Article 80 Small Project Review Application

544 Washington St
Brighton, Boston, MA

utile

Encore Properties, LLC
Utile, Inc. Architecture + Planning

Brian Golden, Director
Boston Planning and Development Authority
One City Hall Square
Boston, MA 02201

Dear Director Golden,

On behalf of Encore Properties, LLC, I am pleased to introduce our 37-unit mixed-use redevelopment for 544 Washington Street in Brighton.

This unique site has frontage both on Washington Street and along the elevated Langley Rd. From the outset of the planning process, we have recognized the need to address these very different contexts. Our proposed project thus orients most of the development towards busy, transit-rich Washington Street, while townhouse units and green space on Langley Road are in scale with and complementary to that street's single-, two-, and three-family homes.

Our project submission incorporates extensive revisions to our initial development plan based on community feedback over the past several months. Changes include shifting from rental to 100 percent home ownership, increasing the parking ratio to one space per unit, reducing the size of the building, making a nearly 20 percent reduction in the number of units, shrinking the retail component, and incorporating a number of units suitable for families. We believe that these changes fairly address the concrete concerns expressed by the community, and particularly residents of Langley Rd. In addition, the project's underground parking will be accessed exclusively from Washington Street, and the taller portion of the building will be set well back from Langley Road, to mitigate any impact on the adjacent residential neighborhood.

The proposed building fulfills Encore's goals of creating high-quality housing for our customers, supporting the City's urban planning objectives, and enhancing Boston's built environment. Our team includes Utile Inc. and Dain, Torpy, Le Ray, Wiest & Garner to guide the planning phase and assist with community outreach. Utile has designed a project that upholds high standards of urban design, utilizes environmentally conscious building materials, and incorporates energy-conserving features. This attractive building is contemporary in style but references traditional design features in the neighborhood. We believe that the investment in this Brighton neighborhood will also benefit existing retail businesses along Washington Street and will spur other improvements to the surrounding residential properties.

On a personal level, I have been involved with planning and development of residential, healthcare, and educational projects for over 35 years. I founded Encore Properties, LLC, 10 years ago to develop innovative, attractive, high-quality, and environmentally conscious residential development projects in the Greater Boston area. Our work encompasses historic restoration, complex building sites, and innovative design solutions. Recently, Encore has become a family business with the addition of two of my sons to the organization. Our goal is to create new housing options that enhance the community's physical, social, and economic well being.

We look forward to a continued dialogue with your team and community stakeholders as we refine the project and work toward approval. Should you have any questions, please feel free to contact me or Michael LeBlanc of Utile.

Best regards,

Steven Garfinkle

President
Encore Properties, LLC

Contents

Project Narrative

Project Overview
Encore Properties, LLC, proposes to anchor the prominent corner of Washington Street and Langley Road in Brighton through the development of an architecturally-striking, 37-unit, mixed-use building. The five-story structure will comprise 44,150 gsf including 2,000 sf of ground floor commercial retail space. Its residential component will consist of 100% home ownership units. By introducing significant new residential activity, the project will reinforce nearby retail establishments along Washington Street. (Fig. 4.4) The project also provides parking at a ratio of one space per dwelling unit, for a total of 37 spaces. It also incorporates a lushly planted garden courtyard along Langley Road to provide greenspace, an outdoor activity area for residents, a new commercial space targeted towards local retail, and a transitional buffer between the larger-scale structure on Washington Street and the town homes on Langley Road.

The development of 544 Washington Street in Brighton will contribute greatly to the ongoing improvements to Brighton's main commercial street, which connects Brighton Center to Oak Square. The site is approximately 16,500 sf, which is among the largest lots along the busy corridor along Washington Street between Oak Square and Brighton Center. Since the 1960s, the property has been used for vehicle maintenance, materials storage, and office space for a land development and construction company. It also has had multiple residential units, which Encore took out of service approximately two years ago due to their deteriorating condition. The site is currently comprised of a number of commercial and residential two- and three-story structures, paved drives, and parking areas that have been altered significantly through the years. (Fig. 14)

Encore's proposed project will thus completely transform this critical but underutilized site while advancing multiple civic planning goals.

Figure 1: Isometric view

Design Vision

Encore Properties, LLC, has owned the project site since 2011. Encore has used the property for construction equipment and materials storage and for its own business offices, and until two years ago has rented out several on-site residential units. Over the past few years, Encore has been evaluating an appropriate development strategy for this notable parcel that reflects its special characteristics and evolving public policy objectives for housing in Boston. The central objectives that have guided the planning and design of the proposed development are: (1) to address the need for additional opportunities for high-quality housing in Brighton, (2) to provide a development of sufficient scale to leverage the site's unique size and access to provide economic stimulus for new and existing commercial business in the area, and (3) to provide a building design that is contemporary, efficient, and well-integrated into its urban context.

The development team has approached the challenges of this site with particular sensitivity to its specific contrasting contexts. Washington Street bounds the north side of the parcel and consists of two- and three-family homes, three- and four-story apartment buildings, and diverse food and retail businesses. (Fig. 5) Washington Street, which has been designated as a "Main Street" in connection with federal economic development initiatives, features heavy vehicular traffic and a wide range of commercial activity. There is an existing, highly-utilized bus stop directly in front of the proposed building which provides frequent local and downtown access. (Fig. 4.1)

In contrast, Langley Road, which frames the south and east sides of the parcel, presents a very different level of activity and scale. This residential street is developed with one- and two-family homes. The project site climbs steeply from the corner of Washington Street. (Fig. 6) The approximately 25-foot grade change from the northeast corner to the southwest corner of the site provides separation from the busy street scene on Washington. This complex topography and the juxtaposition of two different neighborhood contexts bordering the site form the salient design challenges and opportunities for meeting the development objectives.

As such, we have approached a design solution with these two very distinct neighborhood conditions in mind. The project appropriately concentrates height and density along Washington street and incorporates smaller scale, duplex townhome style units along Langley Road. This innovative approach to massing is made possible by constructing below-grade parking

Figure 2: East view along Langley Rd.

which connects the different structures and provides a building platform that addresses the significant grade change along Langley Road. The project's townhome component along Langley Road echoes the scale of the adjacent single-family homes, while porch-like entry terraces reinforce neighborhood architectural cues and allow accessible entrances to these units. Importantly, the project locates the mass of its five-story portion beyond the rear property line of any Langley Road abutter. The impact of the building is further relieved by a significant planted green space, creating a courtyard for outside activity and a buffer between the differing scales of the structure within the development. (Fig. 8)

Vehicular access to the two-floor, below-grade parking for the residents has been limited to Washington Street. The retail component, which is sited prominently at the corner of the building, aims to enhance the commercial activity in this area on Washington Street. There are three typical residential floors above the ground floor. The footprint of the fifth-floor units is 50% smaller than the floors below, and these units are recessed significantly back from the Langley side so that they are not visible from the street level. This design feature also makes it possible to provide both private and common outdoor roof deck spaces for the residents.

Materiality

The approach to the facades of the proposed building have been influenced by historic references, urban-scaled responses, adjacent conditions, and sustainability criteria such as maximizing the benefits of the sun. The unit interiors are intended to be open plans with generous light and air to create exceptionally livable homes for the residents.
The proposed design seeks to reinterpret many features of the local built environment with a contemporary aesthetic. Careful attention is being paid to how historic elements are detailed and what their original intentions were. We have incorporated contemporary interpretations of character-defining elements of the surrounding two- and three-decker homes, such as highly articulated facades and bay-style windows to provide shade and shadow relief. At the penthouse level, we are proposing metal cladding to vary the texture and provide a lighter massing at the top in contrast to the predominantly masonry façade.

Figure 3: North view along Washington St.

