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Samuels & Associates

September 25, 2019

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Subject: Notice of Project Change – Washington Village

Dear Director Golden:

Washington Village Property Owner LLC, c/o Samuels & Associates and DJ Properties LLC (together, the "Proponent") is pleased to submit this Notice of Project Change ("NPC") to the Washington Village project located in South Boston. The development includes residential and retail space, along with significant new open space and public realm improvements (the "Project"). The Project site is located in South Boston and generally bound by Dorchester Avenue to the west, Dorchester Street and Old Colony Avenue to the east, Damrell Street to the north, and Tuckerman Street, Middle Street, and residential and commercial properties to the south.

In 2015, DJ Properties LLC proposed the redevelopment of the approximately 4.89-acre site with the submission of the Letter of Intent on May 8, 2015, followed by the submission of an expanded Project Notification Form ("PNF") and draft Planned Development Area ("PDA") and associated Map Amendment on October 20, 2015. Following an extensive community outreach and public input process, supplemental responsive materials were submitted to the Boston Planning & Development Agency ("BPDA") on February 22, 2016, and the Project was then subject to further City agency, planning and design input and review. Thereafter, the BPDA concluded its Article 80 Large Project Review and voted to recommend approval of the Project at its August 11, 2016 Board hearing. The Boston Zoning Commission ("BZC") then voted to approve the PDA for the Project at its public hearing date of September 6, 2016, and the BPDA issued a Scoping Determination Waiving Further Review on October 24, 2016.

In 2018, Samuels & Associates and DJ Properties LLC formed a partnership to co-develop the Washington Village project. Samuels & Associates brings its considerable expertise in placemaking, financing, construction and project management, to the table in support of this dynamic, mixed-use project. Exemplified by projects such as the Fenway, Samuels has a proven track record of knitting neighborhoods together through placemaking from the ground floor up.

In light of the changing real estate market and continually increasing construction costs since the original Project approvals, the partnership has evaluated various development scenarios and will continue to work collaboratively with the community to move this important source of new housing, ground floor retail activation and public spaces forward. The goal of the Washington Village Project continues to be to create

a transformative experience that improves the Andrew Square neighborhood for existing and future residents and visitors consistent with the community's vision.

Approved Project Summary

The development, as approved, includes approximately 979,450 square feet ("sf") within eight (8) new buildings, identified as Buildings A through H, to be built over multiple phases (the "Approved Project"). In total, the Approved Project includes approximately 99,000 sf of retail space, approximately 656 residential units (combination of rental and home-ownership) and approximately 648 parking spaces, including approximately 116 surface parking spaces within the site boundaries. The approved plan also includes approximately two acres of new streets, pedestrian paths, plazas, and landscaped open spaces.

Buildings A, B and Associated Site Areas

The portion of the site that includes Buildings A and B as well as the associated area surrounding these buildings is the subject of this NPC. This portion of the site is approved for approximately 124 residential units, approximately 37,100 sf of retail space, and approximately 39 on-street parking spaces in the vicinity of Buildings A and B. Buildings A and B are approved as six story buildings with a landscaped open space and pedestrian connections.

Proposed Project Change

The only changes to the Project involve Buildings A and B of the Approved Project and the associated area surrounding these buildings. No changes are proposed to the other approved buildings or portions of the site.

The Proponent proposes to construct one building in place of the approved Buildings A and B, with approximately 214 residential units, approximately 20,500 sf of ground floor retail space, and approximately 58 parking spaces, of which 50 will be located in the building on the ground floor and 8 will be located on-street, and public open space (the "Phase 1 Project"). Since the Project will be constructed in multiple phases, the Phase 1 Project will include approximately 115 temporary surface parking spaces on the sites of Buildings E and G that will be replaced as the other buildings and parking areas are constructed. To accommodate the changing real estate market for mixed-use projects, the ground floor interior height has been increased to accommodate a variety of retail tenants and one partial residential floor has been added to the building which results in an overall building height increase of approximately 15 feet. Since the original Project approvals, building code changes where adopted that include provisions that allow for another floor to be added to wood framed podium buildings. The Project's public outdoor space will continue to include a landscaped park area (referred to as "The Green" in the PNF). The public outdoor space and The Green will be improved through relocation to the west of the proposed building such that there is direct frontage on Damrell Street and by combining it with a new plaza and sidewalks along the proposed New Street which will connect Alger Street to Damrell Street. The relocation of The Green will result in more activation of the streetscape along Damrell Street, improved connectivity to public sidewalks, and invites the public to enter The Green from the street. As a result of these improvements, the overall public outdoor space will be more visible and a safer environment. Refer to Public Benefits section for additional details of plan improvements relative to public outdoor space and The Green.

Overall, the changes to the Project include a reduction of approximately 16,600 sf of retail space, an addition of approximately 90 residential units and an addition of approximately 15 parking spaces for a net project square footage increase of 20,950 sf (2% increase). Table 1 provides a breakdown of the changes for the Project overall. Graphics showing the proposed project are included in Attachment A.

Table 1 Proposed Project Changes

	Approved Project	NPC Project	Change
Retail Square Footage	99,000	82,400	-16,600
Residential Units	656	746	+90
Parking Spaces	648	663	+15
Total Square Footage	979,450	1,000,400	+20,950

The construction phasing has also changed. The first phase will now include only the new building, approximately 115 temporary surface parking spaces on the Buildings E and G sites, and associated roadways and sidewalks. It is anticipated that construction activities for the first phase will start in the second quarter of 2020. The remaining buildings (C-H) will be constructed in future phases depending on market conditions.

Zoning

The pertinent Boston Zoning Code allowances and restrictions for the Project site are regulated by PDA No. 107 and its related Map Amendments, which were made effective on September 8, 2016 in connection with the Approved Project ("PDA No. 107"). Specifically, the original plan and accompanying map amendment for PDA No. 107 were recommended for approval by the BPDA Board at its August 11, 2016 public Board hearing, and subsequently approved by the BZC at its public hearing date of September 6, 2016.

Pursuant to Section 3-1A and Article 80C of the Boston Zoning Code, the Phase 1 Project will require review and approval by the BPDA and the BZC in order to amend the terms and conditions of PDA No. 107 for its subject modifications and related allowances.

Public Benefits

As enumerated in the BPDA's original approvals, the overall Project includes numerous public benefits which were carefully coordinated with and supported by the BPDA's Impact Advisory Group for the Approved Project. These benefits and commitments remain in place, and the Phase 1 Project would allow the development to deliver upon the initial portion of the following key components:

- The upfront creation, in Phase 1, of a significant amount of public outdoor space including the programmable open space (The Green), as a robust neighborhood amenity with a shared street zone for expandable public events that promote and enhance pedestrian connectivity and community orientation. See below for additional details;

- A new pedestrian plaza with access to and through the site along The Green;

- New streets to break up the "superblock", including an extended section of Alger Street at the site, which will be maintained by the Proponent, through the site to Dorchester Avenue;

- New active sidewalks with increased widths per the Boston Transportation Department's Complete Streets Guidelines;

- Public realm comprising roughly half the site that will be maintained by the Proponent;

- Much-needed neighborhood-serving retail, with active street edges and wide sidewalks that promote walking trips;

- New open space along Tuckerman Street to provide a transition between the existing homes and the Project site;

- Planting and maintenance of more than 120 new trees across the Project site, with green space to mitigate the heat island effect;

- A variety of much-needed housing options, including a voluntary middle-income and work-force focused program, market and income-restricted affordable units;

- The long-awaited and much-needed redevelopment of an underutilized former industrial site into a mix of uses that contribute to the needs and concerns of the surrounding neighborhood;

- A myriad of stormwater management strategies and infrastructure investments to significantly improve quality and decrease quantity of stormwater generation (when compared with existing conditions);

- New construction jobs and permanent jobs; and

- The Proponent remains committed to providing space for the South Boston Historical Society and will work to accommodate a new satellite location for the South Boston Community Health Center.

Public Outdoor Space

The proposed improvements to the public outdoor space are a result of several studies that layered in use and programming with an emphasis on a landscaped park area, "The Green," becoming more accessible and active. The approved plan includes key components for successful public outdoor space but locates these components internal to the site, behind buildings, with limited visibility and access from public

streets and sidewalks. The major take-away of the additional public outdoor space studies was that there is opportunity to improve the location of The Green, overall programming, and public access. The following summarizes the major items that informed the proposed revisions to the public outdoor space.

Starting with the public streets/sidewalks that surround the project and visibility into the site, the placement of the approved Buildings A and B greatly limits visibility and access to the public outdoor space. Although the approved plan includes adequate sidewalk space for pedestrian traffic and a landscape/furnishing zone, the main sidewalks on Damrell Street and Old Colony Avenue funnel to a relatively narrow access point into the site. The proposed plan locates a single building, in place of the approved Buildings A & B, that is further set back from the property line with increased sidewalk widths. This combined with the relocation of the main open public space area, inclusive of The Green, to be front and center of the project with wide open access directly off of Damrell Street greatly improves overall visibility and access to this community amenity. The proposed plan refinements result in a slight decrease of public outdoor space due to the removal of area that was previously approved as space that would only be available when a section of street and parking area are closed for special events.

The Green as currently proposed will be connected to an active streetscape that wraps Old Colony Avenue and Damrell Street to engage the public and promote the use and enjoyment of The Green. The Green has been increased in size from 6,225 sf to approximately 7,580 sf and reconfigured to provide added flexibility in the programming of this space. The Green will be professionally managed and programmed throughout the year to be consistently active. Typical programming would include family activities such as outdoor movie nights and live entertainment, community fitness classes such as Yoga, and neighborhood events through local community groups. Extending into the site from Damrell Street, the ground floor of the building will include retail and restaurant uses with outdoor café space that will flank The Green and expand on the active use of this area. The complimentary uses within and around The Green results in quality public outdoor space.

In addition to The Green and associated public outdoor space, the proposed Building A/B includes an outdoor private amenity space on the second floor that will be used by the residents of the building. This private amenity space is a direct result of locating resident parking within the building which creates a podium level terrace space. Although not available to the public, this space will meet the needs of the building residents and decrease the demand on the public outdoor space.

Environmental Impacts

Transportation

The proposed changes to the Project are expected to generate fewer trips throughout the course of the day. Although there is proposed to be an increase in the number of residential units, the planned reduction in the amount of retail space at the Project (which generates traffic at a much higher rate than residential uses), will offset the increase in the number of residential units. The Proponent will continue to work with the City of Boston to create a Project that efficiently serves vehicles, improves the pedestrian environment, and encourages transit and bicycle use. A memorandum describing the transportation impacts related to the Phase 1 Project is included as Attachment B.

Wind

The PNF included a quantitative pedestrian-level wind analysis prepared by Rowan Williams Davies & Irwin Inc. (RWDI) that identified potential wind conditions following the construction of the Project. RWDI has evaluated the changes to the Project to determine if they will change the results of their previous analysis. As noted in Attachment C to this NPC, the predicted wind speeds around the Phase 1 Project site are anticipated to remain consistent with the previous findings and be suitable for active pedestrian use.

