

BOSTON REDEVELOPMENT AUTHORITY
REQUEST FOR ADDITIONAL MATERIALS
WASHINGTON VILLAGE a/k/a 235 OLD COLONY AVE
SOUTH BOSTON

PROPOSED PROJECT: **WASHINGTON VILLAGE**

PROJECT SITE: **235 OLD COLONY AVE**
 SOUTH BOSTON, MASSACHUSETTS

PROPONENT: **DJ PROPERTIES LLC c/o CORE**
 INVESTMENTS, INC
 41 WEST STREET, SUITE 800
 BOSTON, MA 02111

DATE: **December 31, 2015**

The Boston Redevelopment Authority (“BRA”) is issuing this Request for Additional Materials in response to an Expanded Project Notification Form (“EPNF”), which DJ Properties LLC c/o Core Investments, Inc (the “Proponent”) filed for the Washington Village/235 Old Colony Ave project on October 20, 2015. Notice of the receipt by the BRA of the PNF was published in the Boston Herald on October 20, 2015, which initiated the public comment period with a closing date of December 4, 2015.

On May 8, 2015 the Proponent filed a Letter of Intent in accordance with the Executive Order regarding the proposed Washington Village/235 Old Colony Ave project.

On May 13, 2015, letters soliciting nominations to the Impact Advisory Group (IAG) for the proposed project were delivered to City Councilor Bill Linehan, State Representative Nick Collins, State Senator Linda Dorcea Forry and US Congressman Stephen Lynch. Additional letters seeking recommendations were delivered to the Office of Neighborhood Services and the City Councilors at large.

The letters sought nominations or recommendations to the IAG by May 20, 2015. Fourteen (14) individuals were appointed to the IAG and were invited to

participate in advising BRA staff on the determination and consideration of impacts and appropriate mitigation.

Pursuant to Section 80B-5.3 of the Code, a scoping session was held on November 13, 2015 with the City's public agencies where the project was reviewed and discussed. The Notice and the PNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code. A BRA-sponsored public meeting was held on November 19, 2015 at Ironworkers Local 7 Hall in South Boston. A publically advertised IAG meeting was held November 12, 2015 at the Tierney Learning Center in South Boston. The BRA also hosted a "pre-file" IAG meeting on July 21, 2015 at the Ironworkers Hall. Additionally, the proponent has done neighborhood outreach on their own, much of it in conjunction with eth Andrews Square Civic Association for the previous four years.

Written comments in response to the PNF received by the BRA from agencies of the City of Boston are included in **Appendix A** and must be answered in their entirety.

Specifically, they are:

- Mary Knasas, BRA Senior Planner
- Matthew Martin, BRA Urban Designer
- Patrick Hoey, Boston Transportation Department
- James Fitzgerald, BRA Transportation Planning
- Carrie Marsh, Boston Parks Department
- Kristen McCosh, Mayor's Commission for Persons with Disabilities
- Katie Pederson, BRA Environmental Review Specialist
- John Sullivan, Boston Water and Sewer Commission

Public comments received by the BRA during the comment period are included in **Appendix B** and must be answered in their entirety.

IAG comments received by the BRA during the comment period are included in **Appendix C** and must be answered in their entirety.

PROJECT DESCRIPTION

The proposal at Washington Village a/k/a 235 Old Colony Ave submitted by DJ Properties LLC, includes approximately 656 residential units, approximately 98,600 square feet of retail space, approximately 560 parking spaces, and approximately 42,500 square feet of new open space and a total of approximately 2.4 acres of new public realm. The proposal contemplates a transformative phased development of eight (8) new buildings on six (6) distinct City blocks.

The approximately 4.89-acre is located at the intersection of Dorchester St and Old Colony Ave, in very close proximity to the Andrew Square MBTA station. DJ Properties is seeking the BRA's approval for Article 80 Large Project review and a Planned Development Area. (the "Proposed Project").

I. REVIEW / SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 10 copies of a bound booklet containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified, are required. The electronic copy should be submitted to the BRA via the following website: <https://attachments.bostonredevelopmentauthority.org/>. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Request for Additional Materials should be included in the booklet for review.

A. General Information

1. Applicant/Proponent Information

a. Development team

(1) Names

(a) Developer (including description of development entity and principals)

(b) Attorney

(c) Project consultants and architects

(2) Business address, telephone number, FAX number and e-mail, where available for each

(3) Designated contact for each

b. Legal Information

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

(2) History of tax arrears on property owned in Boston by Applicant or affiliates

(3) Evidence of site control over project area, including current ownership and purchase options of all parcels needed for the Proposed Project, all restrictive covenants and contractual restrictions affecting the proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.

(4) Nature and extent of any and all public easements into, through, or surrounding the site.