Proximity to Public Transportation

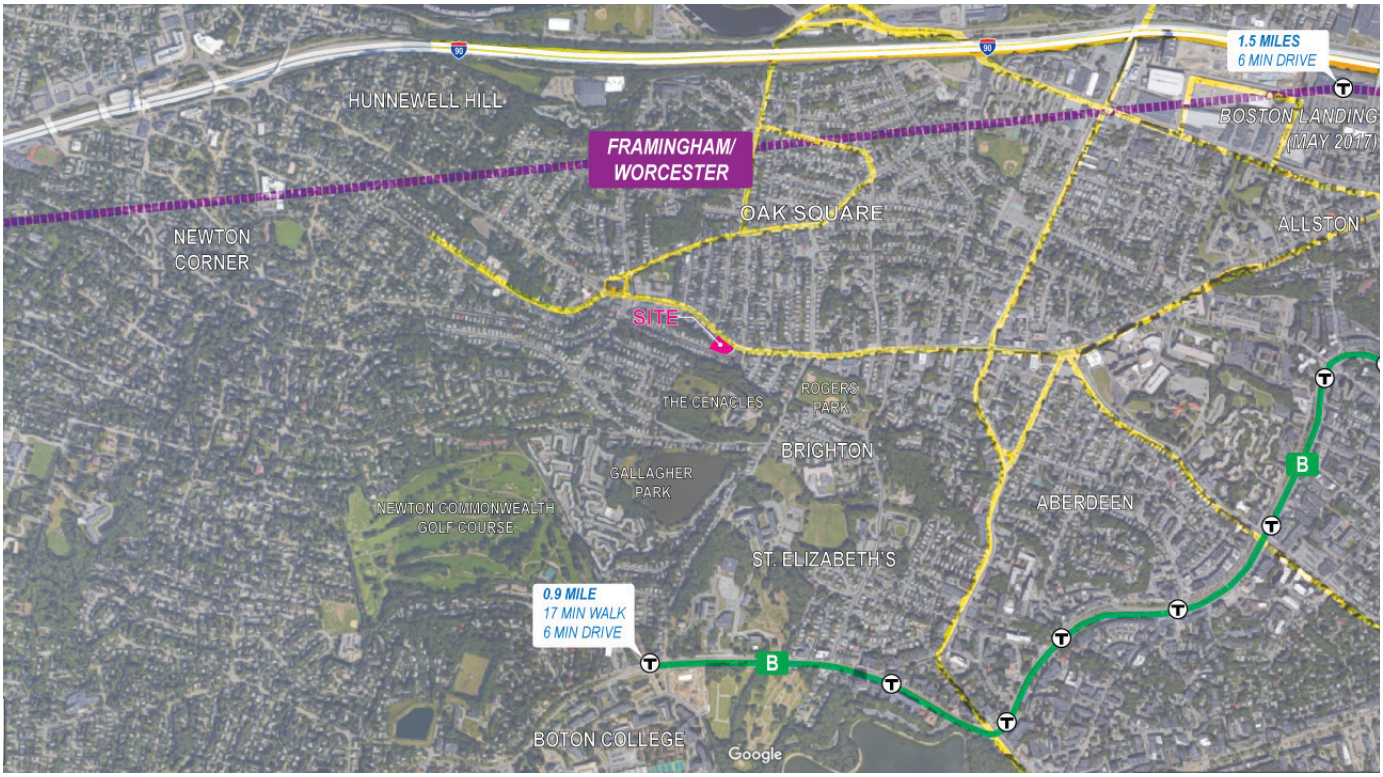


Figure 4.1: Proximity of transit

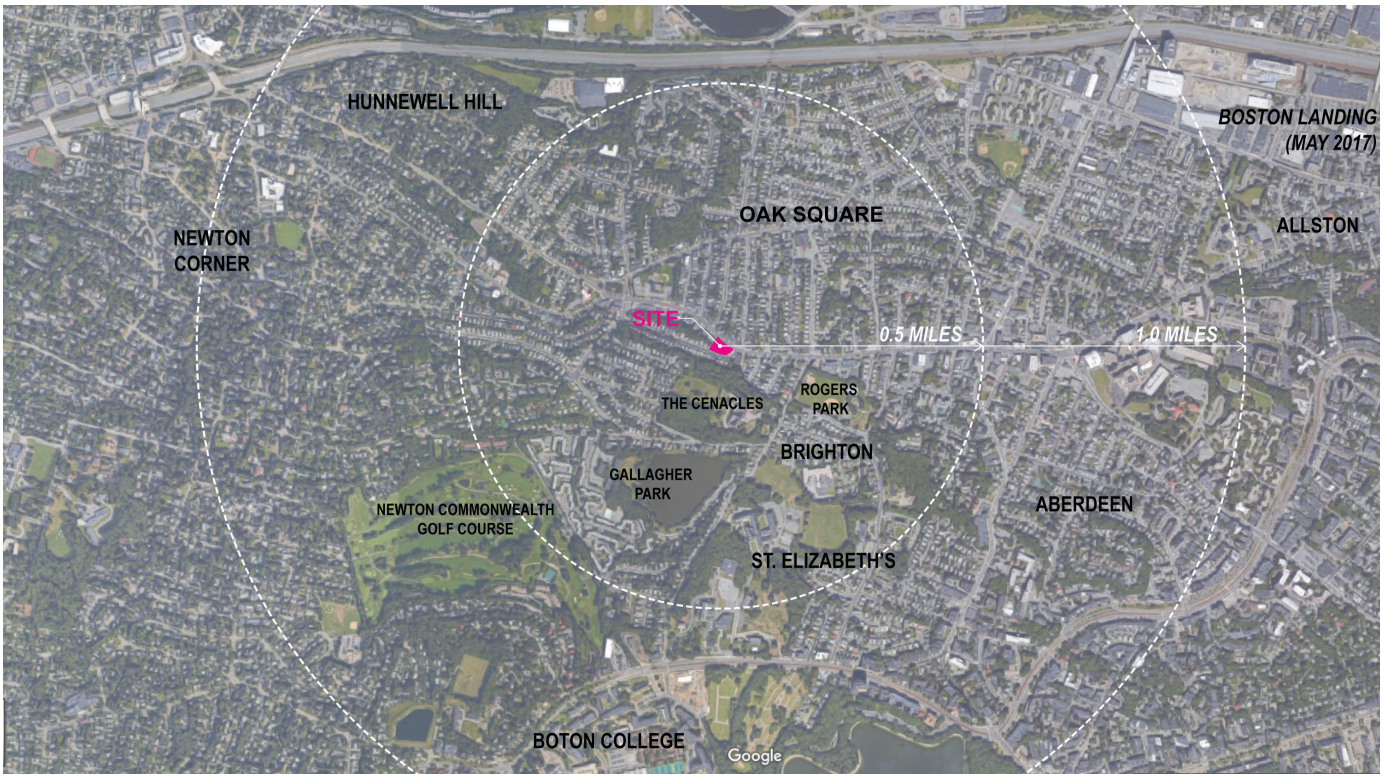


Figure 4.2: Surrounding context

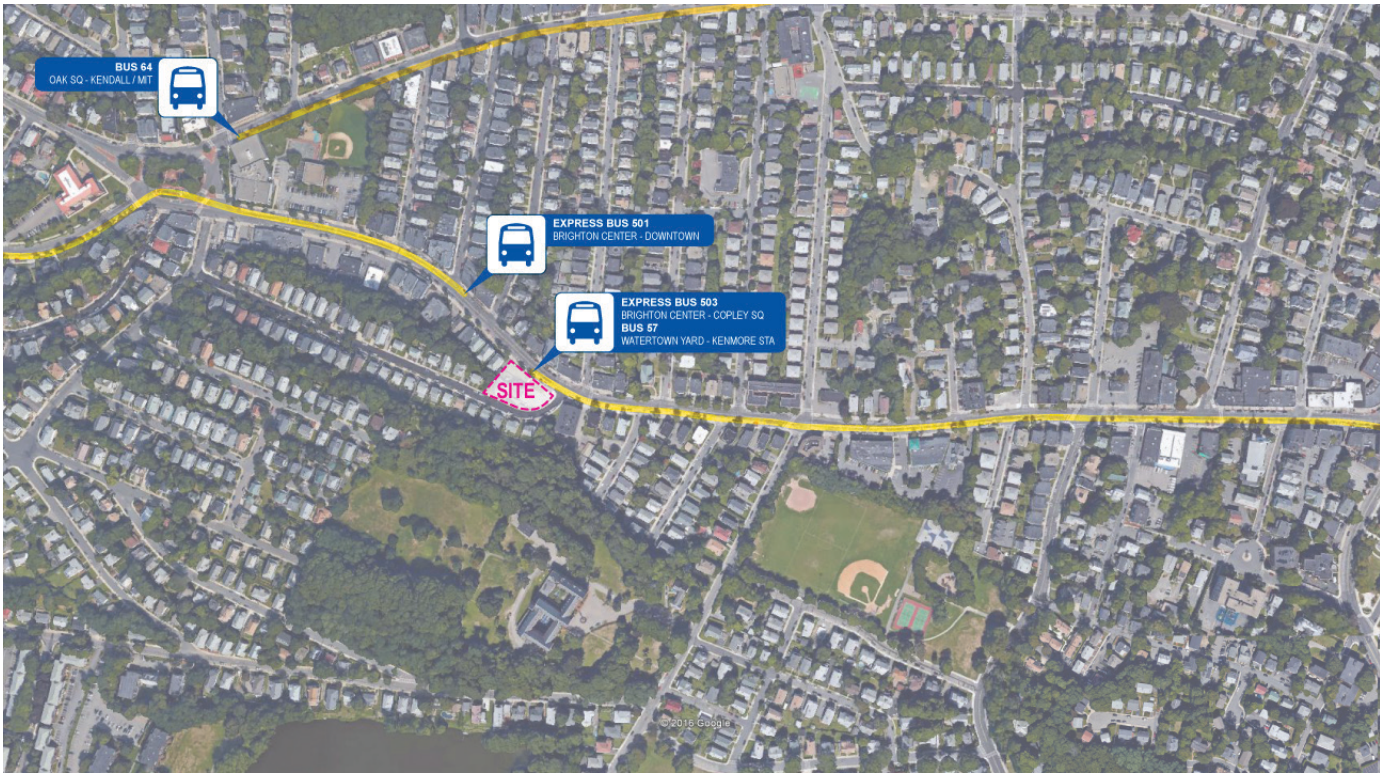


Figure 4.3: Nearby bus routes

Figure 4.4: Retail activity on Washington St.

Neighborhood





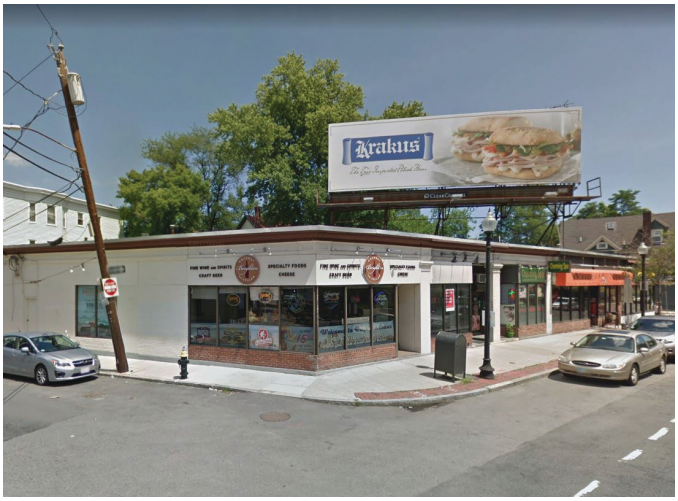


Figure 5: Neighboring buildings along Washington St and Langley Rd.

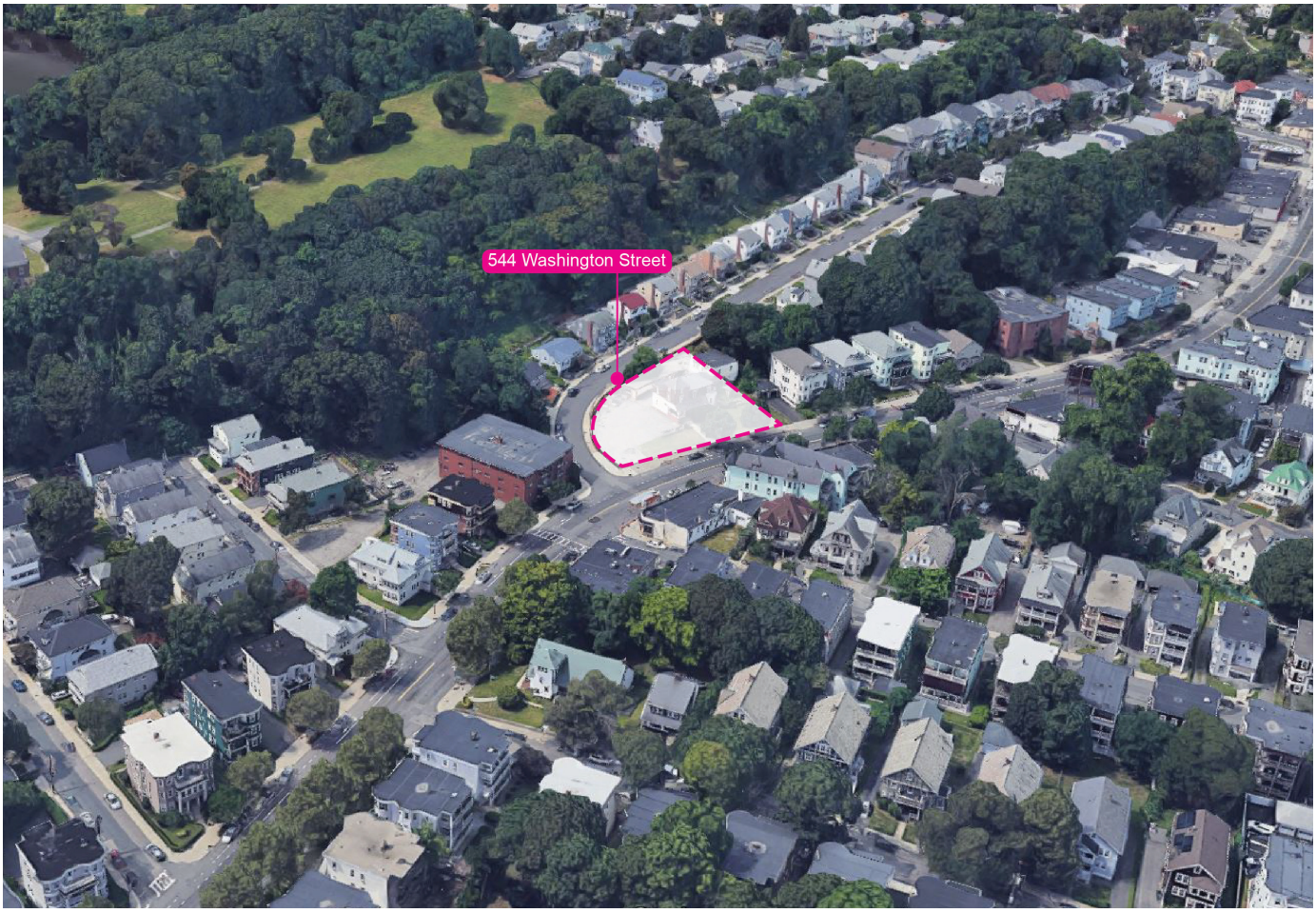


Figure 6: Existing site and context

Site Context

Historically, this section of Washington Street has been populated with buildings spanning many generations and architectural styles. The neighborhood is home to several variations of double and triple (and quadruple) deckers, which typically have generous bow fronts and balconies on the upper floors. Most of these residential buildings are clad with clapboard. Some have retail bases of masonry or other materials with larger storefront windows. There are several brick three- and four-story apartment buildings built prior to the 1970s adjacent and nearby to the site. There are also a number of single-story strip retail buildings in close proximity along Washington Street. Langley Road is developed with one- and two-family structures, typically clapboard or shingle-clad, which have intimate stoops surrounded by garden walls and plantings.