Shadow

The area around the Phase 1 Project site includes streets, sidewalks, parking areas and buildings; no public open spaces are adjacent to the site. Although the changes to the Phase 1 Project will create new shadow beyond the shadow from the Approved Project in some locations, some of the shadow from the Approved Project will also be eliminated. No new shadow will be cast onto existing public open spaces. Shadow graphics showing the net new shadow from the Phase 1 Project compared to the Approved Project are included in Attachment D.

Daylight

A daylight analysis provides a basic understanding of how much of the sky will be blocked from view due to a new building. The daylight analysis included in the PNF showed that the daylight obstruction created by the Project will be consistent with other urban sections of Boston. The changes to the Project will create a larger opening to the sky on the western side of the Phase 1 Project site, and the building will have a similar U-shape along Alger Street to provide a view of the sky looking north. It is anticipated that the open spaces around the Phase 1 Project site will continue to minimize the impacts to views of the sky, and the daylight obstruction from the Phase 1 Project will continue to be consistent with other urban areas of Boston.

Air Quality

As described in Attachment B, the changes to the Project will result in unperceivable change in vehicle trips compared to the Approved Project. Therefore, the air quality impacts related to vehicle trips is anticipated to be consistent with the impacts described in the PNF.

New stationary sources will be reviewed by the Massachusetts Department of Environmental Protection (MassDEP) during permitting under the Environmental Results Program (ERP), as applicable.

Noise

The Phase 1 Project will include mechanical systems similar to those that were anticipated for the previous buildings on the site. The Proponent will ensure that the mechanical system design complies with the applicable City of Boston Zoning District Noise Standards, and includes silencers, the selection of quieter

mechanical equipment or vendor-supplied sound mitigation packages, and sound attenuating louvers where appropriate.

Solid and Hazardous Wastes

The Proponent has evaluated the soil conditions on the site, and will continue to evaluate conditions as construction begins, as required and appropriate. Hazardous materials encountered on the site will be handled consistent with all applicable federal, state and local regulations.

The Phase 1 Project will include a central location to collect solid waste and recyclable materials from building tenants. The building management will ensure proper storage and scheduled collection of such materials.

Construction

A Construction Management Plan (CMP) in compliance with the City's Construction Management Program will be submitted to the Boston Transportation Department once final plans are developed and the construction schedule is fixed. The construction contractor will be required to comply with the details and conditions of the approved CMP. The CMP will include construction schedules, staging area information, truck routes, measures to protect pedestrians during construction, and measures to mitigate construction-related impacts to the extent feasible.

Historic Resources

There are no buildings, sites, structures or objects on the Project site that are listed in the State or National Registers of Historic Places. A letter dated August 10, 2015 from the Massachusetts Historical Commission determined that the Project "is unlikely to affect significant historic or archaeological resources." In addition, in late 2016 the Boston Landmarks Commission reviewed the proposed demolition of the buildings on the Project site under Article 85 of the Boston Zoning Code and ultimately allowed for demolition of the buildings on the site without invoking demolition delay. The buildings on the site were demolished in 2017.

Sustainable Design

The Phase 1 Project will be designed and constructed under the guidelines of the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) for Homes Multifamily v4 rating system. The building will meet the requirements of Article 37, and a total score of 53.5 points (Silver) is currently targeted. The preliminary LEED Checklist is included as Attachment E.

The Phase 1 Project design includes the following sustainable principles:

- Environmentally friendly site design and consideration of landscaping and non-toxic pest control to benefit both residents and the surrounding neighborhood;

- Stormwater management infrastructure designed to provide 1.25-inches of recharge volume, treatment and peak flow mitigation in compliance with municipal stormwater standards;

- A neighborhood with a high degree of walkability and proximity to public transportation, as well as a covered bicycle storage space for each unit;
- Efficient water use that minimizes waste and maximizes available technology;
- Energy efficiency through a high-performance envelope, installation of high-efficiency equipment, and a right-sized system design;
- Healthy materials and finishes throughout all interior spaces, reducing health risks for residents;
- Effective ventilation and exhaust systems, designed to ensure continued health and air quality throughout the life of each building; and
- Best practices for recycling of construction waste and management of site runoff during construction.

The Phase 1 Project will demonstrate compliance with LEED Multifamily Midrise energy efficiency requirements via modeling against the Energy Star HERS Index Target, using a RESNet-approved modeling software. Early-stage conceptual energy models were developed in Ekotrope to estimate energy loads and utility costs. These models currently indicate HERS scores of 58 to 66, which is sufficient to comply with the Energy Star HERS Index Target score required by LEED. The Project team will continue to evaluate measures to reduce the Project's energy demand and, provide renewable energy on-site.

An updated Climate Change Questionnaire for the Phase 1 Project is included as Attachment F.

Infrastructure

Stormwater Improvements

The existing site is an impervious industrial site that consisted primarily of warehouse and parking lots (prior to demolition in 2017). The Project, including Phase 1, will significantly improve the quality of the stormwater runoff by providing new green spaces and a stormwater management system that will collect, treat, and recharge the stormwater runoff before discharging to the public storm system.

The Phase 1 Project will fully comply with the Massachusetts Department of Environmental Protection's Stormwater Management Policy Standards. The Phase 1 Project will reduce the site's impervious area and not increase the peak rates or volumes of discharges. To the extent practical, the Phase 1 Project's stormwater management system will remove 80-percent of the post development site's average annual total suspended solids load. An Operations and Maintenance Plan including long term best management practice operations requirements will be prepared and implemented.

The Approved Project had started going through the design coordination process with the Boston Water and Sewer Commission ("BWSC") in the Summer of 2018, requiring one-inch of stormwater recharge volume over the impervious area of the site. Due to stricter regulations since implemented by BWSC, the

Project is committed to providing 1.25-inches of stormwater recharge volume over the impervious area of the site to accommodate more significant rainfall events in the future while providing additional water quality benefits.

Wastewater Improvements

The changes to the Project are expected to increase the total daily effluent sewage discharge by 3,020 gallons per day from the Approved Project. The site is encompassed with BWSC-owned combined sanitary sewers. The Proponent is committed to contributing to Inflow/Infiltration to assist the BWSC in separating the combined public sewers.

Urban Design

As mentioned above, the two buildings approved for the Phase 1 Project site will be combined into one building; retail spaces will continue to front the surrounding streets and open space, and residential units will be located on the upper floors. This revised approach to the site is driven by a desire to make The Green (the large landscaped open space proposed for this site) more visible and accessible to the public than the previous site plan allowed. The Green is now proposed to include significant frontage on both Damrell Street and Old Colony Avenue, as well as the new street proposed on the western side of the Phase 1 Project site. Opening up the site, from being generally bordered on three sides by buildings to now being bordered on one side by a building and streets on the other three sides, will help the neighborhood identify the site as open to the public rather than a resident-only building amenity. To further this public identity, The Green will continue to be lined with retail/café space with hardscape adjacent to encourage outdoor dining. The Green will also continue to include a lush tree canopy, generous lawn and understory planting. Programming for The Green will create a safe, active invitation to the neighborhood.

The profile of a portion of Alger Street continues to be proposed as a raised tabletop allowing it to be used for festivals and events as an extension of The Green. The new street has been widened to be able to accommodate food trucks during those special events. The pedestrian connection from Alger Street to Tuckerman is also still included in the Approved Project.

Conclusion

As this NPC demonstrates, the Phase 1 Project includes changes that will improve the public realm and viability of the Project, while creating similar environmental impacts to the Approved Project. For these reasons, we are requesting that a finding of no further review is issued.

Please do not hesitate to contact Michael Fitzpatrick at (617) 247-3434 should you have any questions with respect to this NPC.

Samuels & Associates, DJ Properties LLC and their project team look forward to continuing to work with the BPDA and city agencies to move this transformative development forward.

Sincerely,

MICHAEL FITZPATRICK, SVP OF DEVELOPMENT

Washington Village Property Owner LLC
c/o Samuels & Associates
136 Brookline Ave
Boston, MA 02215

Attachment A: Graphics
Attachment B: Transportation Memorandum
Attachment C: Wind Memorandum
Attachment D: Shadow Graphics
Attachment E: LEED Checklist
Attachment F: Climate Resiliency Checklist
Attachment G: Accessibility Checklist

Attachment A

Graphics

AERIAL VIEW

AERIAL VIEW

CORNER OF DORCHESTER ST AND OLD COLONY AVE

VIEW FROM DORCHESTER STREET


southwest BBQ
PLANTAIN

VIEW SOUTH

VIEW OVERLOOK PARK

Attachment B

Transportation Memorandum

TO:	Michael Fitzpatrick Senior Vice President of Development Samuels & Associates	DATE:	September 25, 2019
FROM:	Keri Pyke, P.E., PTOE Melissa Restrepo	HSH PROJECT NO.:	2013170.04
SUBJECT:	Washington Village Notice of Project Change Transportation Impact Assessment		

Howard Stein Hudson (HSH) has prepared this memorandum which presents the transportation impacts associated with the Notice of Project Change (NPC) for the Washington Village Redevelopment. The NPC proposes to modify the building program to decrease the overall general retail space by approximately 16,600 square feet to 82,400 square feet and add approximately 90 residential units for a total of 746 residential units.

Build Condition

The changes to the building program will occur in 'Phase 1' of the redevelopment. The Project as approved in 2016 by the Boston Planning and Development Agency (BPDA) Board consisted of Buildings A and B containing 37,100 square feet of retail and 124 residential units. These buildings are proposed to be replaced by one building consisting of approximately 20,500 square feet of retail space and 214 residential units.

Trip Generation Comparison

For the purpose of evaluating the transportation impacts of the NPC Project, the trip generation estimates for both the approved and proposed building programs were calculated. To estimate the number of trips expected to be generated, data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual* (10th Edition, 2017) were used. Based on the building program of the entire Project, the following Land Use Codes (LUC) were utilized:

- LUC 220 (Multifamily Housing Low-Rise);
- LUC 221 (Multifamily Housing Mid-Rise);
- LUC 222 (Multifamily Housing High-Rise);
- LUC 820 (Shopping Center);
- LUC 850 (Supermarket); and
- LUC 880 (Pharmacy/Drugstore w/o Drive-Through Window).

The ITE trip generation rates produce vehicle trip estimates, which are then converted to person trips using vehicle occupancy rates (VOR) based on the 2009 National Household Travel Survey data and other local data. Using travel mode split information for this area of Boston provided by the Boston Transportation Department (BTD), the total person trips are then allocated to vehicle, transit, and walk/bicycle trips.

VEHICLE TRIP GENERATION COMPARISON

The vehicle mode share for the South Boston neighborhood is 53% of the trips for the residential land uses and 60% for the retail land uses. The vehicle trip generation during a typical weekday for the 2018 Program and the currently proposed NPC Project are compared in **Table 1.**

Table 1. Vehicle Trip Generation Comparison

Time Period	Direction	Approved Program	2019 NPC Program	Net Difference
Daily	In	2,296	2,279	-17
	Out	2,296	2,279	-17
	Total	**4,592**	**4,558**	**-34**
a.m. Peak Hour	In	91	91	0
	Out	112	118	6
	Total	**175**	**209**	**6**
p.m. Peak Hour	In	169	159	-10
	Out	169	155	-14
	Total	**338**	**314**	**-24**

As shown in **Table 1**, when compared to the previous program, during a typical weekday the NPC Project would result in approximately 34 fewer daily vehicle trips, six more vehicle trips during the typical weekday a.m. peak hour, and 24 fewer vehicle trips during the typical weekday p.m. peak hour.