B. Regulatory Controls and Permits

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

II. BRA Planning Component

The written comments of BRA Planning are included in **Appendix A** and are incorporated herein by reference and made a part hereof. The Proponent is required to address all comments included in this comment letter in addition to the following comment.

How does the proposal respond to the goals of community benefits in Dot Ave Planning Study?

III. BRA Urban Design Component

The written comments of BRA Urban Design are included in **Appendix A** and are incorporated herein by reference and made a part hereof. The Proponent is required to address all comments included in this comment letter in addition to the following comments.

The BRA Urban Design Department looks forward to reviewing the revised submission, in particular on Overall Height, Include Building Heights on Elevations, Rethink Ground Floor Parking, Redesign Building G.

IV. Boston Transportation Department/BRA Transportation Planning

The written comments of the Boston Transportation Department (“BTD”) and BRA Transportation Planning are included in **Appendix A** and are incorporated herein by reference and made a part hereof. The Proponent is required to address all comments included in these comment letters in addition to the following comments.

Further evaluate the opportunity for preserving a ROW through the project site to facilitate a future connection with E Street.

Please provide additional detail on how Alger St Extension is being designed/regulated as both vehicular and pedestrian accommodation.

C. Public Comments

The Additional Materials should include responses to the public comment letters found in **Appendix B**.

D. IAG Comments

The Additional Materials must include responses to the IAG comment letters found in **Appendix C**.

The Proponent is required to address all comments included in these comment letters in addition to the following comments.

We further request that all governing documents for this project to state that all open space and public realm improvements spaces outlined to us be deeded to remain public open space in perpetuity. Governing documents should also state that two retail spaces will be permanently deeded for a 17k sq ft supermarket, this was seen as a critical need for the area to obtain as we absorb this amount of density in residential development.

MEMORANDUM

TO: CHRISTOPHER TRACY, PROJECT MANAGER
FROM: MARY KNASAS, SENIOR PLANNER
DATE: DECEMBER 17, 2015
SUBJECT: PLANNING COMMENTS FOR SCOPING DETERMINATION FOR WASHINGTON VILLAGE

CONTEXT

These comments for **Washington Village** are made as it relates to the **PLAN: South Boston Dorchester Avenue** process. The planning process has been underway since July 2015. A completion date for the plan is projected for April 2016 and new zoning approvals by summer 2016.

To date, the community has identified, through the planning process, a list of benefits it wants as part of new neighborhood development that will increase the quality of life and character of a changing industrial/commercial district.

This scoping requests that the developer further explain or explore how the development will address, or not, the benefits listed below:

- Create **new streets and sidewalks**
- Create public **open space**
- Create **middle income housing**
- Create affordable neighborhood **retail/amenities**
- Create **affordable commercial** space
- Create new **21st century industrial space** for artists/entrepreneurs
- Create affordable **civic/cultural/art space**
- Create highly **energy efficient buildings** (LEED Gold and higher)

FOR FURTHER STUDY

Streets and Sidewalks

The developer is proposing to create new streets and sidewalks and extend Alger Street. The small residential community to the south of the development is an area identified by the community for preservation in terms of scale and use. In addition, the community has expressed that no cut through vehicular traffic be allowed. A supermarket will be a larger draw than just local adjacent residents. Also

residents will want to connect to the waterfront for jobs, services and amenities offered at a different scale

Questions: How can the development best connect via streets to the neighborhood north of Alger and Damrell streets? How can better connections be made to other parts of the neighborhood outside the development area, specifically to the waterfront and established South Boston neighborhood, to relieve traffic congestion already existing in the area?

Public Open Space

The “urban plaza” has both hardscape and green elements. As an open space that will be owned and maintained privately, it is important that views of the space, access and use of it be public.

Questions: When not actively programmed for public use, how can the public utilize it? Will tables and chairs be for patrons of first floor retail customers only? How will ticketed events be handled? Will access to the park be 24/7 or limited and when? How viewable and inviting is the open space from walking along Old Colony Avenue sidewalks? If an event is occurring on the plaza drawing people from outside the development or neighborhood how will parking and traffic be managed?

Middle Income housing

Many urban design elements for this development are predicated on the provision of middle income housing.

Questions: How many of the 656 units will be affordable to middle income households, at what price range and income range? Washington Village will have a long lasting impact on the neighborhood from a physical point of view, how will the initial buildout for middle income households be sustained over time?

Civic/Cultural/Art Space

Retail uses will activate the first floor on Buildings A, B, C and E.

Question: Can creative and engaging placement of civic, cultural or art uses be accommodated along the ground floor?

In conclusion, as the community continues to study benefits and costs as part of the PLAN process, elements of urban design such as height, density, streets and blocks will also continue to be studied. As the Washington Village review progresses, it is important that both the planning and development processes continue to inform each other.