At the east end of the street, near the project site, are largely Cape-style single family homes with driveways. Moving along the street uphill to the west, the homes are predominantly multi-family dwellings without driveways. The rear yards of homes on the north side of Langley are screened from Washington Street by dense, old-growth trees. (Fig. 6)

Public Benefits

a. Affordability
The project is pleased to do its part in offsetting the rising costs of housing in the city by complying with the City's inclusionary development policy.

b. Home Ownership
The project was originally intended to provide moderately-priced rental units. However, during the process of soliciting feedback from the community and political leaders on the initial plan, a strong preference was universally expressed for home ownership. City Councilor Ciommo and many neighbors who spoke at the Brighton Allston Improvement Association indicated that changing to condos would vest new residents in the neighborhood, promote stability, and provide better balance against the significant student rental population in Oak Square and Brighton. Though this required significant changes to the financial structure, risks, market focus, cost, and design of the project, the Encore team concluded that changing to 100% home ownership would be viable and maintain the original planning objectives for the property.

c. Increase of Public Space
The project proposes a generous sidewalk along Washington Street. This plaza-like street frontage will enhance options for use of the retail space on the ground floor, improve the streetscape, and support improvements to the adjacent bus stop in coordination with the MBTA. (See transit oriented design discussion.)

d. Increase of Retail Space
The project will include approximately 2,000 square feet of retail space, which is intended for local rather than national chain retail. This project element will provide small area merchants with an opportunity to rent new, brightly daylit space with modern systems and services. The space will be designed to accommodate an exhaust duct in the event that a local restaurant leases the space, and offers the potential for an additional mezzanine area. Because the project sits on a stretch of Washington Street that has multiple properties with single-sided retail, it offers the potential to provide economic stimulus that will benefit existing local business as well as additional pedestrian activity along the streetscape.

e. Transit Oriented Design
The project site is a significant transit-oriented location. There is an existing highly utilized MBTA bus stop in front of the property for the 57 bus route, as well as the 501 and 503 express service to downtown. (Fig. 4.1) It is also steps away from the 64 bus route out of Oak Square. The project will provide ample bicycle storage for both tenants and guests of the site, allowing for sustainable alternative modes of transportation to and from the site. It is situated in a pedestrian-friendly location with ample shops and services nearby, and is therefore an excellent site for multifamily housing with limited dependence on automobiles. These factors will reduce overall trips generated from the site and will reduce pressure on the busy traffic moving along Washington Street. Recognizing the traffic and parking concerns expressed by residents on Langley Road, vehicle access to the project's two levels of parking will be restricted to Washington Street, so as to avoid creating pressure on the adjacent side streets. Further responding to these neighborhood concerns, the project team has increased parking from .7 to 1 per unit.

f. Design Excellence
Our team has a well-established history of providing quality design and construction throughout the Boston area. We plan to continue this tradition at 544 Washington Street. Our team is committed to successfully combining appropriate respect for the existing context while producing innovative, "design forward" solutions which extend from the building interiors to the facades and landscape. We hope to be a leader in the exciting architectural dialogue that is emerging in the Brighton neighborhood.

g. Sustainable Design/ LEED
The project team is well-versed in creating high-efficiency, low-energy-use buildings in Boston. The proposed design will meet or exceed the Massachusetts Stretch Energy Code as well as the City's LEED Silver Certifiable requirement. The site's unique location provides inherent sustainability benefits. Density, proximity to public transit, stormwater mitigation, bicycle storage, and accommodation for fuel efficient vehicles are all key aspects of the project's design.

Figure 7: View on Washington St.

Heating and cooling energy demands will be reduced through high performance insulation strategies, carefully selected glass specifications, and reduced water use fixtures. The project will provide internal space for trash and recycling and will divert much of the construction waste from landfills. Indoor air quality will be controlled through the use of energy recovery ventilators providing tempered outdoor air to all habitable spaces as well as low emitting paints and sealants. Urban heat island effect will be mitigated through the use of appropriately colored roofing materials as well as ground level landscape and gardens.

Site Massing Strategy

Scale
The site's most prominent characteristic is that it is framed by two distinct urban contexts. It is surrounded on its Washington Street frontage by larger multi-family buildings and commercial uses, and by a residential neighborhood on Langley Road. Addressing these contrasting conditions has been the driving force behind most of our design decisions from the inception of the planning process.

The project is highly responsive to both of these conditions. The five-story section of the building is concentrated along Washington Street and is set well back from the rear lot lines along Langley Road. (Fig. 16.1, 16.2) The project provides two-story townhouses along Langley Road (connected by underground parking), which are compatible with the massing and height of the surrounding single-family homes. This innovative urban design solution mitigates the impact of the project on the surrounding community while leveraging the size and access advantages of the site to provide significant home ownership opportunities.

Landscape Design
The project proposes an outdoor garden courtyard on the sunny, southern side of the parcel, which will provide the project's residents with a beautifully-designed amenity for outdoor recreation. (Fig. 10.1) Plantings will include mature trees and dense shrubs surrounding thoughtfully detailed hardscape terrace spaces. Along with the new townhomes, this site feature will improve the residential and pedestrian experience of local residents along Langley Road. The garden courtyard will further buffer the development from the neighborhood. It will also offset the urban heat island effect generated by the existing asphalt parking lot and provide cooling shade for this location. Plant species will be local and low water use ones.

Particular effort will also be made to protect larger trees at the south west corner of the property that provide significant screening for the adjacent property on Langley. There will also be additional plantings provided along the west side of the project to screen the adjacent multi-family home on Washington Street from the access drive to the upper parking area.

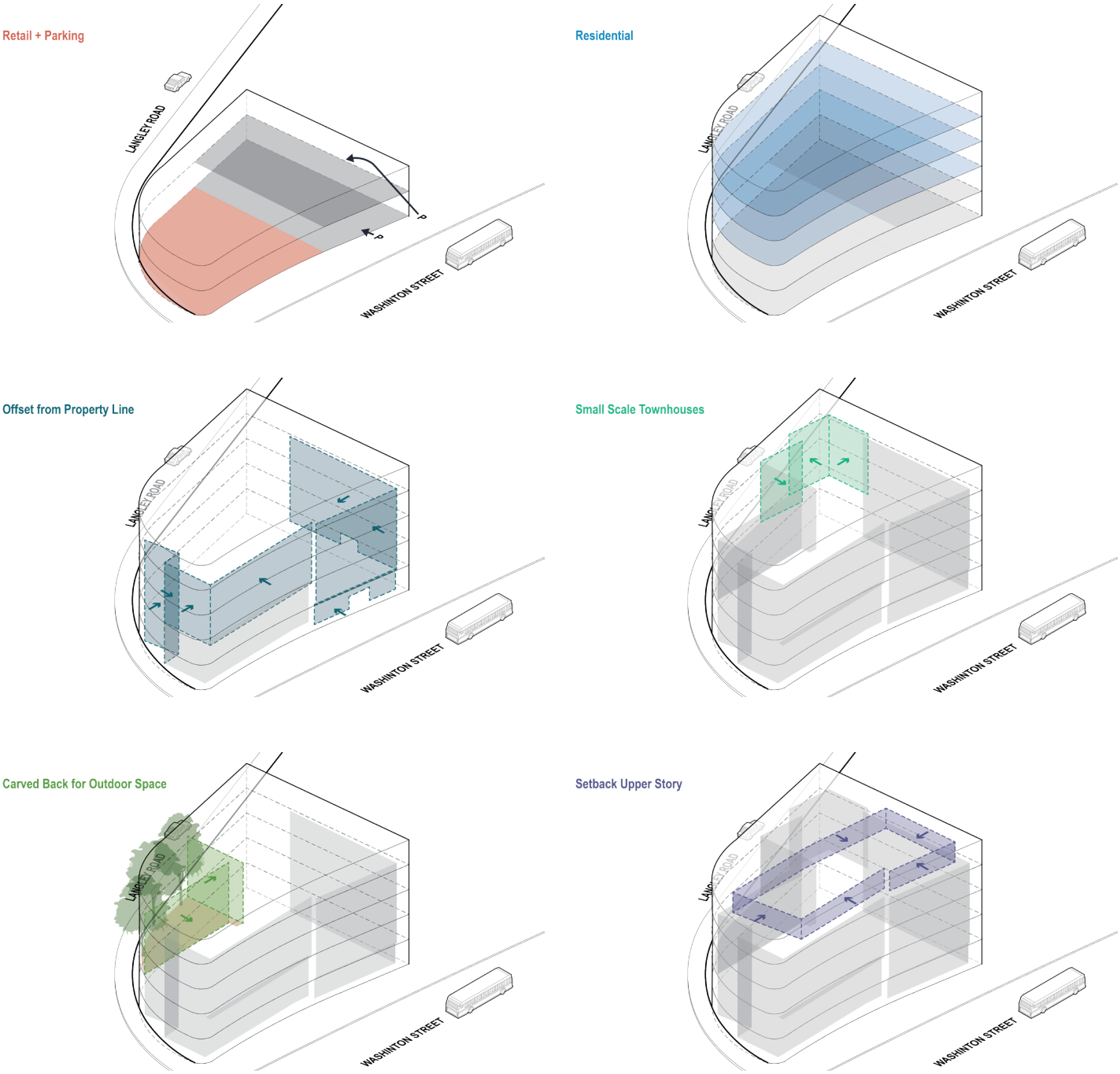


Figure 8: Subtractive form diagram

Public Process

Meetings with city officials, local neighborhood organizations, and individual abutters have been an integral part of the design process. The project team believes in listening carefully to the concerns and aspirations of these stakeholders. This commitment is clearly visible though the evolution of the project plan and design. Constructive feedback from each project meeting with local stakeholders has been given serious consideration and analysis, which has influenced the final site plan and building design.