TRANSIT TRIP GENERATION COMPARISON

The transit mode share for this area is estimated to be 23% of the trips for the residential land uses and 11% of the trips for the retail land uses. **Table 2** shows a comparison of transit trip generation for the previous program and the proposed NPC Project.

Table 2. Transit Trip Generation Comparison

Time Period	Direction	Approved Program	2019 NPC Program	Net Difference
Daily	In	895	914	19
	Out	895	914	19
	Total	**1,790**	**1,828**	**38**
a.m. Peak Hour	In	48	48	0
	Out	66	72	6
	Total	**114**	**120**	**6**
p.m. Peak Hour	In	82	80	-2
	Out	82	80	-2
	Total	**164**	**160**	**-4**

As shown in **Table 2**, the proposed NPC Project will typically generate 38 more typical weekday transit trips, six more transit trips during the typical weekday a.m. peak hour, and four fewer transit trips during the typical weekday p.m. peak hour.

WALK/BIKE TRIP GENERATION COMPARISON

The walk/bike mode share for this area is estimated to be 24% of trips for the residential uses and 29% of the trips for the retail land uses. **Table 3** shows the walk/bicycle trip generation for the two building programs.

Table 3. Walk/Bike Trip Generation Comparison

Time Period	Direction	Approved Program	2019 NPC Program	Net Difference
Daily	In	1,796	1,727	-69
	Out	1,796	1,727	-69
	Total	**3,592**	**3,454**	**-138**
a.m. Peak Hour	In	70	68	-2
	Out	105	108	3
	Total	**175**	**176**	**1**
p.m. Peak Hour	In	195	183	-12
	Out	133	118	-15
	Total	**328**	**301**	**-27**

As shown in **Table 3**, the NPC Project would result in approximately 138 fewer daily walk/bike trips, one more pedestrian/bicyclist during the typical weekday a.m. peak hour, and 27 fewer pedestrians/bicyclists during the typical weekday p.m. peak hour.

Parking

VEHICLE PARKING

Based on the NPC Project, Phase 1 will provide approximately 173 parking spaces. The Project will provide approximately 50 parking spaces located in a garage for residential use within Building A and approximately 115 parking spaces in a temporary surface parking lot, for a total of 165 parking spaces, resulting in a parking ratio of 0.7 spaces per unit. The temporary surface parking lot will be redeveloped in a future phase and parking would be provided in a different location to meet the residential parking demand. Additionally, approximately eight on-street parking spaces will be provided.

BICYCLE ACCOMMODATIONS

Secure bicycle parking will be provided for residents. Based on BTD guidelines for bicycle accommodations, the Project will provide one secure/covered bicycle space per residential unit. Additional bicycle storage will be provided by outdoor bicycle racks accessible to visitors to the Site in accordance with BTD guidelines.

Loading and Service Activity

All residential loading and trash truck activity will move from the proposed on-street loading zone to an approximately 2,600 sf loading dock and will accommodate SU-36 moving trucks.

Mitigation Measures

The mitigation measures provided in the approved Project are included in the NPC Project. The Proponent will continue to work with the City of Boston and BTD to identify the appropriate mitigation measures to offset any transportation related impacts. These measures will be codified in the Transportation Access Plan Agreement (TAPA), as required by BTD.

Transportation Demand Management

The Proponent continues to be committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project related traffic impacts. TDM measures will be described in the TAPA. The TDM measures for the Proposed Project may include but are not limited to the following:

- Designating a transportation coordinator to oversee transportation issues, including parking, service and loading, and deliveries;
- On-site management will work with residents as they move in to facilitate transportation for new arrivals;
- Providing orientation packets to new residents containing information on available transportation choices, including public transportation routes/schedules, nearby vehicle sharing and bicycle sharing locations, and walking opportunities;
- Providing information on travel alternatives for employees/residents and visitors via the Internet and in the building lobby;
- Providing bike and pedestrian access information on the Project website;
- Providing covered, secure bicycle storage for building occupants;
- Providing on-site external bike racks for visitors;
- Providing electric vehicle charging stations to accommodate 5% of the total parking and sufficient infrastructure capacity for future accommodation of at least 15% of the total parking spaces; and
- Exploring the feasibility of providing garage spaces for a car sharing service (e.g., Zipcar).

The Proponent continues to be committed to minimizing automobile usage and is prepared to take advantage of good transit access in marketing the Site to future residents.

Summary

The proposed NPC Project is expected to generate less vehicle trips throughout the course of the day compared to the approved Project. Although there is proposed to be an increase in the number of residential units, the planned reduction in the amount of retail space at the Project (which generates traffic at a much higher rate than residential uses), will offset the increase in the number of residential units. While the traffic impacts related with the new program are minimal, the Proponent will continue to work with the City of Boston to create a Project that efficiently serves vehicles, improves the pedestrian environment, and encourages transit and bicycle use.

Attachment C

Wind Memorandum

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MEMORANDUM

DATE:	2019-09-23	**RWDI Reference No.:** 1502582
TO:	Geoff Starsiak, Epsilon Associates	**EMAIL:** GStarsiak@epsilonassociates.com
FROM:	Sonia Beaulieu, RWDI Nishat Nourin, RWDI Timothy Wiechers, RWDI	**EMAIL:** Sonia.Beaulieu@rwdi.com Nishat.Nourin@rwdi.com Tim.Wiechers@rwdi.com
RE:	**Subject of Memorandum:** Proposed Design Changes **Name of Project:** Washington Village (formerly 235 Old Colony/Boston Yards) **Project Location:** Boston, MA	

Dear Geoff,

As per your request, Rowan Williams Davies & Irwin Inc. (RWDI) has prepared this memorandum to comment on the impact of the proposed design changes of the Washington Village development on the predicted wind conditions.

RWDI conducted a wind tunnel study for the Washington Village development in September of 2015. The predicted wind conditions around the development were presented in the Final Report "*235 Old Colony / Boston Yards - Boston, Massachusetts – Pedestrian Wind Consultation, RWDI Project #1502582, September 21, 2015*".

Following the wind tunnel study, RWDI received updated drawings on August 14, 2019. Images 1 and 2 show the building massing's used for the wind tunnel test and a rendering of the modified design, respectively. Based on a review of the new information received, we understand that Buildings A and B, as identified in Image 1, will now be combined into one building, while the open green space will be relocated to the east of Building C. The new building will also increase in height by approximately 15 feet. No other massing changes were noted.

With the modified design in place, the predicted wind conditions at grade around the site are anticipated to remain generally consistent with the previous findings. Slightly higher wind activity is predicted in the open green space and on the north side of Building E due to increased exposure, reduced east tower setback of Building C and channeling of prevailing winds. However, wind speeds are anticipated to be suitable for active pedestrian use (i.e., a mean speed category of 'Walking'). Furthermore, the wind conditions in the courtyard behind Building A are anticipated to improve. Wind conditions elsewhere on the site are not anticipated to be negatively affected by the modified design.

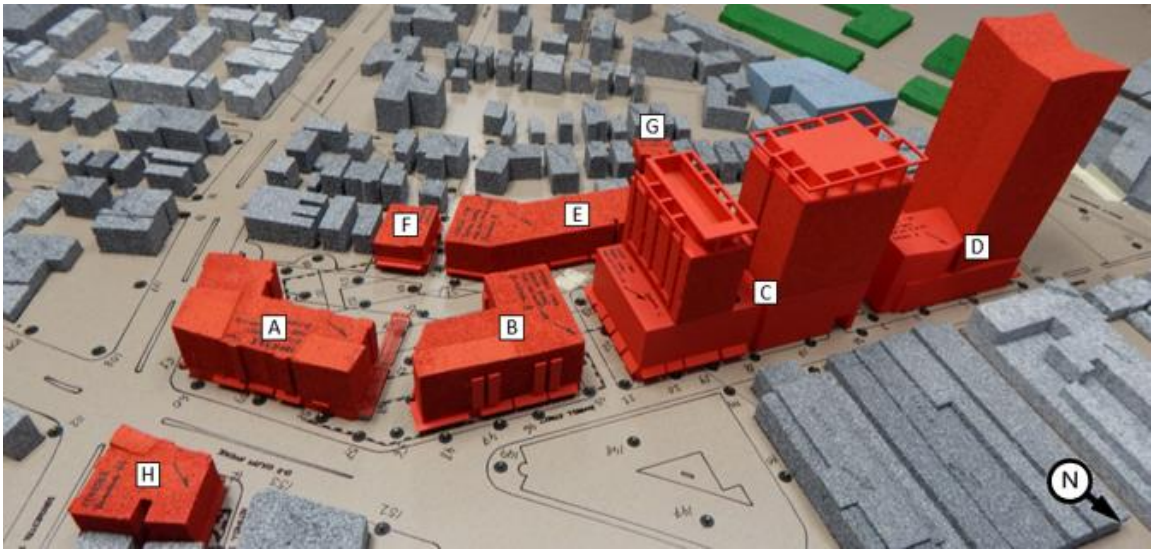


Image 1 – 3D model of the Proposed Development Used for the Wind Tunnel Study


Image 2 – Rendering of the Proposed Development Based on New Drawings

The proposed landscaping shown in Image 2 was not included in the wind tunnel study and would help reduce wind speeds during the summer when adequate foliage is present.

We trust that this satisfies the BPDA's requirements at this time. If there are any questions or comments RWDI would be happy to discuss.

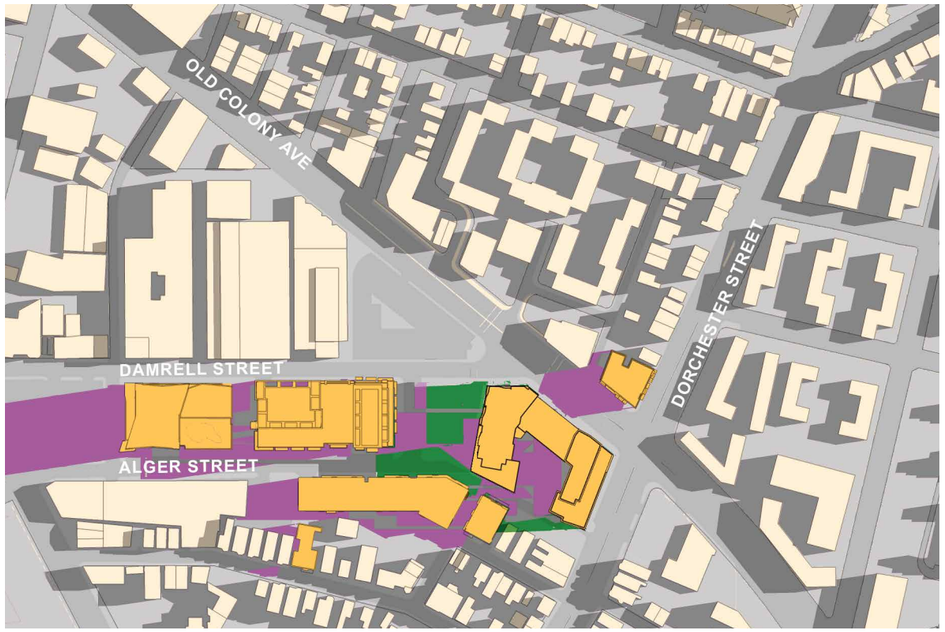
Yours very truly,

ROWAN WILLIAMS DAVIES & IRWIN Inc.