MEMORANDUM

TO: CHRIS TRACY, PROJECT MANAGER

FROM: MATTHEW MARTIN, URBAN DESIGNER

SUBJECT: URBAN DESIGN COMMENTS FOR WASHINGTON VILLAGE SCOPING DETERMINATION

Streets & Connections

E Street Extension

- Given the proposed uses and long term prospects for growth in the area, this project will become a destination for many in the surrounding area. New through connections should be implemented in order to maximize access to the site. The extension of E street south to Alger Street would provide just such a through connection. The proponent should continue to study the feasibility of connecting E Street to the project, including a proposal explaining how and where said new street could be laid out. If new land acquisitions on the north side of Damrell Street (adjacent to the project site) have been made by the proponent, please update the BRA on what new possibilities may exist for aligning E street with the existing road configuration of the development.

Identify Loading Locations

- While it is clear that the majority of the loading will take place off of Damrell Street for buildings C & D, it isn't clear how or where loading will take place for Buildings A and B, F and E. Please update Figure 2-11 to show the locations and access for loading at these buildings. The quality of the "green" that abuts these buildings depends on the proper siting of loading activities to ensure they will not detract from this space.

Mews Way Design

- The current design for Mews Way is problematic for the following reasons:
 1. Pedestrian Only design does not allow for potential through connection to E street
 2. Pedestrian Only design is predicated on Supermarket parking in the ground level garage at Building D; Ground Level parking should be relocated.
 3. Adjacent parking and loading uses are not compatible with the proposed passive plaza concept.
 4. Supermarket loading location (Bldg. C) relies heavily on Damrell street

The introduction of one level of underground parking below the Supermarket would allow for Mews Way to become compatible with a future connection to E street. In addition it would allow for loading to be relocated to Mews Way (or Alger Street), reducing traffic and improving the streetscape on Damrell street. New Street is better

suites as a pedestrian only connection, improving access to "The Green". Please study this group of interrelated design changes.

Building Massing & Program

Overall Height

- Because this project falls within the PLAN South Boston Dot Ave study area, the impending zoning changes that will ultimately come from the plan may impact this project. While the discussion continues to evolve and no determinations on allowed height have been made to date, current concepts for the proponents location vary between allowed heights of 70'-200'. Given that the existing proposal has multiple buildings with height that exceeds 200', it will be important for the proponent to work closely with BRA staff around the subject of overall height, and be aware that adjustments to the current proposed heights may be necessary in one form or another going forward. The current variation in building height is a very positive aspect of the current proposal, and should be maintained as a part of the design.

Include Building Heights on Elevations

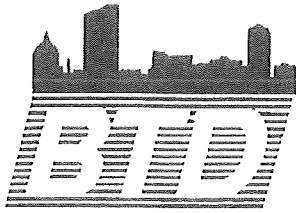
- Table 1-1 in the Expanded Project Notification Form (PNF) does furnish a list of heights for each building. Figures 1-9 through 1-16 show the floors, but do not show the associated heights with those floors. In further understanding the heights of the active parts of the building and their relationship to the mechanical equipment at the top of the building, please update these figures with the heights of each associated floor.

Rethink Ground Floor Parking

- While the majority of the buildings in this proposal have very active ground floors that support pedestrian use, the proposed ground floor program for Building's C and especially D should be reconsidered. It is paramount that an active ground floor be a part of every building built on the development site. At a minimum, parking should be either relocated below grade or removed. Excavation below these buildings will likely be required which could make at least one level of underground parking less onerous to construct for both buildings. Please study this possibility further.

Redesign Building G

- The current design for Building G is inconsistent with the norms and patterns established on Middle Street, both with respect to the building as well as the program of the ground plane. Please study an alternative design that would make this building more consistent with the rest of the buildings on Middle Street, with attention to an active ground floor plan & minimized parking.



BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721
BOSTON, MASSACHUSETTS 02201
617-635-4680 • FAX 617-635-4295

December 17th, 2015

Chris Tracy
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

RE: "Washington Village" 235 Old Colony Avenue - Project Notification Form

Dear Chris,

Thank you for the opportunity to comment on the Project Notification Form for the development proposal located at 235 Old Colony Avenue, less than a quarter mile outside Andrew Square and the Andrew Square MBTA Station. The development team proposes a mixed use program of eight buildings including approximately 656 residential units, approximately 98,600 square feet of retail (including grocery) space, approximately 42,500 of open space and associated structured and surface parking for 560 vehicles.

The Boston Transportation Department has reviewed the proponent's Project Notification Form and submits the following comments and requests:

Site Plans

- Please include a 1"-20' scale development site plan in advance of the submission of the draft transportation access plan agreement. Site plans must also be made available to the City's Public Improvement Commission in advance of any necessary PIC action.
- Site plan for BTD review shall include depiction of proposed streetscape, public and private way layout including the Alger Street Extension, Damrell Street, Tuckerman Street Connection, Old Colony Avenue and the Old Colony/Dorchester Street Intersection, Dorchester Street and the Dorchester Street/Alger Extension. Please include all proposed parking regulations and pavement markings.
- Conceptual as well as engineered drawings will also be required for various intersections falling within the determined limit of work. (TBD)
- Ped ramp and streetscape design must comply with federal ADA requirements and adhere to City of Boston Complete Streets Guidelines.