Specifically, this feedback loop has reshaped the project from its original scheme in a number of significant ways. For example, when the initial plan was presented to the Brighton Allston Improvement Association (BAIA) on March 1, 2018 a number of concerns were raised, particularly by neighbors on Langley Road. These issues included:

- proposed project density at 47 units
- building height and scale
- proposed parking ratios at .65 spaces/unit
- the lack of a home ownership opportunities for residents and newcomers wishing to invest in Brighton by making it their permanent home

For each of these concerns raised by the neighbors, the project team responded thoughtfully and with meaningful changes that were presented at the next BAIA meeting. Significant changes include:

- The number of residential units was reduced by nearly 20% from 47 to 37.
- The fifth-floor footprint was scaled back so that it is recessed from sightlines along Washington Street, and is also behind the rear setback of any home along Langley Road. (Fig. 9)
- Parking was increased to 37 spaces, achieving the one space per unit ratio specifically suggested as a benchmark in Langley Road neighbor comments at the BAIA meeting.
- The ownership structure was changed from moderately-priced rental units to 100% home ownership. This change has significant implications that impact unit mix and features, financing, market risk, and timing of the project. To assist with evaluating and addressing the impact of these changes Encore has engaged Goedecke & Co LLC as a project consultant with extensive experience in market assessment and financing of mixed-use projects in Greater Boston.
- A reduction in square footage of both residential and retail spaces.
- A change in the unit mix to favor two-bedroom rather than studios and one-bedroom units. Three-bedroom units were also incorporated to respond to requests for additional family units.

We have also analyzed potential project impacts in response to community questions. For example, we conducted a shadow study to address concerns regarding the height and scale of the project. The shadow study (Fig. 12) confirmed that the building would have no significant impact on adjacent properties. We held a face-to-face meeting with abutters after the study was conducted to answer questions and discuss how changes to the building had been specifically made to mitigate the impact on their home.

We additionally studied the Langley Road view corridor. This study indicated that, because of this street's steep grade, an average adult will be able to look out over the top of the fifth floor of the project building after walking only a short way up Langley Road. (Fig 9). This elevation study further demonstrates that, due to the project's low-scale townhouse component, its increased setback at the fifth-floor level, and the presence of a dense, tall tree line along the rear of the properties on Langley Road, the project's visual impact on the adjacent residential neighborhood will be modest.

Figure 9: Proposed site plan

The setback fifth story relates to the higher structures along Washington St. Because of the grade change, the townhouses are two stories high relative to the direct abutter on Langley. The grade continues up Langley; standing on the street around 69 Langley Rd. would put the top of the fifth floor at eye level for the average adult. (Fig. 9)

Site Sections

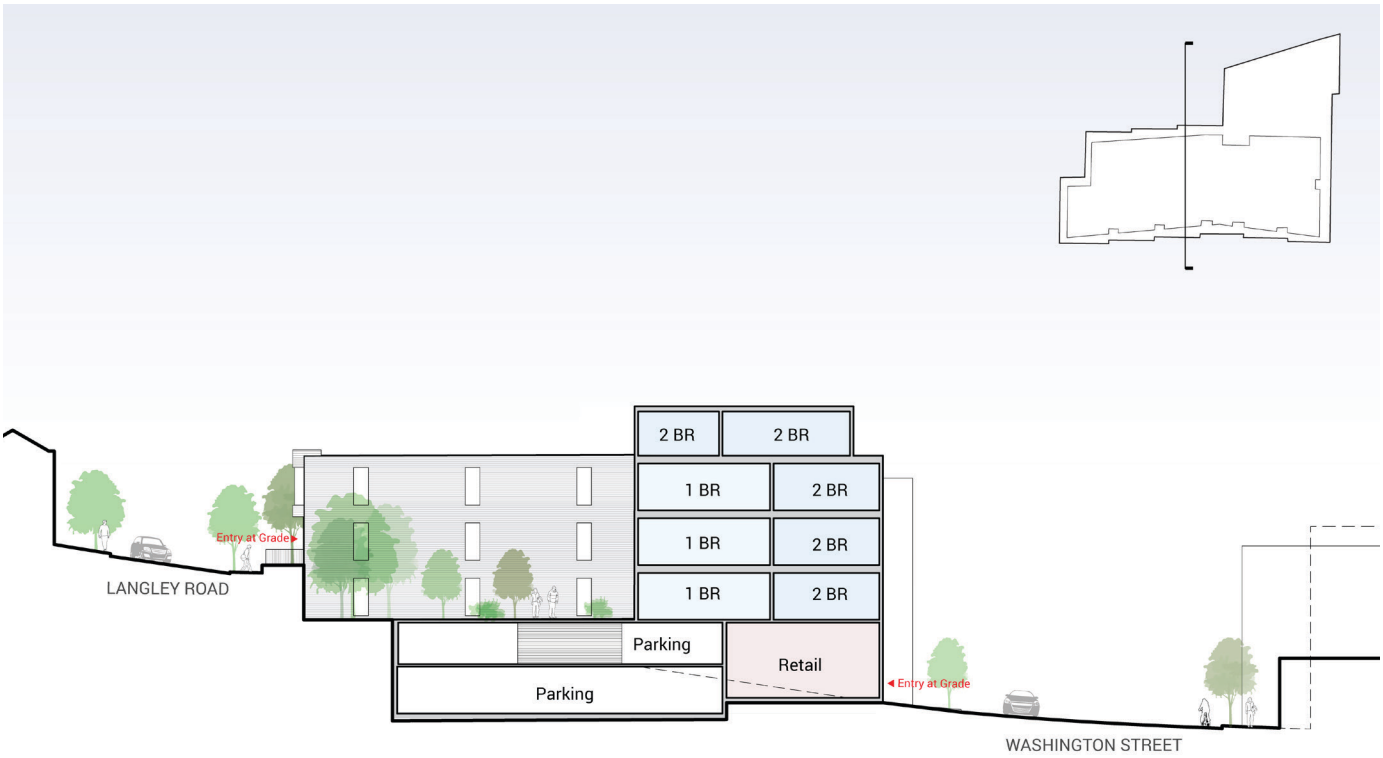


Figure 10.1: North/south section

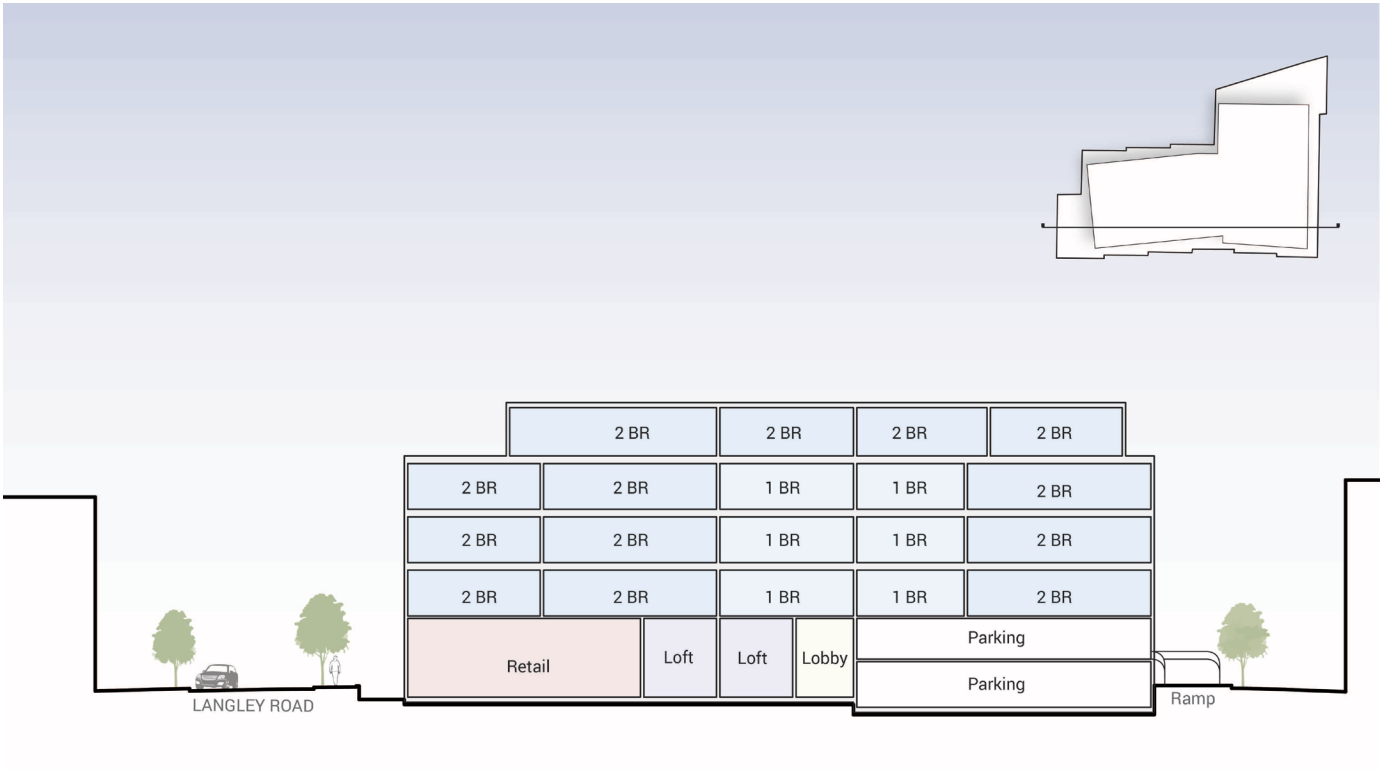


Figure 10.2: East/west section

Site Elevations

Figure 11.1: Langley Rd elevation

Figure 11.2: Washington St. elevation

* These images are for conceptual purposes only; relative grades and building heights are approximate