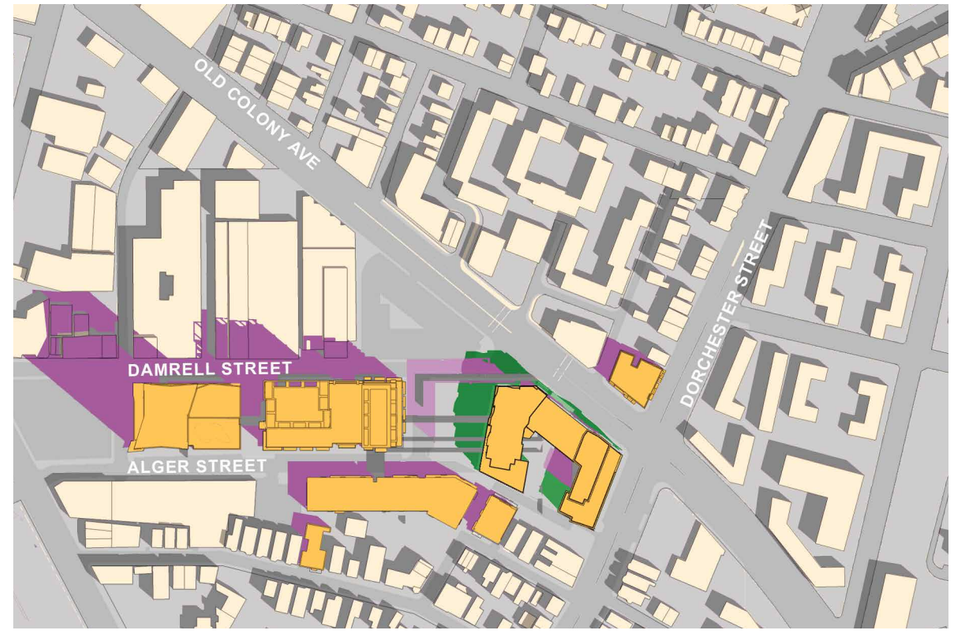
Attachment D

Shadow Graphics

SHADOW STUDY - MARCH 21



9 AM



12 PM

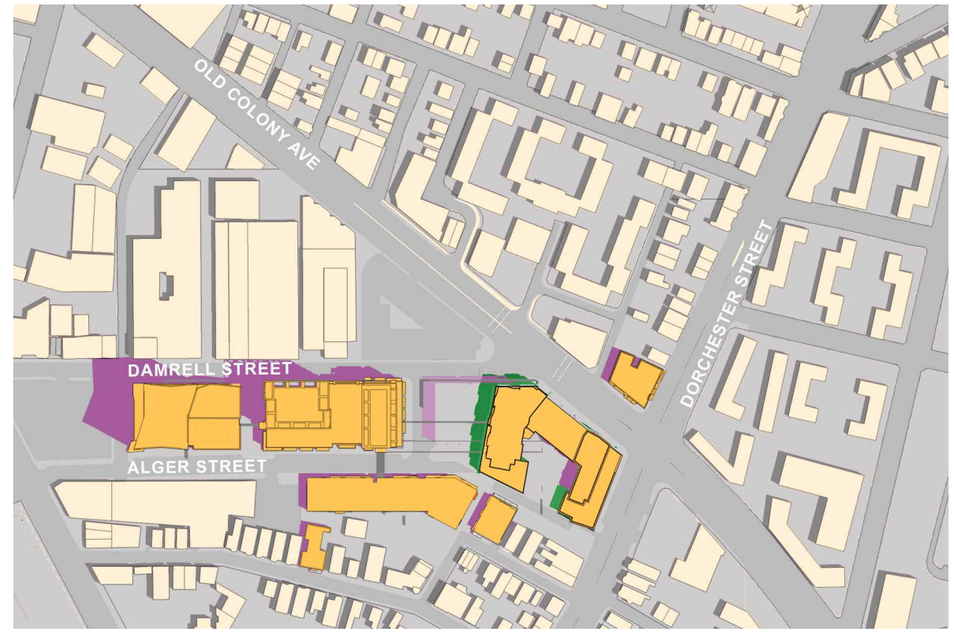
3 PM

EXISTING BUILDINGS
EXISTING SHADOWS
NEW BUILDINGS
APPROVED SHADOWS
ELIMINATED SHADOWS
NEW SHADOWS

N

SHADOW STUDY - JUNE 21

9 AM



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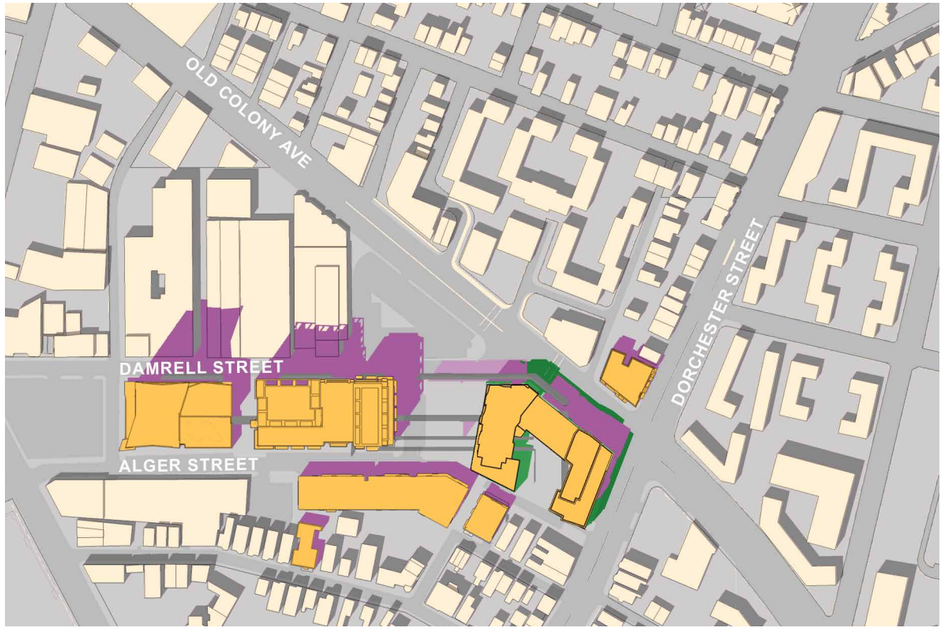