Parking

- Although the projects is within a five minute walk from a major rapid transit hub (Andrew Station) BTD has some concern regarding the proposed parking allotment. The 440 residential parking spaces allocated for 656 residential units (0.67 per unit) is on the lower

MARTIN J. WALSH, Mayor

end of BTM parking ratio guidelines while the 120 commercial spaces intended to support the less than 100k retail and grocery uses leans slightly on the higher end. Can the developer provide additional analysis or market study to support the parking figures?

- Any proposed changes to the existing on street parking regulations must be reviewed and approved by BTM and have no detrimental effect on existing residential supply.
- It is expected that the developer will also include up to 5% of the garage spaces for EV charging.

Vehicle Site Access and Circulation

- How is the Alger Street Extension being designed/regulated for both vehicular and pedestrian accommodation? There is a special pavement detail depicted in the PNF but it's not clear if it will function as a City street to City standards for vehicles accessing from public ways. (Dorchester Street and Alger Street) Is it clear that a mixed Woonerf typology is the best treatment for this corridor and the project? Do the urban design benefits outweigh the potential for traffic/ped/bike improvements running through the development?
- Will the New Street connecting Alger to Damrell be constructed as a Public Way?
- Will lefts from Old Colony to Damrell be restricted for access to New Street?
- Do projected volumes at Alger Street Extension (access drive) and Dorchester Street require queue analysis given the proximity to the signal at Dorchester St/Old Colony? Similarly for the Old Colony/Damrell intersection?
- Does the proponent anticipate the need for the Dorchester Avenue/Damrell Street intersection to be incorporated into the existing Dorchester Avenue/D Street intersection?
- Can the proponent provide details/cross sections for the new roadway network (see Site Plans page one)
- Will Tuckerman Street access be limited to pedestrian access only and will vehicle be physically prohibited from entering to connect with Old Colony Ave?
- Are there any proposals for circulation changes (one way-two way) within the existing street network not presented in the plan that may have an ancillary benefit for the neighborhood? i.e. Middle Street, Damrell Street, Tuckerman, Alger?

Study Area Intersection/Area Signal Operations/General Mitigation

- BTM appreciates the exhaustive technical analysis performed by the project team and the accumulation of valuable traffic count data for fifteen individual intersections and associated roadways. The methodology used was sound and incorporated BTM mode split application and ITE trip generation rates per best practices.
- That being said, the addition of over 240 weekday morning peak hour trips and over 360 weekday evening peak hour trips will require significant mitigation. In summary, the City (and the surrounding neighborhood) will be faced with having to manage/absorb an additional 5,000 + vehicular trips each weekday day within its transportation system and roadway network with limited resources.
- Analysis of the fifteen intersections clearly show additional deterioration at key locations under build conditions with delay beyond 80 seconds, v/c ratio over 1.0 and significant queue lengths.
- Given the extraordinary size (~ 900,000 gsf) of this one individual project in the midst of already dense residential neighborhood, BTM has begun compiling a list of improvements that it believes will help us to better manage the additional vehicular, ped and bike trips and generally improve the aesthetic of the neighborhood. The following is a tentative list of City (BTM/BRA/PWD) priorities:

- Further analysis, design and possible reconstruction for Dorchester Street and Old Colony Avenue intersection including the feasibility of turn lanes and/or thru- lefts
- Advance design for Old Colony and D Street intersection including the potential for a future reopening of the ‘circuit breaker’ for bus and/or vehicular access.
- Explore potential/ develop redesign for the confluence of Dorchester Avenue, Damrell Street and D Street including the possibility of reconstruction/signal improvements.
- Evaluate operations of the recently reconstructed Andrew Square intersection for possible retiming/phasing.
- Extend conduit/BTD communication capability to intersection of Dorchester Avenue and D Street as well as Dorchester Street and 8th Street.
- Provide PTZ camera for intersection of Dorchester Street and Old Colony Avenue
- Further evaluate the interdepartmental desire for allowing for a future ROW through the project site to connect with E Street.
- Continue to participate/coordinate with the BRA led ”Plan Dot Ave” initiative and plan recommendations. (similarly for the SBWTP)
- Advance the City’s current Greenlinks cycle track proposal for Old Colony Ave to the next level inclusive of impact analysis and conceptual design with the potential for construction (limited)
- Work in partnership with ASCA to develop maintenance agreement for existing Andrew Square streetscape/landscape.
- Partner with City for restoration of duratherm pavement stamp in Andrew Square
- Sponsor a Hubway Station if determined feasible in working with Boston Bikes
- Provide car sharing services