Shadow Study

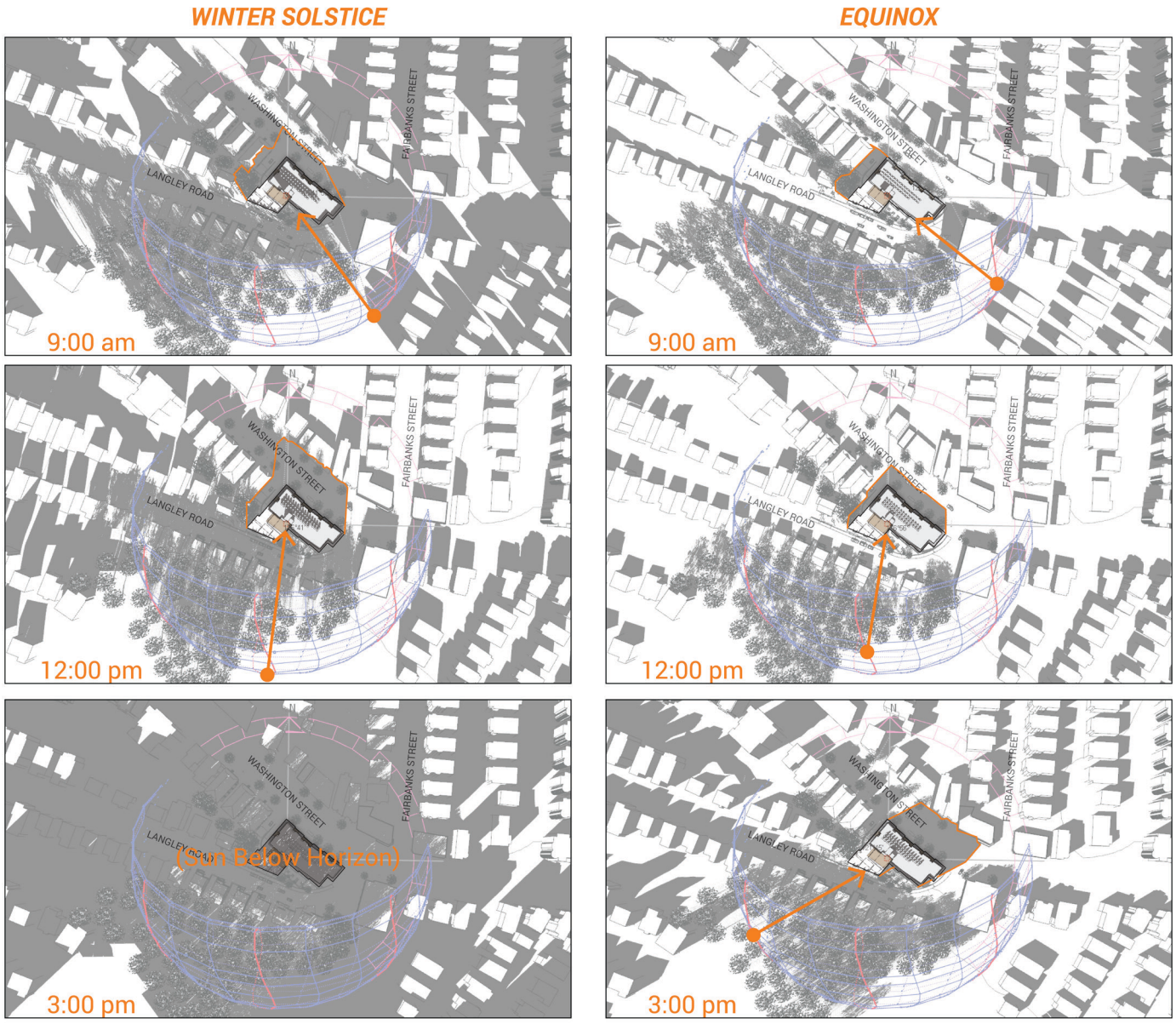
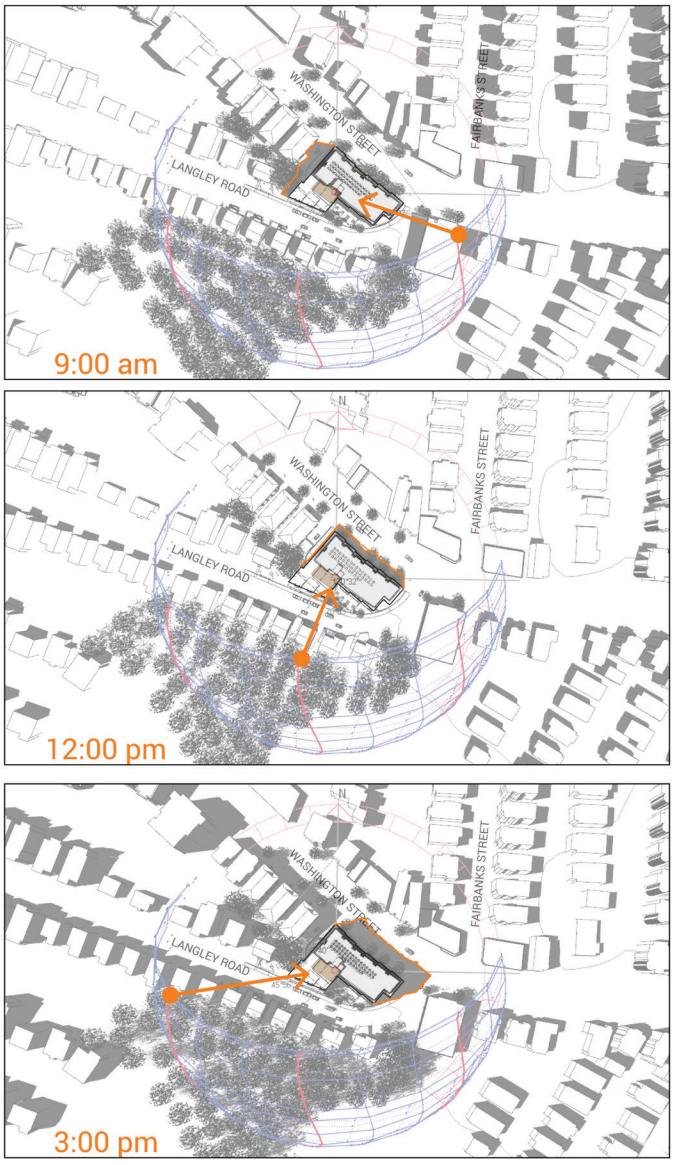


Figure 12: Shadow study

SUMMER SOLSTICE



Shadow Study

In designing the building, significant consideration was given to its relationship to natural light and shadows. This was critical to ensure ample daylight reaches into the new residences and to minimize the impact on surrounding structures.

The series of images to the left show the relative position of the sun during three times of the day on three days of the year. The Solstices demonstrate the extremes, the time of the year when the sun is at it's lowest in the winter and highest in the summer. The Equinox exemplifies the average sun path.

With the mass of the building justified to the north of the site, the impact of the taller section on adjacent homes is minimized. Some shadowing occurs only briefly in the earliest hours of the day during the winter months. Such shadowing during the winter is typically unavoidable. Otherwise, the project does not cast shadows on adjacent properties at any time of the day for three months.

Site Survey

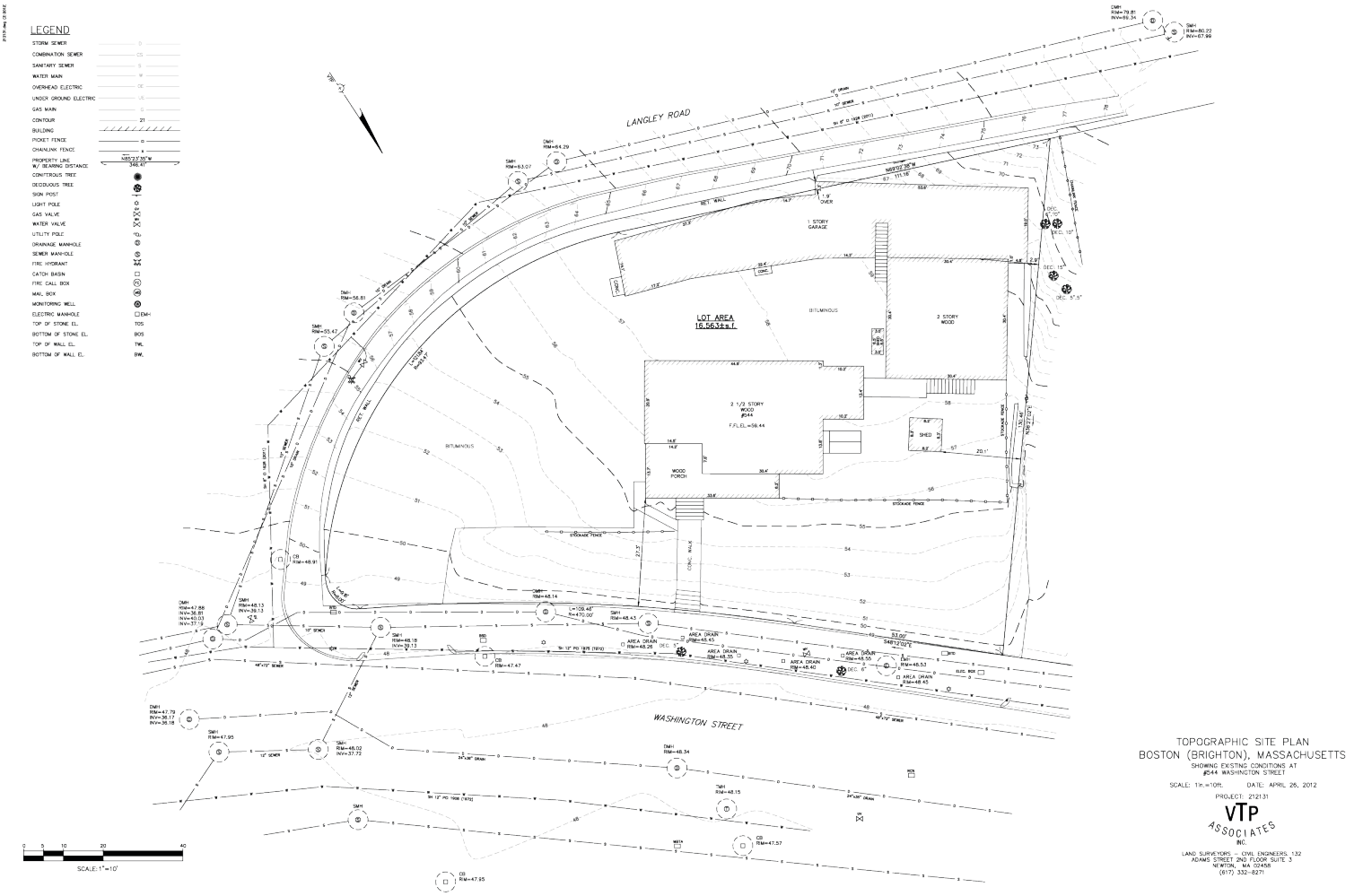


Figure 13: Existing site survey

Existing Buildings

Figure 14: Street view of existing site

Anticipated Permits and Public Review Process:

Pursuant to the requirements of Small Project Review under Article 80 of the Boston Zoning Code, the Proposed Project will undergo further public comment and community process. Prior to submitting this Article 80 Application, however, the project team conducted preliminary outreach with abutting and area residents and property owners and presented the proposal to the applicable local elected and ap-pointed officials and at community meetings before the Brighton Allston Improvement Association. This application reflects major project modifications and design changes resulting from the input re-ceived through the preliminary outreach process.

Anticipated Permits and Approvals:

City Agency	Approval
Boston Planning and Development Authority (BPDA)	Article 80 Small Project Review Application
Boston Transportation Department (BTD)	Construction Management Plan
Boston Water and Sewer Commission (BWSC)	Site Plan Approval for Water and Sewer
Public Improvement Commission (PIC)	Specific repair plan approval and Potential Discontinuance
Zoning Board of Appeals (ZBA)	Variances and Conditional Uses
Boston Landmarks Commision	Demolition Delay Review

Construction Impact

The following section describes impacts likely to result from the 544 Washington Street Project construction and the steps that will be taken to avoid or minimize environmental and transportation-related impacts. The Proponent will employ a construction manager who will be responsible for developing a construction phasing, staging, and logistics plan, and for coordinat-ing construction activities with all appropriate regula-tory agencies. The purpose of this logistics plan will be to minimize construction impacts, road closings, deliveries, etc., on the community at large. The con-struction manager will designate a project representative responsible for fielding questions or concerns that arise from neighbors.

Construction Activity Schedule

The construction period for the Proposed Project is expected to last approximately 18 months, beginning in the 2nd Quarter 2019 and reaching completion in the 4th Quarter 2020. The City of Boston Noise and Work Ordinances will dictate the normal work hours, which will be from 7:00 AM to 6:00 PM, Monday through Friday. The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550. This policy establishes that the elimination of rodents is required for issuance of any building permits. During construction, rodent control service visits will be made by a certified rodent control firm to monitor the situation.

Development Team

Development Entity

Encore Properties LLC

40 Warren Street
Newton, MA 02459
(617) 699-4769

Steven Garfinkle, President

Architect

Utile, Inc.

