, smaller-scale components
- Sidewalk at Washington St. widened to 14'-6"
- Café with outdoor seating added to activate neighborhood greenspace

Traffic Analysis / Mitigation:

During the time since the PNF was filed, the development team has updated its initial traffic study, and has added new amenities for residents that are intended to reduce dependency on auto commuting:

Updated Traffic Study:

During the community review process, area residents asked the Proponent whether (a) the traffic counts used in the PNF, which were conducted on June 24, 2014, adequately captured all of the school and university-related traffic impacts at the study area intersections; and (b) traffic counts at the intersection of Corey Road/Summit Avenue could be added to the prior study. In response, the Proponent's traffic consultant, Howard Stein Hudson ("HSH"), conducted



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additional traffic counts at the intersections studied in the PNF, as well as the Corey Road/Summit Avenue intersection. HSH also reviewed impacts associated with implementing left-turn restrictions at the intersection of Washington Street/Bartlett Crescent. Importantly, HSH conducted these additional studies on May 5, 2015, when all the local schools and universities were in operation.

Traffic volumes along most approaches at the intersection were found to be generally consistent between the two time periods. A marginal increase in traffic volumes was documented at the intersection of Washington Street/Corey Road, primarily due to traffic along the Corey Road eastbound approach to the intersection. This increase along eastbound Corey Road traffic can likely be attributed to the operations of the Baldwin Early Learning Center, a Boston Public School located on the southwest corner of the intersection. According to the BPS calendar, the Baldwin Center's classes ended before HSH collected the original, 2014 traffic counts, but classes continued at the Baldwin Center in 2015 until beyond the date when the updated counts were collected. We therefore believe that this study accuracy captures the full picture of local traffic when schools and universities are in session.

In addition, the HSH study concludes that, based on the low number of vehicles making a left-turn maneuver, a left-turn restriction is not necessary at the Washington Street/Bartlett Crescent intersection.

Transit / Alternative Transportation Incentives for Tenants:

With the objective of reducing auto dependency at the project, the Proponent will provide the following transit-related benefits to tenants:

- Free T pass for the initial three months of tenancy
- Free membership to ZipCar for the first year of tenancy
- \$50 bicycle shop coupon for tune-up or purchases at a local bike shop
- A state-of-the-art bike repair station located in the building (as further detailed below)

Resident Bicycle Amenities:

The goal of the Five Washington Street bicycle parking strategy is for residents who use their bikes to commute to work or for other daily activities to have an experience that is equal to, if not better than, residents who use their cars regularly. Therefore, the project now includes a special commuter bike and repair room that will also house approximately 30% of the project's bike storage spaces (36 of 118). This room will provide residents direct and easy access to the exterior street network, and include the necessary tools to make basic repairs. The project will have additional bike storage at the garage level and there will be several on-site bicycle racks for patrons of the retail space, visitors, or residents who wish to lock their bikes temporarily.



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Environmental Update:

The project site is presently subject to an Activity and Use Limitation, or AUL, based on a history of petroleum releases into the soil. As the attached assessment by environmental consultant Lightship Engineering LLC explains, the project's construction of a subsurface parking garage will require the excavation and off-site disposal of soils to approximately 14 feet below grade across the entire site. It is anticipated that, following construction of the subsurface garage, the exposures that required implementation of the AUL will no longer be present at the site. These improved soil conditions should allow the AUL to be terminated.

Attachments:

Three addendums are attached: (1) new project renderings prepared by ADD Inc/Stantec; (2) the updated HSH traffic study commissioned by the proponent; and (3) a memorandum from Lightship Engineering LLC regarding site environmental conditions and remediation.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Donald W. Wiest', written in a cursive style.

Donald W. Wiest

cc: Casey Hines, Senior Project Manager, BRA
Paul Ognibene, President, Urban Spaces
Jeff Hirsch, Vice President, Urban Spaces
Dave Notter, COO, Urban Spaces
James Gray, Principal, ADD Inc/Stantec
Christine McMahon, Principal, Wharf Partners