Sidewalk Improvements

- Newly constructed pedestrian ramps must also have the opposite side landings rebuilt in order to meet compliance. Please include in scope of work if not included in current site plans.
- A minimum 48” clearance is required along new walkways. Street furniture, plantings, control boxes and etc must not prohibit or infringe upon the clear zone.
- Will the project include any additional street lighting or other illumination in order to enhance public safety?
- Sustainable design inclusive of porous pavers and other City approved storm water management best practices are encouraged. Please visit bostoncompletestreets.org for guidelines.
- BTD asks that the proponent partner with the IAG, Mayor’s office, and area civic/neighborhood associations to assist with area quality of life efforts including but limited to; participation in annual/bi-annual plantings, maintenance of area landscape, neighborhood cleanups, trash receptacle placement, and public safety meetings.

Bicycle Accommodations

- Please clarify that the proposed ratio for 656 bike storage spaces is in accordance with the City’s most recent Bike Guidelines. It appears that only accounts for residential units. (attached) for the mix of land uses as well as the number of employees, square footage etc.
- If yes, bike racks should be City standard and black not galvanized steel.
- Contribute/assist City with plan for future protected bike lanes on Mass Avenue per Boston Bikes Network Plan
- If possible, please allow for shower accommodations for bike commuters as part of the commercial component.

- BTD recommends the proponent take every opportunity to collaborate with BTD and Boston Bikes to enhance bicycle accommodations in the district, including pavement markings and sponsorship of additional Hubway stations.

Loading & Service

- BTD is pleased that the majority of loading and service will occur outside the public way and within loading docks. (via Damrell and Alger) We simply ask that the proponent follow up with BTD engineering staff to work out any potential curbside management issues and with the MONS concerning noise or quality of life issues.
- Internal to the site, can the proponent detail where will loading operation/docks and screening will affect the nearest residential or existing commercial abutters?

Construction Management Plans

- The City requires the proponent submit a Construction Management Plan to BTD. The CMP will detail the schedule, staging, parking and other impacts of the construction activities.

Transportation Access Plan Agreement

- As required by the Article 80 process, the proponent will prepare and submit a Transportation Access Plan Agreement (TAPA) for review by BTD. The TAPA is a legally binding agreement between the developer and the City of Boston.
- The TAPA will specifically address the assessment of overall traffic impacts and mitigation adequacy, assessment of construction impacts and mitigation, monitoring of traffic impacts and management of loading and deliveries and Transportation Demand Management

In conclusion, thank you again for the opportunity to comment on the Project Notification Form submittal for Washington Village. This is clearly a project with the potential to be transformative for this section of South Boston and carries the potential for significant public benefit in terms of needed housing creation, economic development, infrastructure improvements and revitalization of vacant and/or underutilized parcels. A project of this magnitude also comes with a series of transportation and quality of life concerns that we hope were presented fairly and equitably in the body of the letter. BTD looks forward to continued partnership with the development team in order make sure the City and the neighborhood interests are given full consideration.

If you have any questions please feel free to contact me at 617-635-2454

Sincerely,



Patrick E. Hoey
Senior Transportation Planner
BTD Policy and Planning

Cc: Vineet Gupta, Director, BTD Planning
John DeBenedictis, Director, BTD Engineering
Don Burgess, Supervising Traffic Engineer
Ed Hesford, BTD Engineering
John Allison, MONS
Bill Egan, PWD Engineering
Amy Cording, PIC
James Fitzgerald, Senior Planner, BRA
Bill Linehan, City Council

Filename: washingtonvillagepnf



Christopher Tracy <christopher.tracy@boston.gov>

Re: Washington Village - COB agency comments sought

1 message

James Fitzgerald <james.fitzgerald@boston.gov>

Fri, Dec 18, 2015 at 9:09 AM

To: Christopher Tracy <christopher.tracy@boston.gov>

Cc: Viktorija Abolina <viktorija.abolina@boston.gov>, Mary Knasas <mary.knasas@boston.gov>, Patrick Hoey <patrick.hoey@boston.gov>, Jeong-Jun Ju <jeong-jun.ju@boston.gov>, Prataap Patrose <prataap.patrose@boston.gov>, Matthew Martin <matthew.martin@boston.gov>, Michael Christopher <michael.christopher@boston.gov>

Hi Chris,

As you know, we presented the development team with an alternative that would allow for a future extension of E Street through the site to connect between Damrell and Alger Streets. This connection is part of the envisioned future roadway network that has been developed through the PLAN South Boston Dorchester Avenue initiative and would provide a valuable connection for the area as well as the proposed development project.