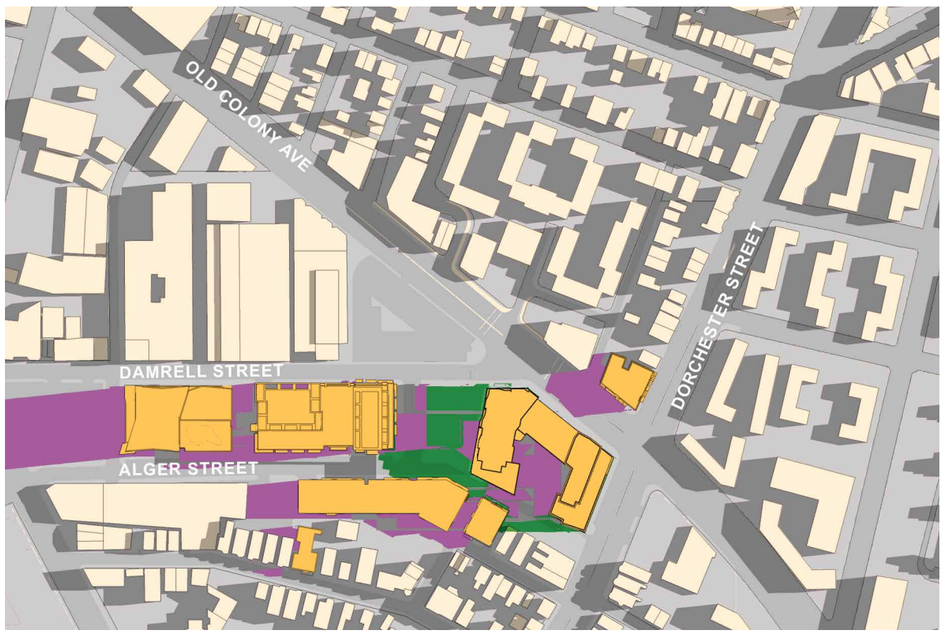
3 PM

6 PM

- EXISTING BUILDINGS
- EXISTING SHADOWS
- NEW BUILDINGS
- APPROVED SHADOWS
- ELIMINATED SHADOWS
- NEW SHADOWS

N

SHADOW STUDY - SEPT. 21



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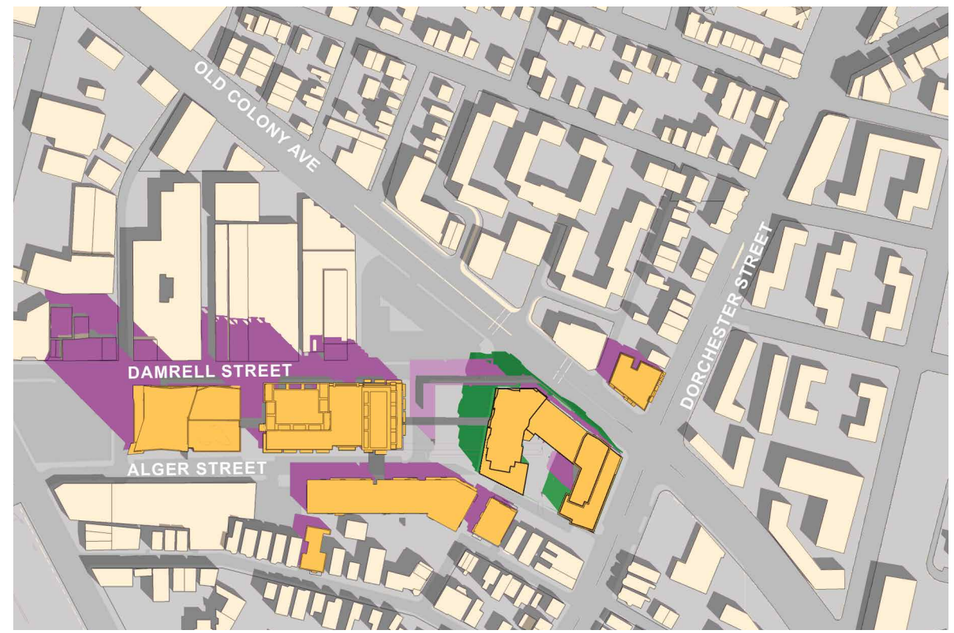
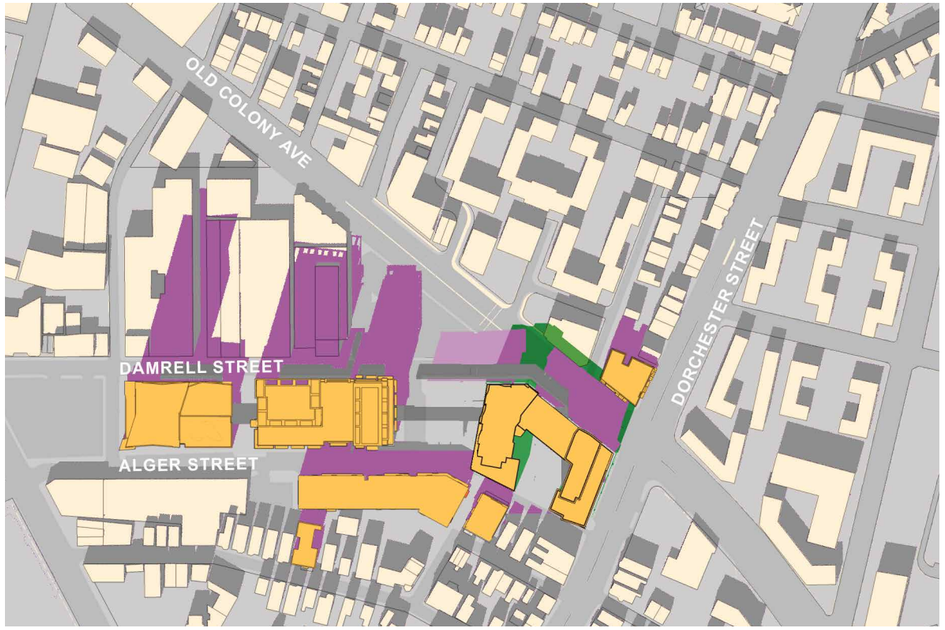
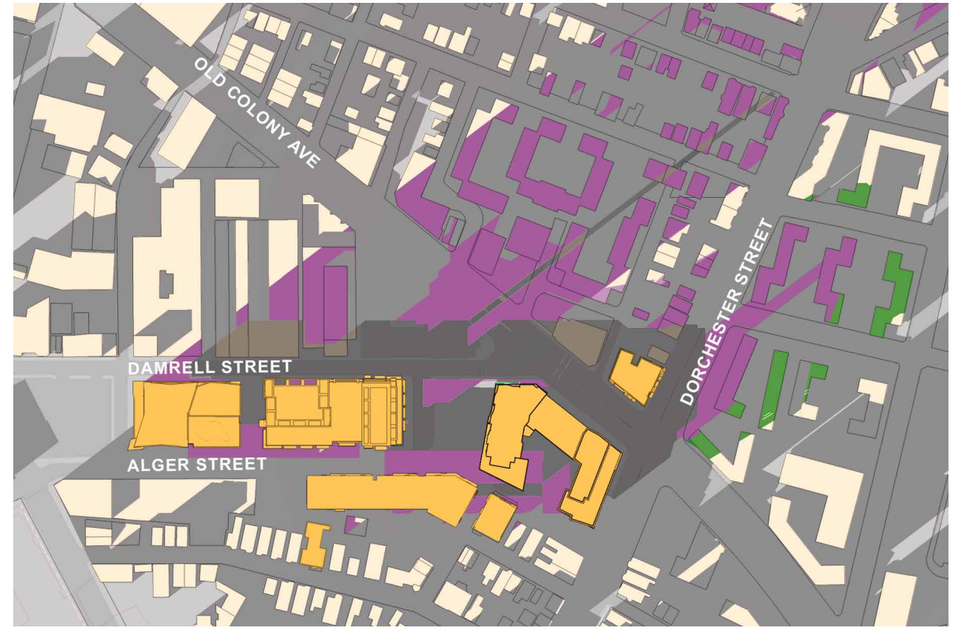


12 PM



3 PM



6 PM

- EXISTING BUILDINGS
- EXISTING SHADOWS
- NEW BUILDINGS
- APPROVED SHADOWS
- ELIMINATED SHADOWS
- NEW SHADOWS

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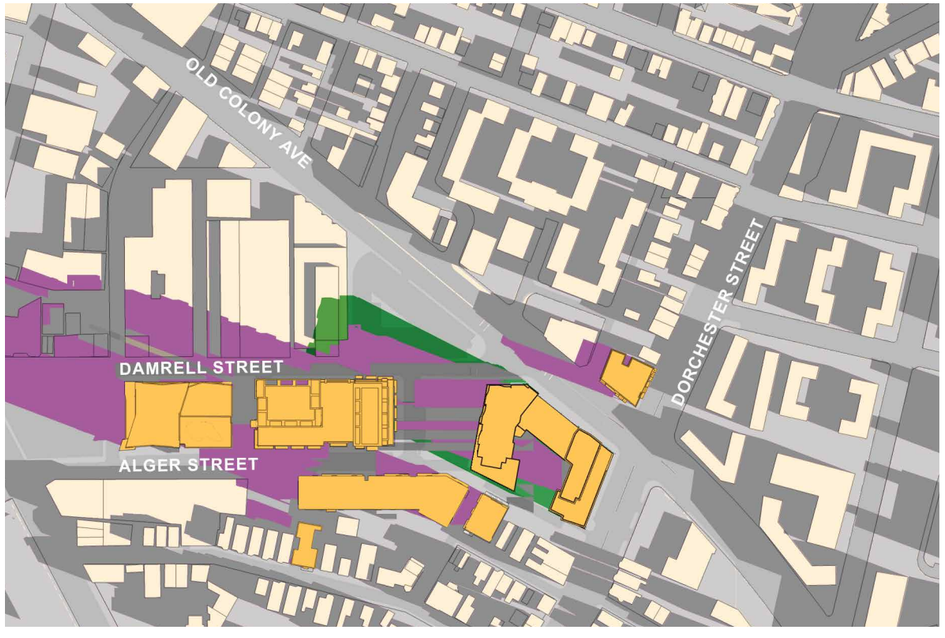
SHADOW STUDY - DEC. 21



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- EXISTING BUILDINGS
- EXISTING SHADOWS
- NEW BUILDINGS
- APPROVED SHADOWS
- ELIMINATED SHADOWS
- NEW SHADOWS

N

Attachment E

LEED Checklist

LEED v4 for Building Design and Construction: Multifamily Midrise

Project Checklist

Project Name: **WASHINGTON VILLAGE P1**
Date: **9/5/2019**
PRELIMINARY

Y	?	N			
1			Credit	Integrative Process	2

15	0	0	**Location and Transportation**		**15**
Y			Prereq	Floodplain Avoidance	Required
			PERFORMANCE PATH		
		-	Credit	LEED for Neighborhood Development Location	15
			PRESCRIPTIVE PATH		
8			Credit	Site Selection	8
3			Credit	Compact Development	3
2			Credit	Community Resources	2
2			Credit	Access to Transit	2

4	2	2	**Sustainable Sites**		**7**
Y			Prereq	Construction Activity Pollution Prevention	Required
Y			Prereq	No Invasive Plants	Required
	1	1	Credit	Heat Island Reduction	2
2	1		Credit	Rainwater Management	3
2			Credit	Non-Toxic Pest Control	2

6	1	0	**Water Efficiency**		**12**
Y			Prereq	Water Metering	Required
			PERFORMANCE PATH		
		-	Credit	Total Water Use	12
			PRESCRIPTIVE PATH		
5	1		Credit	Indoor Water Use	6
1			Credit	Outdoor Water Use	4

10	7	20	**Energy and Atmosphere**		**37**
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Energy Metering	Required
Y			Prereq	Education of the Homeowner, Tenant or Building Manager	Required
10	5	15	Credit	Annual Energy Use	30
	2	3	Credit	Efficient Hot Water Distribution	5
		2	Credit	Advanced Utility Tracking	2

2	2	6	**Materials and Resources**		**9**
Y			Prereq	Certified Tropical Wood	Required
Y			Prereq	Durability Management	Required
	1		Credit	Durability Management Verification	1
0.5		4.5	Credit	Environmentally Preferable Products	5
1	1	1	Credit	Construction Waste Management	3

9	3	3	**Indoor Environmental Quality**		**16**
Y			Prereq	Ventilation	Required
Y			Prereq	Combustion Venting	Required
Y			Prereq	Garage Pollutant Protection	Required
Y			Prereq	Radon-Resistant Construction	Required
Y			Prereq	Air FIltering	Required
Y			Prereq	Environmental Tobacco Smoke	Required
Y			Prereq	Compartmentalization	Required
3			Credit	Enhanced Ventilation	3
	0.5	1	Credit	Contaminant Control	2
1	2		Credit	Balancing of Heating and Cooling Distribution Systems	3
		1	Credit	Enhanced Compartmentalization	1
2			Credit	Enhanced Combustion Venting	2
1			Credit	Enhanced Garage Pollutant Protection	1
1	0.5	1	Credit	Low Emitting Products	3
1			Credit	No Environmental Tobacco Smoke	1

5	1	4	**Innovation**		**6**
Y			Prereq	Preliminary Rating	Required
4	1	4	Credit	Innovation	5
1			Credit	LEED AP Homes	1

2	0	2	**Regional Priority**		**4**
1			Credit	Regional Priority: Access to Transit	1
1			Credit	Regional Priority: Nontoxic Pest Control	1
		1	Credit	Regional Priority: Specific Credit	1
		1	Credit	Regional Priority: Specific Credit	1

53.5	16	36.5	**TOTALS**	Possible Points:	**108**

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

Attachment F

Climate Resiliency Checklist

Boston Planning & Development Agency
Climate Resiliency Report Summary

Submitted: 09/25/2019 11:18:51

A.1 - Project Information

Project Name:	Washington Village - Phase 1			
Project Address:	235 Old Colony Avenue			
Filing Type:	Initial (PNF, EPNF, NPC or other substantial filing)			
Filing Contact:	Geoff Starsiak	Epsilon Associates, Inc.	gstarsiak@epsilonassociates.com	9788977100
Is MEPA approval required?	Yes	MEPA date:	05/26/2017	

A.2 - Project Team

Owner / Developer:	Washington Village Property Owner LLC
Architect:	Prellwitz Chilinski Associates
Engineer:	AKF Group LLC
Sustainability / LEED:	New Ecology
Permitting:	Epsilon Associates
Construction Management:	

A.3 - Project Description and Design Conditions

List the principal Building Uses:	Residential, Retail, Parking
List the First Floor Uses:	Retail, Parking, Lobby
List any Critical Site Infrastructure and or Building Uses:	None

Site and Building:

Site Area (SF):	82000	Building Area (SF):	217000
Building Height (Ft):	85	Building Height (Stories):	7
Existing Site Elevation – Low (Ft BCB):	17	Existing Site Elevation – High (Ft BCB):	29
Proposed Site Elevation – Low (Ft BCB):	17	Proposed Site Elevation – High (Ft BCB):	29
Proposed First Floor Elevation (Ft BCB):	22	Below grade spaces/levels (#):	0

Article 37 Green Building:

Boston Planning & Development Agency
Climate Resiliency Report Summary

LEED Version - Rating System:	LEED v4 Multifamily Midrise	LEED Certification:	No
Proposed LEED rating:	Silver	Proposed LEED point score (Pts.):	53.5

Building Envelope:

When reporting R values, differentiate between R discontinuous and R continuous. For example, use “R13” to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	30c.i.	Exposed Floor :	30
Foundation Wall:	7.5c.i.	Slab Edge (at or below grade):	7.5c.i.