115 Kingston Street
Boston, MA 02111
(617) 423-7200

Michael LeBlanc, Principal in Charge

Real Estate Consultant:

Goedecke & Co LLC

10 High St #1100
Boston, MA 02110
(617) 790-9000

Peter Geodecke,
Principal & Founder

Zoning & Permitting Attorney:

Dain Torpy

745 Atlantic Ave
Boston, MA 02111
(617) 542-4800

Donald W. Wiest

Subconsultants

Structural Engineering

Richmond So Engineers
63 Pleasant St.
Watertown, MA 02472
(617) 926-9300

Jennifer McClain, Principal

Mechanical, Electric, Plumbing Engineering

BLW Engineers Inc.
311 Great Rd
Littleton, MA 01460
(978) 486-4301

Kenneth R. Beck, Principal

Civil Engineering

Samiotes Consultants Inc.
20 A Street
Framingham, MA 01701
(508) 877-6688

Stephen Garvin, President

Specification

Kalin Associates
1121 Washington Street
Newton, MA 02465
(617) 964-5477

Mark Kalin

GSF Calculation

GSF by Floor

Basement			
Lower Parking		(18 spaces)	
Ground Floor			3,650
Retail		1,980	
Residential	1,670		
Parking Mezzanine			450
Upper Parking		(19 spaces)	
Floor 2	11 Residential Units		11,148
Floor 3	12 Residential Units		11,286
Floor 4	9 Residential Units		11,197
Floor 5	5 Residential Units		6,411
Total Units			**37**
Total GSF			**44,142**
Lower Parking			6,347
Upper Parking			6,657
Ground Floor Mechanical			1,119
Total with Parking & Mechanical			**58,265**

Zoning Analysis and Relief Required

This site is located in a 3F-4000 Three Family Residential Subdistrict in the Allston Brighton Neighborhood District (Article 51) of the Boston Zoning Code. The Retail component and Residential use is consistent with many of the buildings in the immediately surrounding area. As detailed below, the project is additionally anticipated to require zoning relief in connection with a number of dimensional requirements as outlined in the table below.

The project team will be submitting a Zoning relief letter separate from application. The building will be comparable in height and massing to neighboring structures.

Zoning Summary

544 Washington St Oak Sq, Brighton Boston, MA	Min. Lot Area	Min Lot Width	Minimum Lot Frontage	Maximum F.A.R. (44,142/ 16,565)	Max Height in Stories	Max. Height in Ft.	Usable Open Space *650 sf per D.U.*	Front Yard Min Depth	Side Yard Min Depth	Rear Yard Setback *57-27.9 thru block sites*	Parking dimension and manuever ability	Use	Onsite parking Commercial (2/1000sf)	On site parking *2.0/unit*	Loading
Required	74,000 sf [(a)]	45'	45'	0.8	3	35'	24,050	20'	5'	30'		3F	2	74	1.0
Proposed	**16,565sf**	171' [(b)]	171'	**2.66**	5	57'	**2,400**	**0'**	11'	-	**See Plan**	**Multi-fam/commercial**	**0**	37	**TBD**
Relief req'd	**Y**	N	N	**Y**	**Y**	**Y**	**Y**	**Y** [(c)]	N [(d)]	N [(e)]	**Y**	**Y**	**Y**	**Y**	**Y**

Allston Brighton Neighborhood District (Article 51)
3F-4000 Three Family Residential Subdistrict
37 Total units
Total GSF - 44,142 sf

(a) 4,000 sf for first 2 units, and 2,000 sf for each additional unit
(b) approximately 171' measured along Washington St; approximately 100' measured from Washington St to Langley Rd
(c) See Section 51-57.2 requiring conformity with Existing Building Alignment
(d) See Article 51, Table D, Fn. 6; min required side yard width is 5' from side lot line, 10' from abutting building, 15' in aggregate
(e) See Section 51-57.5 (special provision for corner lots) and Section 51-57.10 (rear yards of through lots); see generally Article 2A (defining yard, front, rear and side). Given the irregular shape of the lot, it is likely that the portions of the lot abutting Washington Street and Langley Road, respectively, would both be treated as front lot lines and front yards, and that the portion of the lot that is not abutting any street would be treated as a side yard, and not as a rear yard, given the angles at which that portion of the lot intersects with the Washington Street and Langley Road sides of the lot.

Zoning Interpretation

- Building height is measured from the Washington St. sidewalk to top of roof structure; zoning height is measured from an "average grade" 5 ft above the Washington St. sidewalk. (Fig 17.1, 17.2)
- Mechanical penthouses and other roof equipment will protrude above roof but are not included in the building height. (Fig 16.1, 16.2) Effort will be taken to minimize the visiblility of equipment.
- Washington St. and Langley Rd. are considered front yards; the west edge of the site is considered a side yard. (Fig 15) The side yard will include a driveway at grade and retaining walls as needed.
- Usable open space includes an amenity deck (Fig. 18.3) and roof deck (Fig. 18.6)
- Lower level parking is considered a basement since it is more than 35% below grade. (Fig 17.2) At grade parking is considered the first story, and is accessed from the ramping driveway in the side yard.

Unit Mix

Level 2

Room Number	Bedrooms	Square Feet	Affordable
201	2	1030	
202	1	827	
203	1	720	
204	1	720	
205	2	1030	
206	1	730	
207	1	648	
208	1	700	
209	2	938	
210	2	1094	
211	1	628	
NET TOTAL		9065	

Level 3

Room Number	Bedrooms	Square Feet	Affordable
301	Studio	474	
302	2 - Duplex	1006	
303	2 - Duplex	1165	
304	2 - Duplex	1292	
305	1	719	
306	1	719	
307	2	945	
308	2	1003	
309	2	977	
310	2	937	
311	2	1094	
312	1	777	
NET TOTAL		11,108	

Level 4

Room Number	Bedrooms	Square Feet	Affordable
401	Studio	525	
402	2	907	
403	1	745	
404	2	900	
405	2	953	
406	2	960	
407	2	927	
408	2	1061	
409	1	760	
NET TOTAL		7738	

Level 5

Room Number	Bedrooms	Square Feet	Affordable
501	1	729	
502	2	911	
503	2	970	
504	3	1186	
505	2	1083	
NET TOTAL		4879	