The development team responded with a proposed alternative alignment for the E Street extension that is much less feasible as it would require an alignment through the middle of a parcel on the other side of Damrell Street, rendering its future development potential very difficult. Our proposed alignment is envisioned along the property line of this parcel to allow for greater feasibility of this connection. Following consultation with Planning, Urban Design and BTB, (and as was referenced in their comments) we strongly encourage the development team to make adjustments to accommodate this future connection in the initial location we have proposed.

Thanks

Jim

On Thu, Dec 17, 2015 at 11:02 AM, Christopher Tracy <christopher.tracy@boston.gov> wrote:
sounds good, thanks!

On Thu, Dec 17, 2015 at 11:00 AM, Patrick Hoey <patrick.hoey@boston.gov> wrote:
Hi Chris. I'll have something in writing for you by the end of the day ok? Tnx. Pat

On Wed, Dec 16, 2015 at 8:01 AM, Christopher Tracy <christopher.tracy@boston.gov> wrote:
All, just a friendly reminder that if you are interested in submitting a public agency comment on this proposal and haven't done so yet, to please submit it by tomorrow. Thank you.

Sent from my iPhone

On Dec 9, 2015, at 10:37 AM, Christopher Tracy <christopher.tracy@boston.gov> wrote:

Hello All,

As you may know, the public comment period ended for this proposed Large Project/PDA at 235 Old Colony Ave in South Boston ended on Friday December 4th. Unfortunately, the only public agency we received a comment letter from was the Parks Department and given the size and potential impact of the proposal, we do hope to hear how the different City of Boston agencies feel about the project and its current status. Therefore, we are reopening the comment period for public agencies until Thursday, December 17th.

We accordingly ask that you or your agency please submit a written comment to me, by **Thursday, December 17**. Your feedback will be critical to helping the BRA continue to vet the proposal so I please ask that you submit a comment and adhere to our timeline

The PNF can be accessed via the link below. Thanks and please let me know if you have any

BOSTON

Martin J. Walsh, Mayor

December 4, 2015

Ms. Teresa Polhemus
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: 235 Old Colony Avenue in South Boston (Washington Village)

Dear Ms. Polhemus;

The Boston Parks and Recreation Department (BPRD) submits the following comments for the proposed development at 235 Old Colony Avenue in South Boston (Washington Village).

The project is not immediately adjacent to a public park or parkway - Moakley Playground and Day Boulevard are .25 miles away from the project. Therefore, the project will not come under the jurisdiction of the Boston Parks Commission under Section 7.4-11 (the 100' rule)

BPRD is submitting this letter under Article 80 review, because the density and location of the project warrant evaluation for potential impacts to the City's open space and recreational areas.

Project Description

The PNF states that the project encompasses 4.89 acres and includes eight buildings, with 656 units, 98,600 sf of retail space, 560 parking spaces, 42,500 sf of open space, and 2.4 acres of public realm. The unit mix is not provided, but the PNF notes that the housing is intended to serve a range of households from single individuals to larger families.

Public Benefits

The PNF states that the project will include 42,500 sf of open space, and 2.4 acres of public realm (it is not clear from the PNF but it seems that these open space and public realm measurements may overlap). The public benefits to the neighborhood include the following:

- Pedestrian plazas and paths providing access to and through the site;
- Public realm comprising roughly half the site area to be maintained by the proponent;
- Creation of a designated programmable open space (The Green) to be an amenity for the entire neighborhood with shared street zone for expandable public events to promote and enhance community connectivity and pedestrian orientation;
- New open space along Tuckerman Street to provide a transition from the existing homes.

BPRD is focused on the measurement of the public realm area that is comprised of publicly-accessible usable open space available within a project - not including sidewalks, parking areas, streets, etc. Ideally, this open space would be dedicated in perpetuity.



Boston Parks and Recreation Department

1010 Massachusetts Ave., Boston, MA 02118 / Tel.: 617-635-4505 / Fax: 617-635-3173

Open Space Needs

The proposed project is located in South Boston which is already absorbing increased density due to considerable residential development, and will continue to do so. The South Boston neighborhood is in need of significant open space in order to serve this growth.

The project is located within the bounds of the South Boston Dorchester Avenue Corridor Planning area being undertaken by the BRA. BPRD is currently engaging with the BRA to establish requirements that will balance open space with development.

The project is .25 miles from Moakley Playground, a heavily used neighborhood open space amenity. It is expected that this project will add demand on Moakley Playground - particularly for active uses, play spaces for children, and accommodations for dog owners.

Open Space Requirements

The project will seek a Planned Unit Development (PDA) approval. The project should provide the onsite usable open space that is required under the current zoning, in order to meet the needs of the neighborhood and balance the impacts of density.

The project is located in M-2, L-1 and H-1-50 districts. Zoning Code Section 13-4 states that any dwelling in an L or M district shall conform to the usable open space requirements for the nearest H district. The H-1-50 zone requires 400 sf minimum usable open space per unit.