Vertical Above-grade Assemblies (%’s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	1	Wall & Spandrel Assembly Value:	0.064
Area of Framed & Insulated / Standard Wall:	63	Wall Value:	21
Area of Vision Window:	33	Window Glazing Assembly Value:	0.45
		Window Glazing SHGC:	0.32
Area of Doors:	3	Door Assembly Value :	0.77

Energy Loads and Performance

For this filing – describe how energy loads & performance were determined	The team has produced early-stage models in Ekotrope to confirm compliance, showing a range of HERS 58 to 66. The values shown below are for unit spaces only (common areas are not modeled in the HERS process).		
Annual Electric (kWh):	678891	Peak Electric (kW):	550
Annual Heating (MMbtu/hr):	3674	Peak Heating (MMbtu):	3.5
Annual Cooling (Tons/hr):	64	Peak Cooling (Tons):	290
Energy Use - Below ASHRAE 90.1 - 2013 (%):		Have the local utilities reviewed the building energy performance?:	No
Energy Use - Below Mass. Code (%):		Energy Use Intensity (kBtu/SF):	57.6

Back-up / Emergency Power System

Electrical Generation Output (kW):	100	Number of Power Units:	1
System Type (kW):	combustion engine	Fuel Source:	diesel

Emergency and Critical System Loads (in the event of a service interruption)

Electric (kW):	0	Heating (MMbtu/hr):	0

Cooling (Tons/hr): 0

B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing greenhouse gas emissions is critical to avoiding more extreme climate change conditions. To achieve the City's goal of carbon-neutrality by 2050 the performance of new buildings will need to progressively improve to carbon net zero and net positive.

B.1 – GHG Emissions - Design Conditions

For this filing - Annual Building GHG Emissions (Tons): 586

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

The building will be constructed with a high-efficiency envelope and mechanical systems to reduce the building's energy needs to the extent feasible.
Preliminary energy modeling has been performed at this early Conceptual stage of design and will continue to inform design moving forward.

Describe building specific passive energy efficiency measures including orientation, massing, building envelop, and systems:

Building envelope performance will be a priority. The team is investigating methods to reduce energy loads through thermal insulation and air barriers.

Describe building specific active energy efficiency measures including high performance equipment, controls, fixtures, and systems:

Units will each receive a high-efficiency tankless water heater for both space heating and domestic hot water loads. An Energy Recovery Ventilator (ERV) will supply tempered air to the common spaces. High-efficiency lighting will be specified throughout, automatic lighting controls will be specified for common areas, and all plumbing fixtures will be high performance. Appliances will be Energy Star rated.

Describe building specific load reduction strategies including on-site renewable energy, clean energy, and storage systems:

The Project team is studying the feasibility of on-site solar photovoltaic and energy storage systems.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

No district scale energy is available at the site.

Describe any energy efficiency assistance or support provided or to be provided to the project:

The Project team will apply to the MassSave Multifamily Highrise program.

B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

The Project team is studying the feasibility of on-site solar photovoltaic and energy storage systems. The design includes a high-efficiency envelope and mechanical systems to reduce the building's energy needs to the extent feasible. The mechanical equipment will be located in a location that is easily accessible so that older equipment can be traded out for more efficient equipment (or new technologies) in the future.

C - Extreme Heat Events

Annual average temperature in Boston increased by about 2˚F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

C.1 – Extreme Heat - Design Conditions

Temperature Range - Low (Deg.):	8	Temperature Range - High (Deg.):	91
Annual Heating Degree Days:	5621	Annual Cooling Degree Days	750

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90° (#):	60	Days - Above 100° (#):	30
Number of Heatwaves / Year (#):	6	Average Duration of Heatwave (Days):	5

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

The redevelopment will transform a developed site with minimal to no landscaping into a new site with a significant landscaped open space as well as trees to provide shade and reduce the heat island effect. The roof membrane will be high-reflectance.

C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

The building will include a high efficiency envelope to minimize energy needs and to minimize temperature changes as the outside air heats up or cools. The building will also include operable windows to allow for fresh air. The building will also include low-flow fixtures to minimize water use. Landscaping will include native

and adaptive plants. The landscaping around the building will include trees and shading structures.

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

High-performance building envelopes will retain habitable temperatures in the buildings for an extended period in the event of a loss of service.

D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

D.1 – Extreme Precipitation - Design Conditions

What is the project design precipitation level? (In. / 24 Hours)	5.1

Describe all building and site measures for reducing storm water run-off:

The site will be improved to allow for more stormwater infiltration compared to the existing condition, including significant new landscaped area.

D.2 - Extreme Precipitation - Adaptation Strategies

Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

The site will include new landscaped open space and may include pervious pavement to allow for infiltration on-site.

E – Sea Level Rise and Storms

Under any plausible greenhouse gas emissions scenario, the sea level in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA Special Flood Hazard Area?	No	What Zone:	
What is the current FEMA SFHA Zone Base Flood Elevation for the site (Ft BCB)?			

Is any portion of the site in the BPDA Sea Level Rise Flood Hazard Area (see SLR-FHA online map)?	No

If you answered YES to either of the above questions, please complete the following questions.
Otherwise you have completed the questionnaire; thank you!

E.1 – Sea Level Rise and Storms – Design Conditions

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented by the Sea Level Rise Flood Hazard Area (SLR-FHA), which includes 3.2' of sea level rise above 2013 tide levels, an additional 2.5" to account for subsidence, and the 1% Annual Chance Flood. After using the SLR-FHA to identify a project's Sea Level Rise Base Flood Elevation, proponents should calculate the Sea Level Rise Design Flood Elevation by adding 12" of freeboard for buildings, and 24" of freeboard for critical facilities and infrastructure and any ground floor residential units.

What is the Sea Level Rise - Base Flood Elevation for the site (Ft BCB)?			
What is the Sea Level Rise - Design Flood Elevation for the site (Ft BCB)?		First Floor Elevation (Ft BCB):	
What are the Site Elevations at Building (Ft BCB)?		What is the Accessible Route Elevation (Ft BCB)?	

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

E.2 – Sea Level Rise and Storms – Adaptation Strategies

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

Thank you for completing the Boston Climate Change Checklist!

For questions or comments about this checklist or Climate Change best practices, please contact:
John.Dalzell@boston.gov

Attachment G

Accessibility Checklist

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:	**Washington Village – Phase 1**
Primary Project Address:	**235 Old Colony Avenue, Boston, MA**
Total Number of Phases/Buildings:	**1 Building**
Primary Contact (Name / Title / Company / Email / Phone):	**Michael Fitzpatrick, SVP of Development, Samuels & Associates, mfitzpatrick@samuelsre.com**
Owner / Developer:	**Washington Village Property Owner LLC**
Architect:	**Prellwitz Chilinski Associates**
Civil Engineer:	**Nitsch Engineering**
Landscape Architect:	**LeBlanc Jones Landscape Architects**
Permitting:	**Epsilon Associates, Inc.**
Construction Management:	TBD

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.	No		

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:	**82,000±** *SF*	Building Area:	**217,000±** *GSF*
Building Height:	**85±** *FT.*	Number of Stories:	***7*** *Flrs.*
First Floor Elevation:	**22'±**	Is there below grade space:	***No***

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:	*Retail, parking, lobby*			

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 Project is in a neighborhood in South Boston with commercial and industrial properties to the north and west, and residential areas to the south and east. The site is generally flat with a slope towards the southeast corner of the site.
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Adjacent to site (Dorchester Street): Bus Routes 5 and 10 ~1/4 mile: MBTA Andrew Station (Red Line); Bus Routes CT3, 5, 10, 16, 17, 18 and 171
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Old Colony Housing Development, Local 7 Ironworkers Union, UP Academy Charter School of Boston, Michael J. Perkins School
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Joe Moakley Park, Carson Beach, Veterans Park

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:	No

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 All existing sidewalks will be replaced from curb to building There is an existing pedestrian ramp at the intersection of Dorchester Street and Damrell Street that is used to cross Damrell Street, has a detectable warning strip, and is approximately 5.5' wide and 6' long. There are two existing pedestrian ramps at the intersection of Dorchester Street and Old Colony Avenue. One of the ramps is used to cross Old Colony Avenue, has a detectable warning strip, is approximately 4.5' wide and 3' long. The ramp to cross Dorchester Street has a detectable warning strip, and is approximately 4.5' wide and 3' long. The existing sidewalk along Damrell Street is mostly concrete in fair condition, with small patches of asphalt. The existing sidewalk along Old Colony Avenue is mostly concrete in fair to poor condition with small patches of asphalt. The existing sidewalk along Dorchester Street is mostly concrete in fair condition with small patches of asphalt.
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:	No, the sidewalks and pedestrian ramps will be replaced to comply with the Complete Street Design Guidelines while meeting ADA and MAAB standards.

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.	Yes. Dorchester Street and Old Colony Avenue are classified as Neighborhood Main Streets. Damrell Street is currently classified as Industrial, but in the proposed condition will shift to Neighborhood Residential. The Complete Streets design will be coordinated with the Public Improvement Commission during the design process.
What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed	Sidewalk widths range from 12-18 feet. All sidewalk running slopes will be 5% or less. Cross slope along the accessible route will not exceed 2%. Proposed sidewalk zones are as follows: Frontage Zone: Varies, 0'-0" to 3'0"

zones: Frontage, Pedestrian and Furnishing Zone:	Pedestrian Zone: Varies, 6'-0" to 10'-0" Greenspace/Furnishing Zone: Varies 5'-0" to 12'-0"
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?	All materials will be designed in accordance with the Boston Complete Street Guidelines and will be coordinated with the Public Improvement Commission. The Furnishing Zone will include pervious pavers and landscaping, the Pedestrian Zone will include poured concrete, and the Frontage Zone may include poured concrete, sidewalk cafes, landscaping, or other retail displays or entrances.
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?	Pedestrian right-of-way will be a minimum of 6'-0" The possibility of a sidewalk café or other furnishings is yet to be determined and will be coordinated with the Public Improvement Commission if it is to be included as a part of the program. The minimum right-of-way width will be maintained.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?	The Proponent will seek highway easements where the pedestrian right-of-way is on private property.
Will any portion of the Project be going through the PIC? ***If yes,*** identify PIC actions and provide details.	The PIC actions will include specific repairs along Dorchester Street, Old Colony Avenue, and Damrell Street. The PIC actions will also include a highway easement along Dorchester Street, Old Colony Avenue, and Damrell Street. The abandonment of Alger Street will also be included.
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?	Approximately 8 street spaces Approximately 50 garage spaces Approximately 115 temporary surface lot spaces
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?	Approximately two accessible parking spaces will be provided in the garage (1 van), and approximately 5 accessible parking spaces will be provided in the temporary parking lot (1 van). The van accessible parking spaces will have 8-foot access aisles.
Will any on-street accessible parking spaces be required? ***If yes,*** has the proponent contacted the	There are no existing or proposed on-street accessible parking. On-street accessible parking will be coordinated with the Commission for Persons with Disabilities during the Public Improvement Commission approval process.