Site Plan

Figure 15: Proposed roof plan

Building Elevations

Figure 16.1: Washington St. elevation

Figure 16.2: Langley Rd. elevation

Building Sections

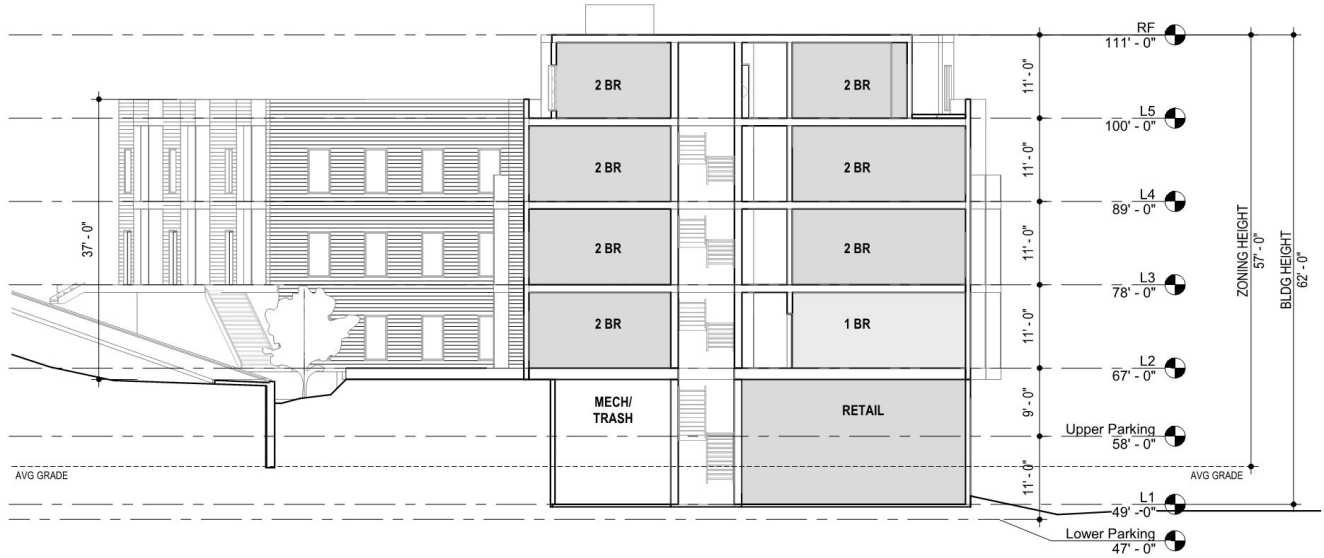


Figure 17.1: East/west section through retail

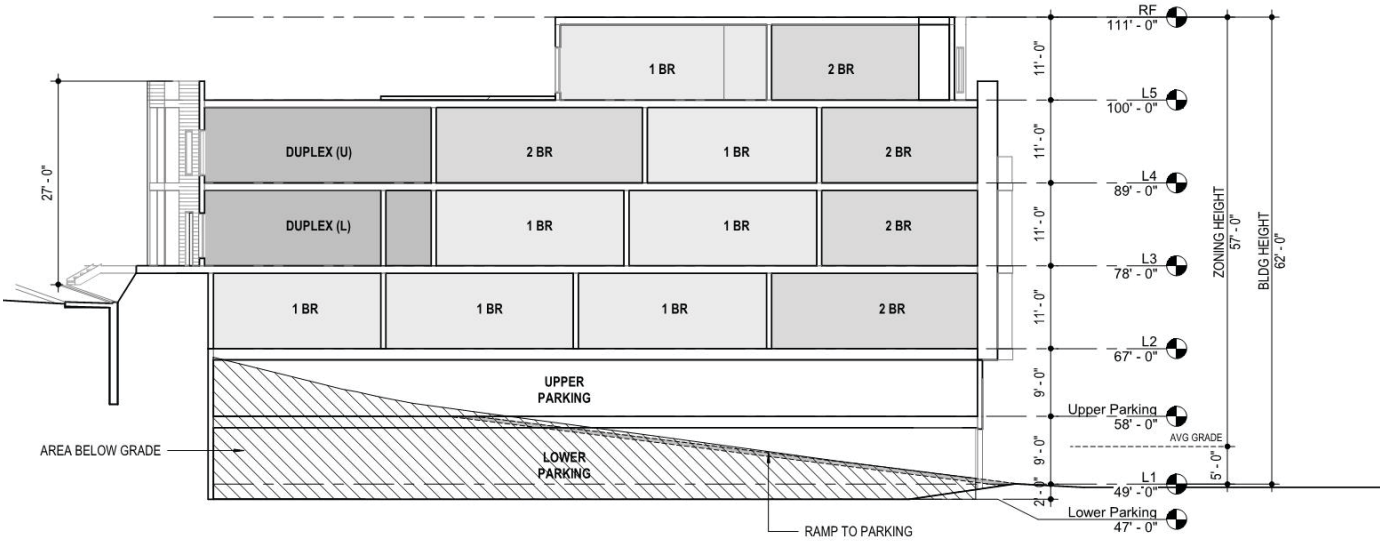


Figure 17.2: East/west section through parking

Ground Floor Plan

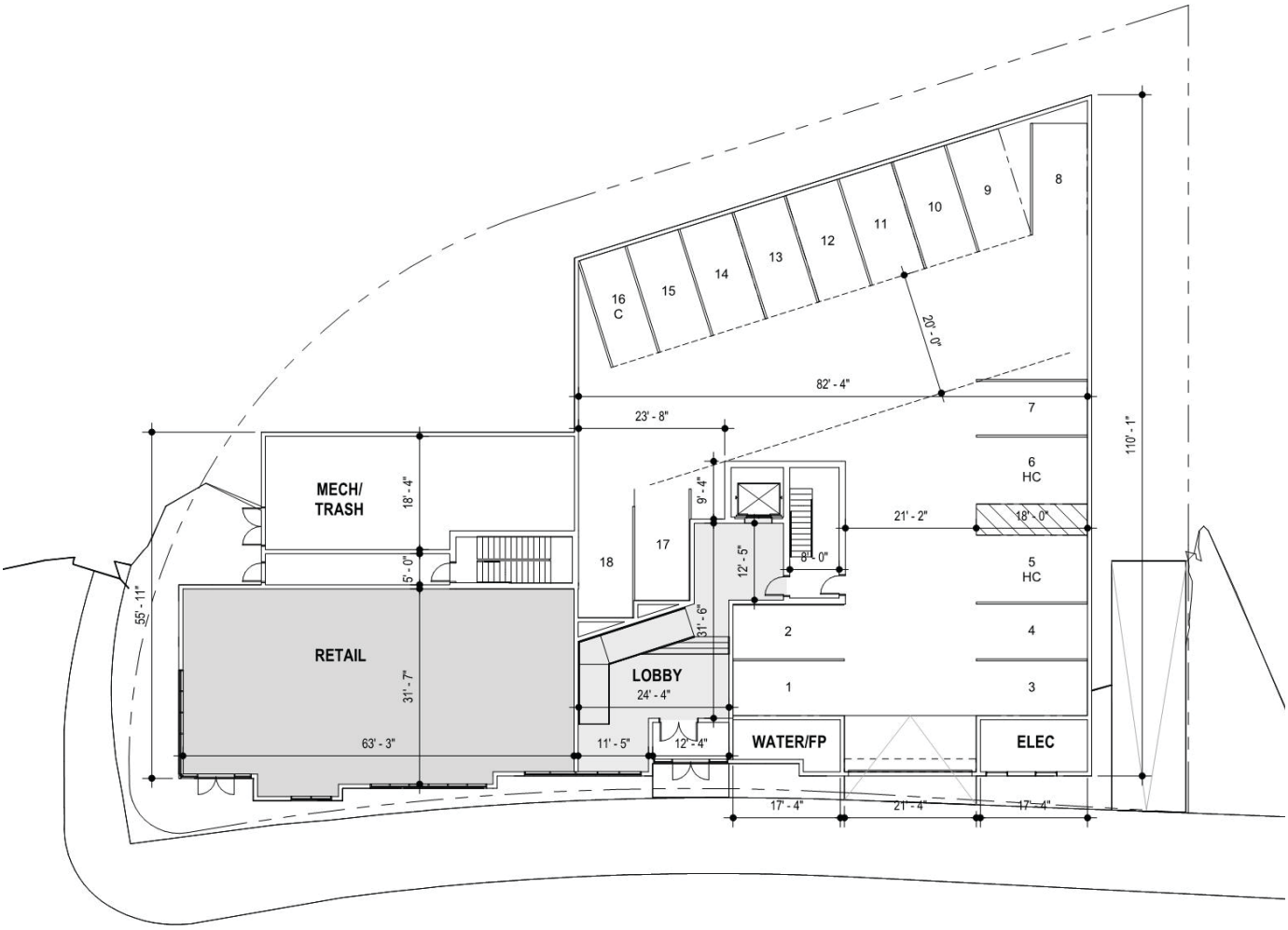


Figure 18.1: Ground floor plan

We have allotted 37 parking spaces, one for each dwelling unit at 544 Washington St. The at-grade and mezzanine levels of enclosed garage parking utilize site topography conditions to create two layers of hidden parking accessed from an exterior ramp off Washington St. Five of the proposed spaces are compact, and two van-accessible spaces are provided on the ground floor.