The project includes 656 units, and would therefore be required to provide a minimum of 262,400 sf of usable open space, or over 6 acres. This is obviously not feasible at the ground level, but it is a goal that should be attempted through a mix of onsite open space, roof terraces, and balconies. In addition, community contributions and impact mitigation should be considered for the existing open space that will accommodate this density in lieu of onsite open space.

Traffic Impacts

The traffic analysis in the PNF includes Old Colony Avenue at Columbia Road at the rotary at Moakley Playground. The built scenario indicates that there will be a Level of Service of "F" at peak p.m. hours, with delays of over a minute and queue lengths of approximately 300-400 feet.

The impacts of traffic volume and queueing on access to the playground should be analyzed. Efforts should be made to ensure that the project does not detract, and rather enhances the pedestrian, bicycle and vehicular access to Moakley Playground, an active recreational area.

Air Quality

BPRD is concerned about potential air quality issues that may be generated by increased traffic congestion around Moakley Playground. A meso-scale analysis should be done.

Dog Amenity Space

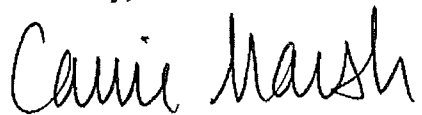
A dog recreational space should be provided onsite to limit the impact to public spaces.

Mitigation

BPRD respectfully requests that any community benefits that are negotiated for the development should consider mitigation of impacts to Moakley Playground as noted above.

Please contact me if you have questions at 617-961-3074 or carrie.marsh@boston.gov.

Sincerely,



Carrie Marsh, Executive Secretary
Boston Parks and Recreation Commission

cc: Christopher Cook, Interim Commissioner, Boston Parks and Recreation Department
Liza Meyer, Chief Landscape Architect, Boston Parks and Recreation Department
Jonathan Greeley, Director of Development Review, Boston Redevelopment Authority
Chris Tracy, Senior Project Manager, Boston Redevelopment Authority



Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

December 17, 2015

**RE: Washington Village
235 Old Colony Avenue, South Boston MA 02127
Project Notification Form
Boston Redevelopment Authority**

To The Boston Redevelopment Authority:

As the Disability Commissioner for the City of Boston, I would like to offer my comments on potential accessibility issues in the Large Project/PDA that has been submitted for Washington Village at 235 Old Colony Avenue in South Boston.

The proposed project is going to be a new destination-area with a variety of uses, including retail, dining, and housing. Therefore, I would encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design* that meets and exceeding compliancy requirements. It is vitally important that the site, parking, circulation, and general layout of the buildings be developed with ADA accessibility in mind.

I appreciate that the proponent has completed the BRA Article 80 Accessibility Checklist contained in the PNF document. However, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and explained:

- In the Accessibility Checklist, you state that the sidewalk width is generally 10 – 12 feet, and that it will be divided equally between Pedestrian and Frontage Zones. Because of the density of this development, I would like to request a minimum 7 foot wide Pedestrian Zone. This will benefit all pedestrians, including those with disabilities.
- The renderings show all brick walkways and lack images of compliant pedestrian curb ramps, which must be constructed of poured concrete with a yellow tactile warning strips. Since you reference that all sidewalks will be constructed according to the City *Complete Streets* mandate, can you add these images to the renderings?
- In the Accessibility Checklist, you state that 35 of the approximate 700 housing units will be Group 2 Accessible Units (AAB/521 CMR), and then in the legend in the *Ground Accessibility Diagram*, this figure is reduced to have only 16 units meeting this standard. Can you please clarify which number is correct and explain?

- Why do Buildings F and G not have elevators to the upper level housing units? In the Accessibility Checklist, you state that, "F & G have stairs only." Please explain the reason for this.
- In the renderings for the "Green" and the "Yard," the illustrations show a wooden edge separating the walkway from the grass. Can you provide a diagram that shows where the accessible transitions will be located to allow access onto the grass?
- In the parking detail, you state that HP Accessible Parking will meet the required guidelines, and equal 12 spaces. I would like to ask that you consider increasing this number to 15 spaces, given the large population of residents and visitors who will be elderly and disabled.
- Can you provide detail on the "shared street" you reference, including width, materials, features, and projected use?

Commission's General Statement on Access:

The Mayor's Commission for Persons with Disabilities (the Commission) supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures.

The Commission works with City of Boston departments and private developers to ensure compliance with local, state, and federal regulations governing the built environment, including the Boston Zoning Code, Massachusetts Architectural Access Board Regulations (MGL, 521 CMR) and the Americans with Disabilities Act Accessibility Guidelines (ADAAG, 28 CFR). It is a violation of these laws to design or construct projects that are non-compliant with any accessibility and usability requirements unless it can be definitively demonstrated that it would be structurally impractical to meet such requirements.