Commission for Persons with Disabilities regarding this need?	
Where is the accessible visitor parking located?	The accessible visitor parking area will be located in the temporary parking lot to the southwest of the building.
Has a drop-off area been identified? ***If yes,*** will it be accessible?	Locations for a drop-off area are being evaluated as part of the overall project design.
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:	Accessible building entrances are flush conditions. Unit entryways are flush conditions. Vertical circulation to unit entryways are by elevator.
Are the accessible entrances and standard entrance integrated? ***If yes,*** *describe.* ***If no,*** what is the reason?	Yes, standard entrances will be accessible entrances
If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	The wayfinding package will be developed as the design progresses.
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?	Approximately 214 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?	All of the units in the building will be for rent. Approximately 178 (83%) of the units will be market value units, and approximately 36 (17%) of the units will be IDP units.
If a residential development, how many accessible Group 2 units are being proposed?	Approximately 11 Group 2 units

If a residential development, how many accessible Group 2 units will also be IDP units? ***If none***, describe reason.	Approximately two accessible Group 2 units will also be IDP units.
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.	No
Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? ***If yes***, describe:	Elevators are provided for vertical circulation between the ground floor and residential levels. Ramps are provided at ground floor circulation areas.
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?	The Project is providing significant mitigation, including improvements to the public realm, and outlined in the BPDA Board memo and as modified in the NPC.
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	The project will have approximately 9,000 SF of indoor amenity space, and approximately 10,000 SF of outdoor amenity space spread throughout the building. The amenity space will be programmed to be inclusive and will include indoor and outdoor seating. All these spaces and features will provide accessibility.

of these spaces and features provide accessibility?	
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?	We have had an early scoping meeting with BPDA staff.
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?	The proposed plan has not yet been presented to the Disability Advisory Board. We will present to the board as part of the site plan review process.

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.
Provide a diagram of the accessible route connections through the site, including distances.
Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)
Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.
Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. • • • •

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:

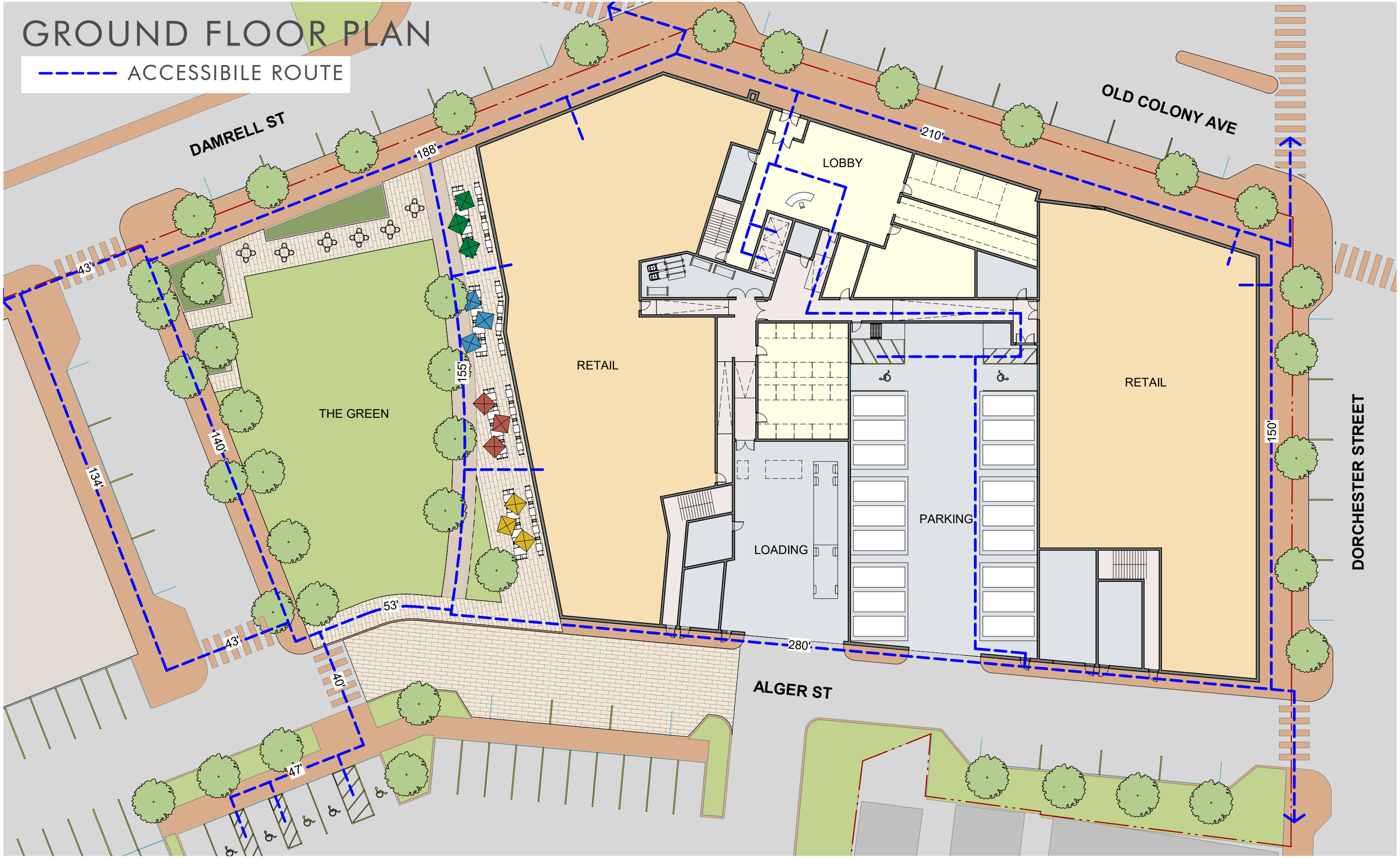
The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