Parking Mezzanine

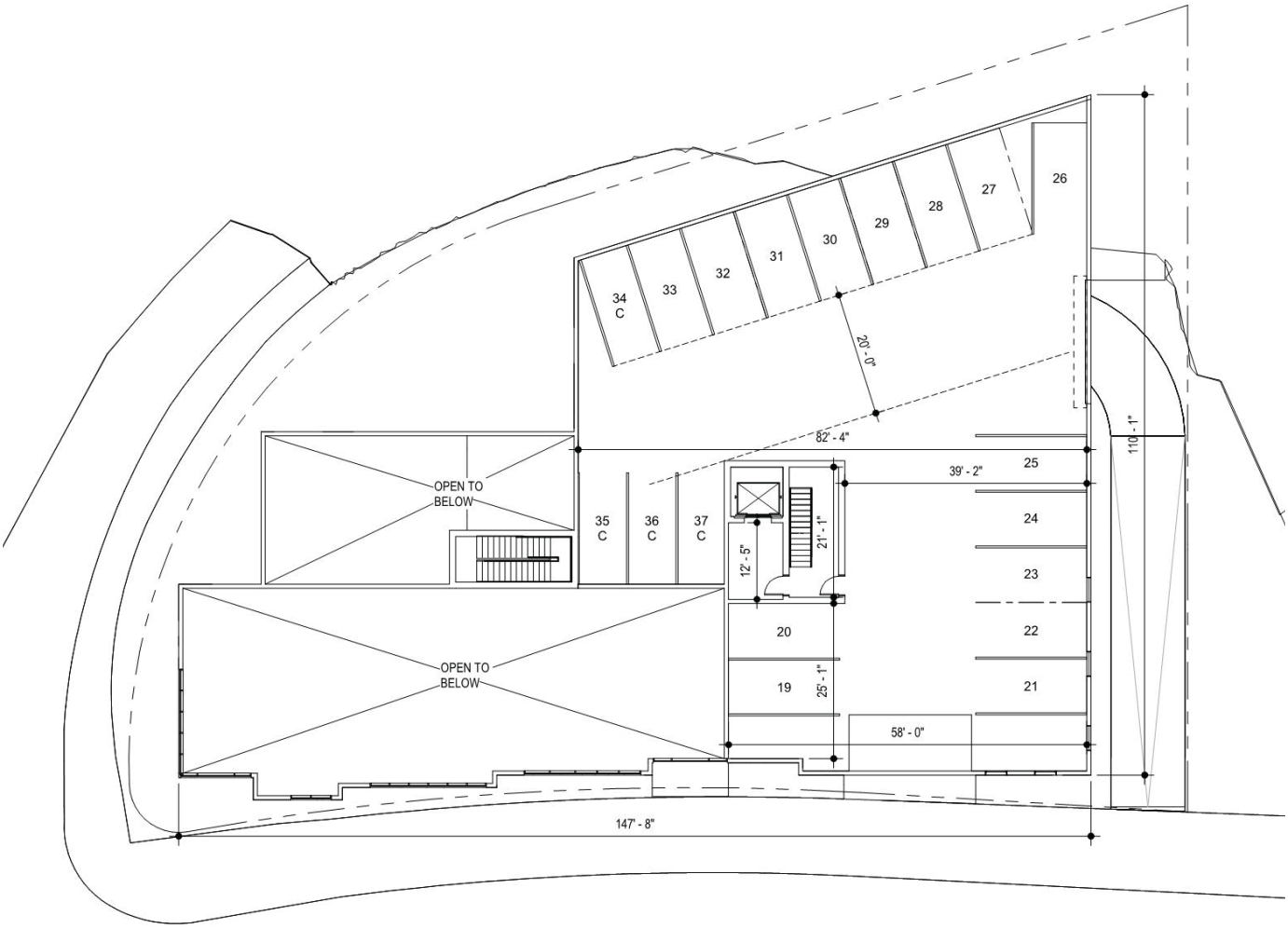


Figure 18.2: Parking mezzanine plan

Plan Floor 2

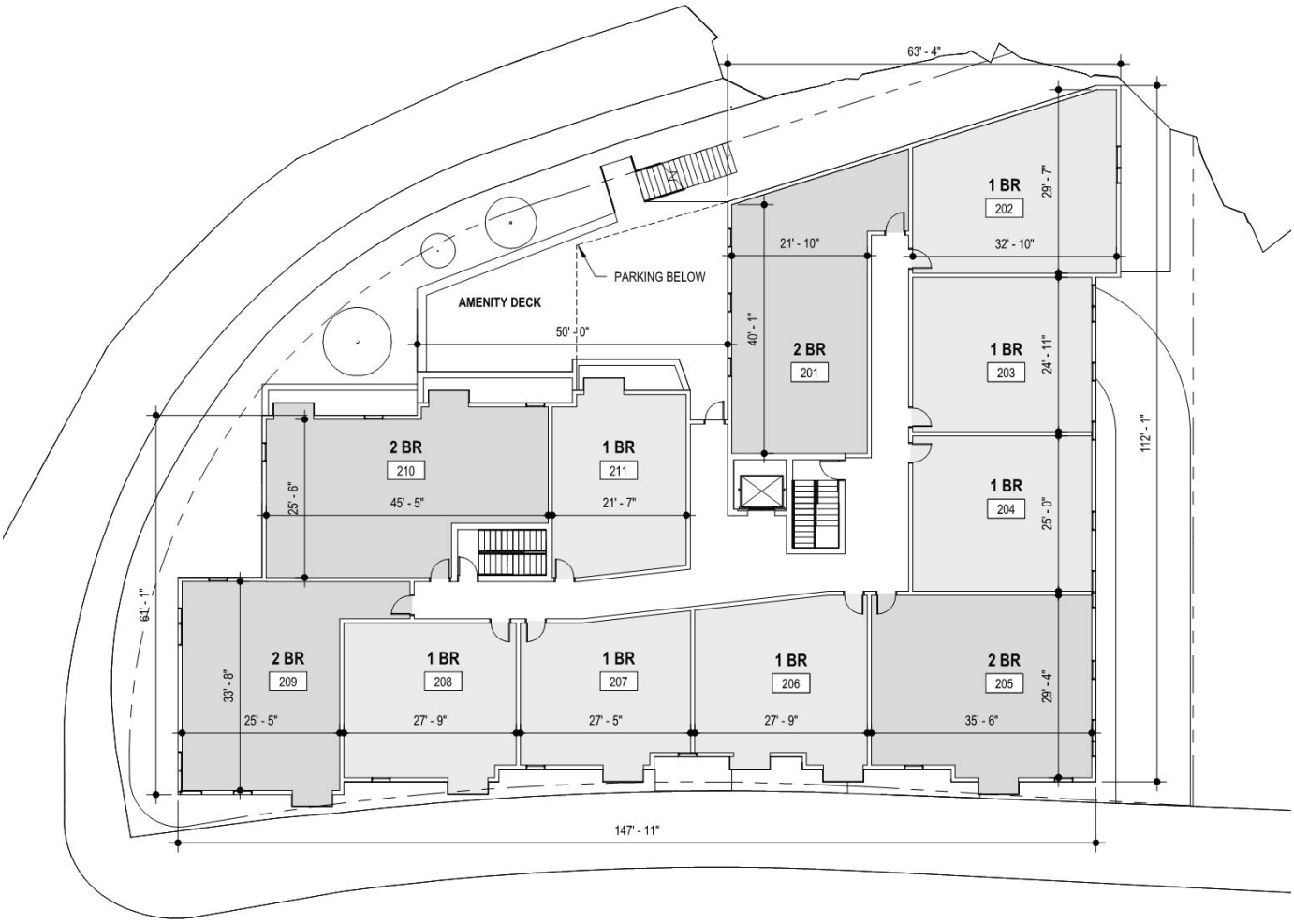


Figure 18.3: Second floor plan

Plan Floor 3

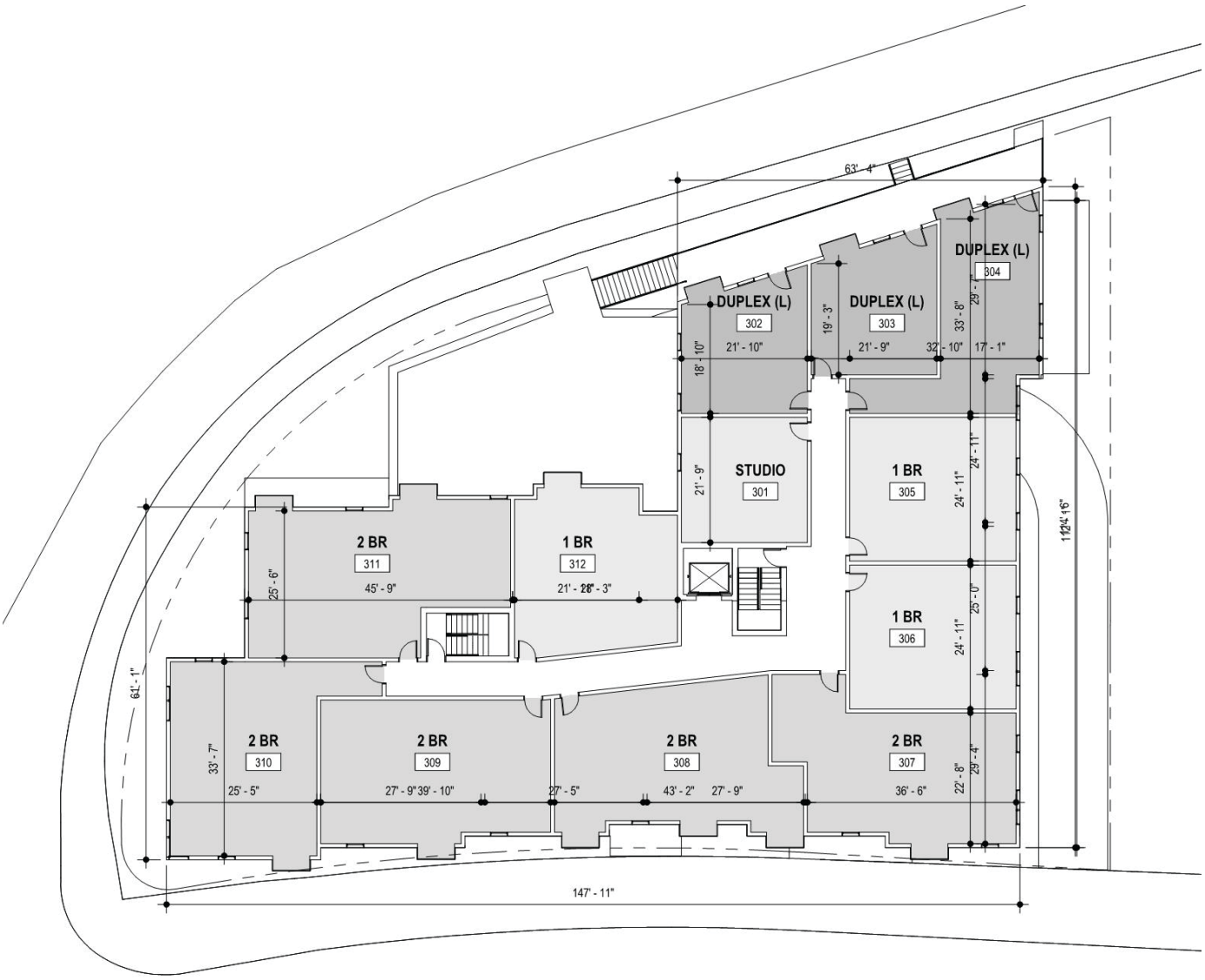


Figure 18.4: Third floor plan

Plan Floors 4

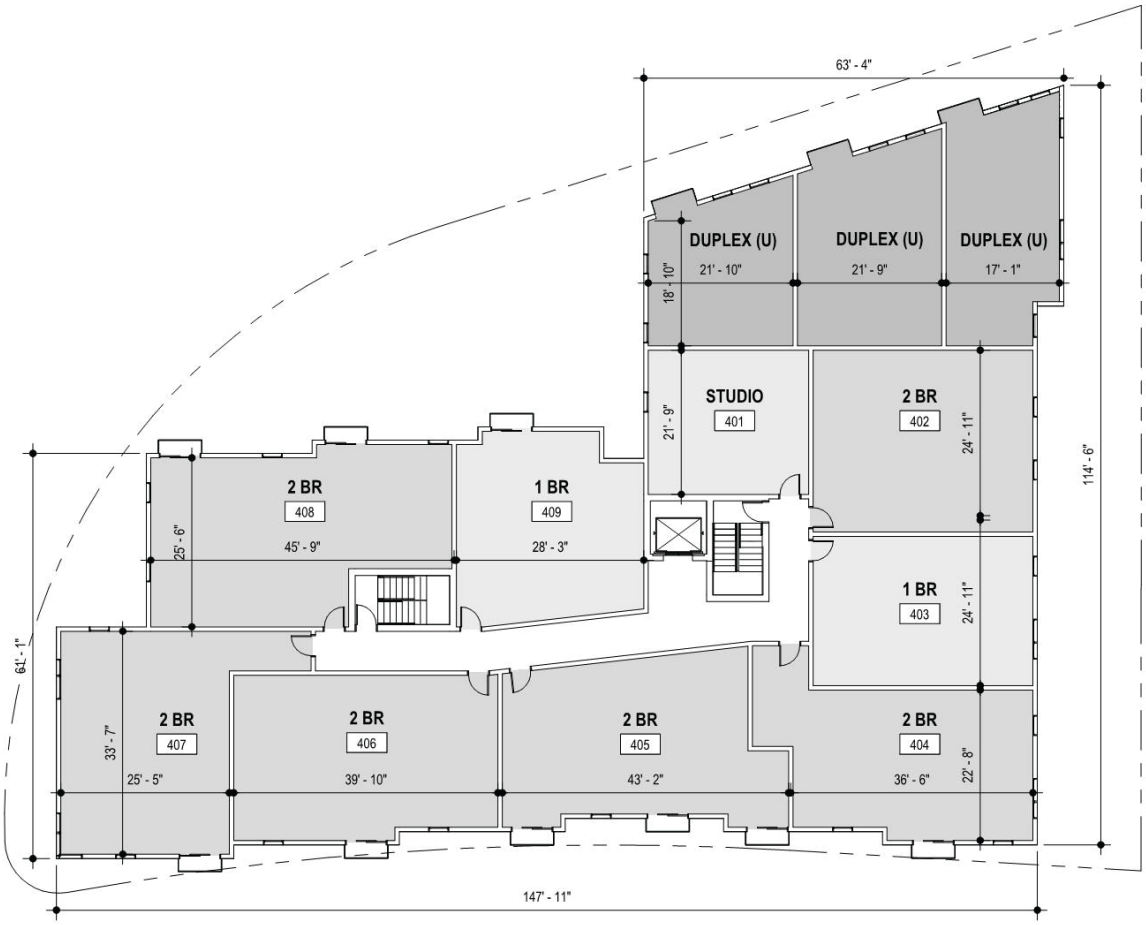


Figure 18.5: Fourth floor plan

Plan Floor 5

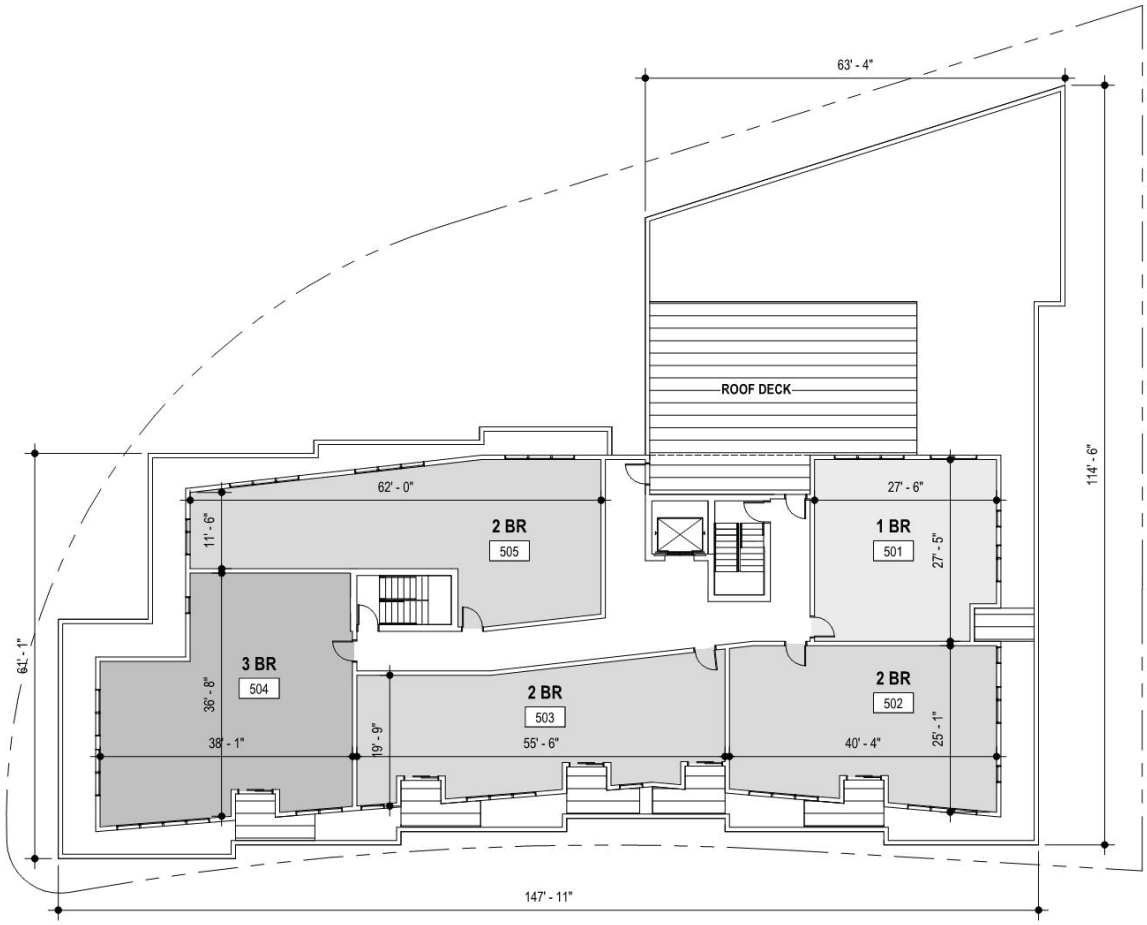


Figure 18.6: Fifth floor plan

View on Langley

Figure 19.1: Townhouse rendering

View on Washington St

Figure 19.2: Retail corner rendering

utile