GROUND FLOOR PLAN

ACCESSIBILE ROUTE



SECOND FLOOR PLAN

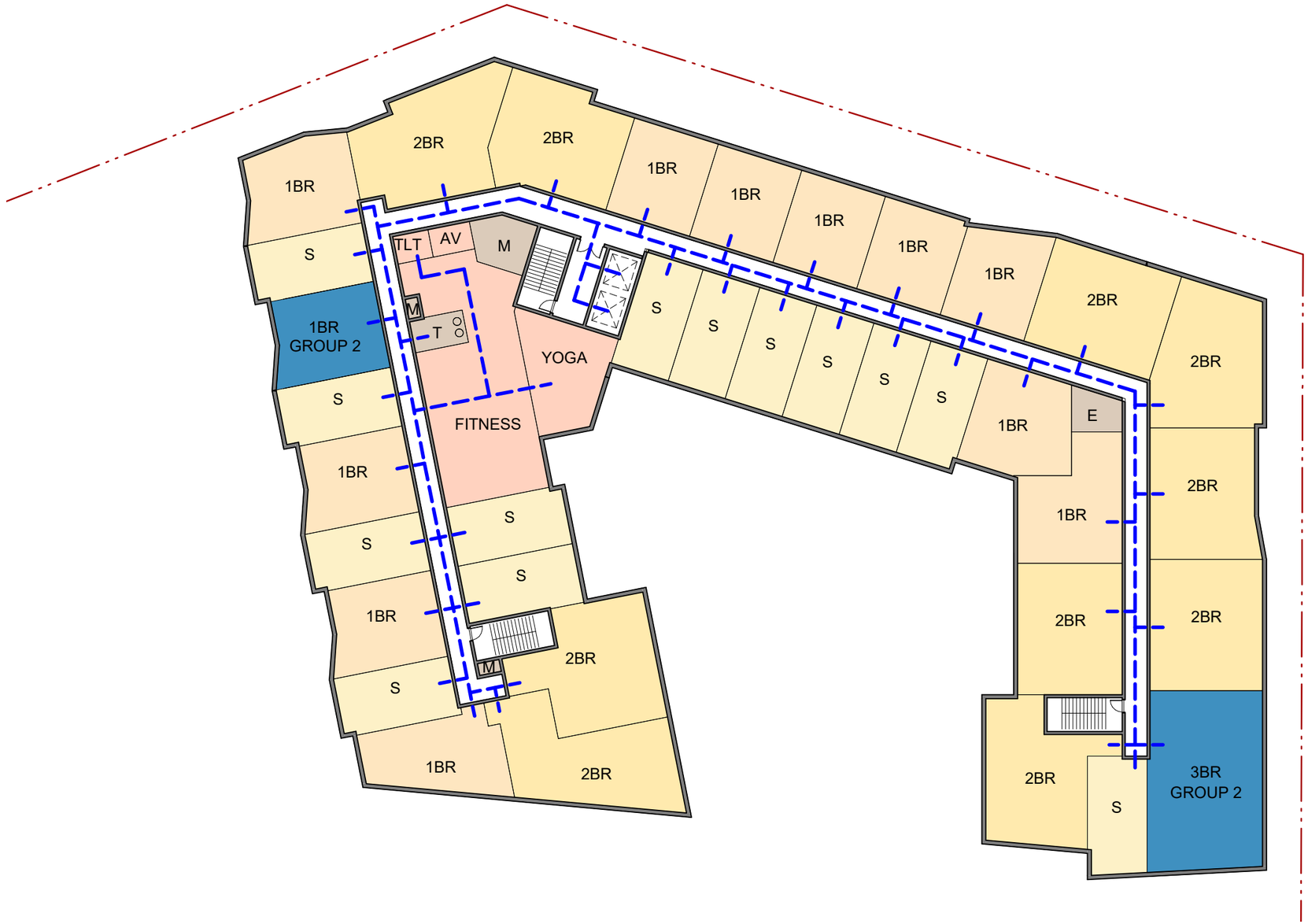
ACCESSIBILE ROUTE

GROUP 2 UNITS

STUDIO	4
1BR	4
2BR	2
3BR	1
TOTAL	11

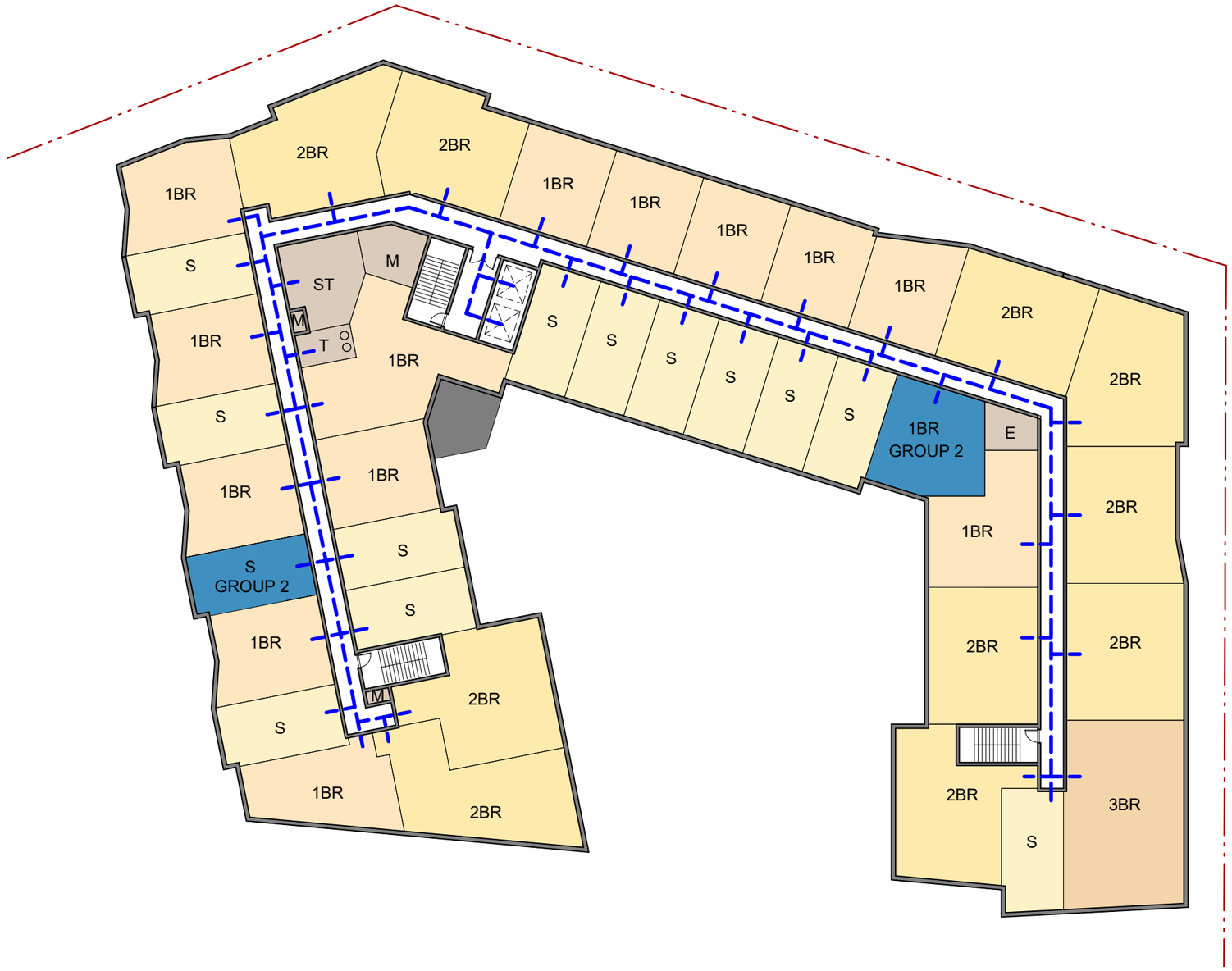
THIRD FLOOR PLAN

ACCESSIBILE ROUTE



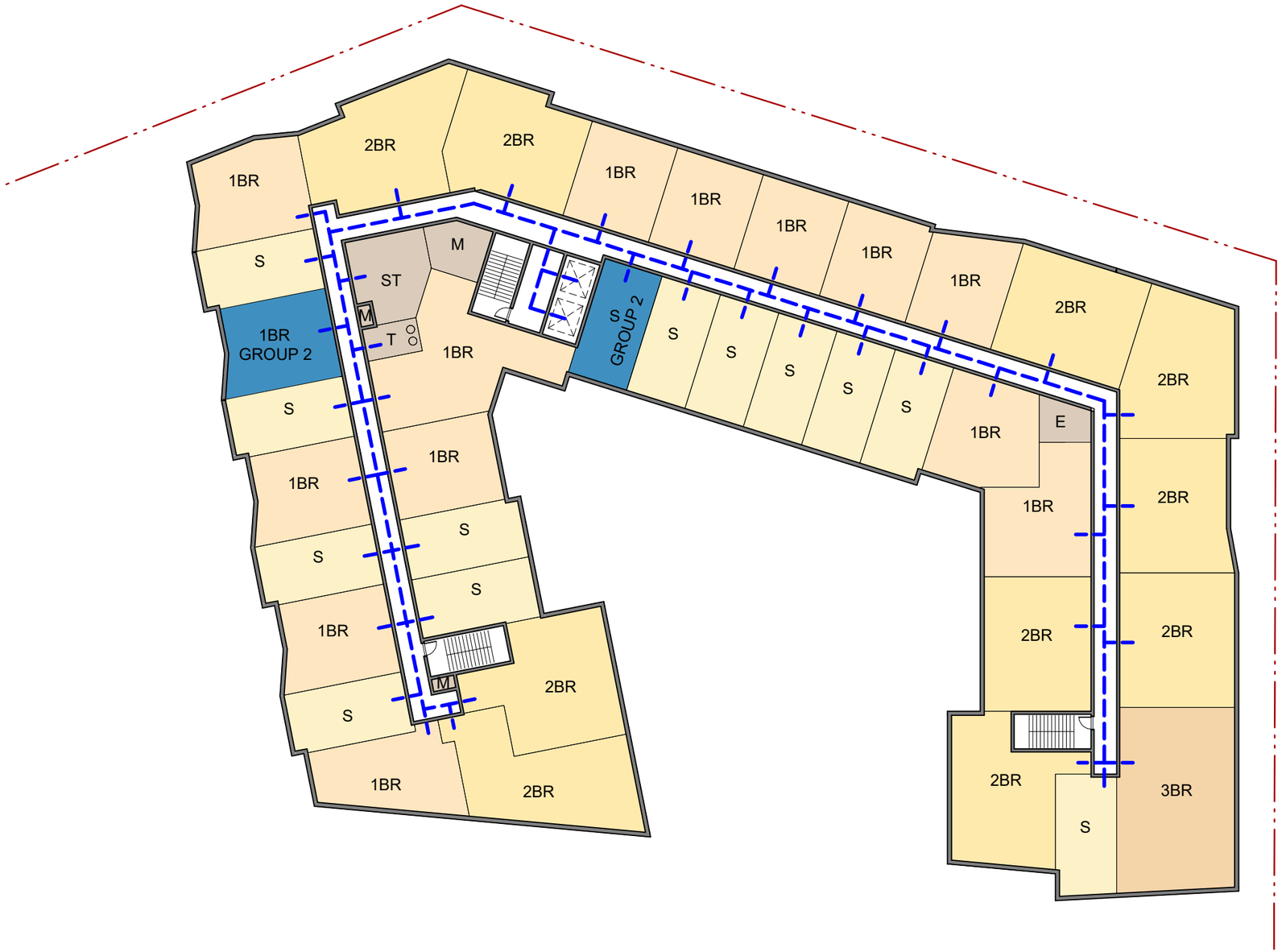
FOURTH FLOOR PLAN

ACCESSIBILE ROUTE



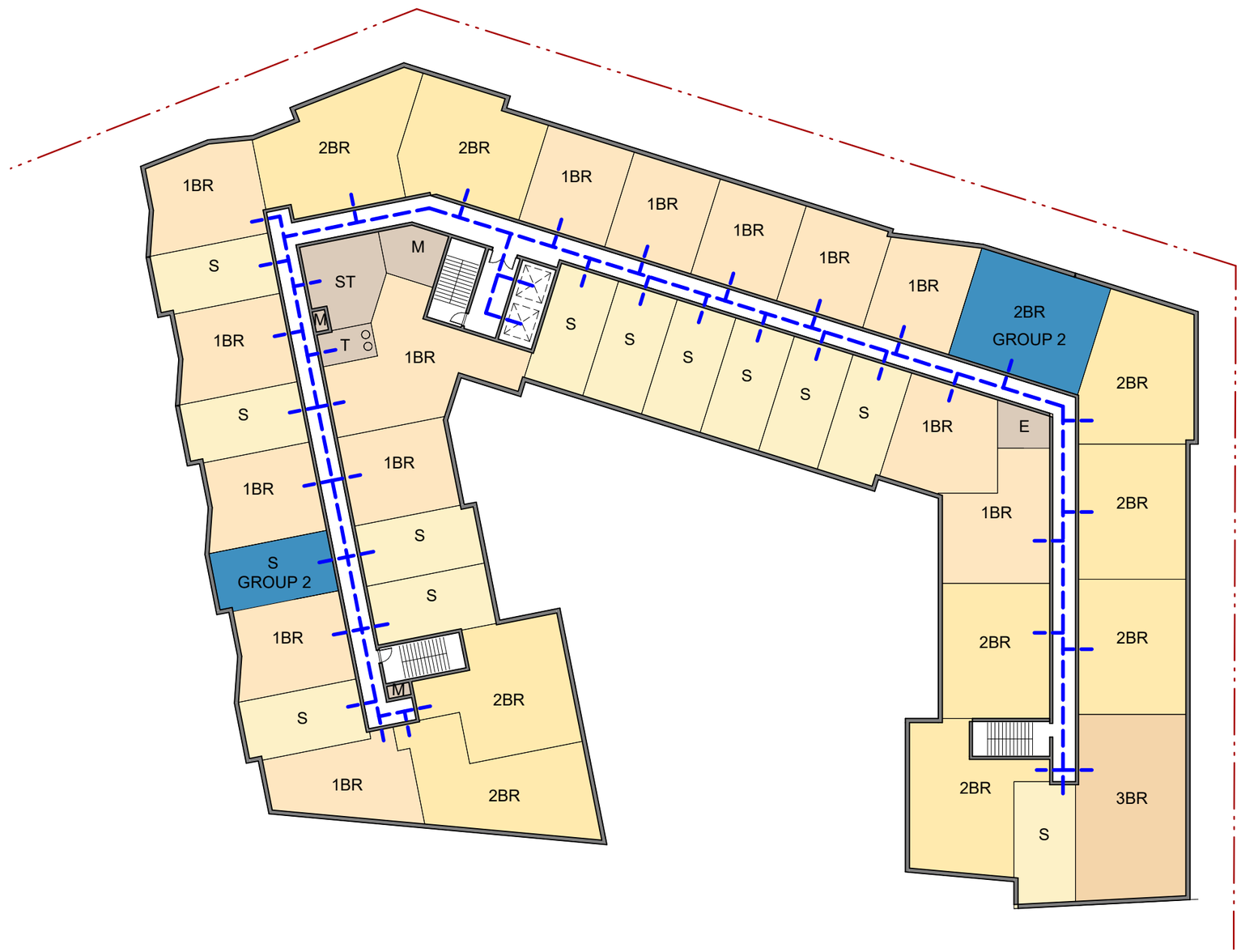
FIFTH FLOOR PLAN

ACCESSIBILE ROUTE



SIXTH FLOOR PLAN

ACCESSIBILE ROUTE



SEVENTH FLOOR PLAN

ACCESSIBILE ROUTE