Priorities for accessibility other than building design and construction include: use of poured concrete instead of brick pavers on all walkways and curb ramps; creating accessible paths of travel leading up to and throughout buildings; ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" (*"easily accomplishable and able to be carried out without much difficulty or expense"*).

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

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov
617-635-3682

BRA MEMORANDUM

TO: Chris Tracy

FROM: Katie Pedersen

DATE: December 15, 2015

RE: Washington Village
235 Old Colony Avenue
Boston, Massachusetts
Notice of Project Change

I have reviewed the Project Notification Form (the “PNF”) dated October 20, 2015 and submit the following comments for the Environmental Protection component. DJ Properties LLC (the “Proponent”) is proposes the redevelopment of an approximately 4.89- acre site, which will include approximately 656 residential units, approximately 98,600 square feet (sf) of retail space, approximately 560 parking spaces, and approximately 42,500 sf of new open space, and a total of approximately 2.4 acres of new public open space (the “Proposed Project”).

Wind

The Proponent stated that Building C is designed to be 214 feet in height and Building D is designed to be 278 feet in height, accordingly the Proponent was required to perform a quantitative wind analysis of the pedestrian-level wind impact from both existing (no-build) and build conditions. The analysis was performed to determine the potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project site as well as identify any areas where wind velocities are expected to exceed acceptable levels, including the Boston Redevelopment Authority’s (the “BRA”) guideline of an effective wind gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time. The analysis also was required to determine the suitability of particular locations for various activities (walking, sitting, eating, etc.). The Proponent was required to pay particular attention to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project buildings and adjacent buildings, sidewalks adjacent to and in the vicinity of the Proposed Project buildings, and parks, plazas and other open spaces (including the on-site public open space) and pedestrian areas near the Proposed Project.

Measures to reduce wind speeds and to mitigate potential adverse impacts were required to be identified for areas that the analysis identified as being dangerous or anticipated to exceed acceptable levels.

The Proponent stated that overall, the analysis demonstrated that the effective gust criterion is anticipated to be met on an annual basis for the Proposed Project site and most pedestrian areas. The Proponent noted that two locations exceed the acceptable levels; one along Damrell Street, to the north of Building D (Location 140 on Figure 3.1-7, in

the PNF) and the other along Alger Street, to the south of Building D (Location 126 on Figure 3.1-7).

Overall, the Proponent demonstrated that for the majority of the locations studied, wind conditions are anticipated to be suitable for walking or better. Seven out of the 155 locations studied, which are in close proximity to Building D, are predicted to be uncomfortable during one percent of the time on an annual basis. In addition, one location is predicted to fall into the dangerous category during one percent of the time, on an annual basis. However, the Proponent stated that as the design progresses, they will evaluate measures on the Proposed Project site to improve wind conditions where it is deemed necessary. Accordingly, no further study is required at this time.

Shadow

The Proponent was required to conduct and include in the PNF the results of a shadow analysis that was conducted for both existing and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

The shadow impact analysis was required to include net shadow as well as existing shadow. The shadow impact study area was required to include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project. The build conditions, which include all buildings under construction and any proposed buildings expected to be completed prior to the completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area was required to be shown as well.

The Proponent was required to pay particular consideration to existing and proposed open spaces and major pedestrian areas, including, but not limited to, the sidewalks adjacent to and in the vicinity of the Proposed Project and all existing plazas, park areas, pedestrian areas, and other open spaces in the vicinity of the Proposed Project. If deemed necessary, appropriate mitigation measures to limit or avoid adverse shadow impacts were required to be identified.

The Proponent has demonstrated that the new shadow that is anticipated to be created by the Proposed Project will generally be cast onto surrounding streets and sidewalks. In particular, during the middle of the day and afternoon hours, most of the Proposed Project's open spaces will be free of shadow, with the exception of December 21. The results further indicate that with the removal of buildings on the Proposed Project site, areas will be free of shadow on Alger Street and portions of Damrell Street, areas once clad with shadows. The results of the analysis further demonstrate that for the time periods studied, no new shadow will be cast onto nearby existing public open spaces. Accordingly, no further study is required.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent has stated that the Proposed Project materials are still being studied and glazing of the windows will be determined as the design progresses. However due to the type of the potential glass and glazing proposed, solar glare impacts are not currently anticipated.

As the Proposed Project design progresses and materials are finalized and include the incorporation of substantial glass-facades (reflective glass), a solar glare analysis shall be required. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

The Proponent was required to conduct an air quality analysis to determine the impact of pollutant emissions from mobile sources generated by the Proposed Project. In particular, a microscale analysis was required to be performed to evaluate the potential air quality impacts of carbon monoxide (CO) anticipated as a result of the traffic flow around the Proposed Project area. In addition, any new stationary sources were required to be reviewed by the Massachusetts Department of Environmental Protection (DEP) during permitting under the Environmental Results Program (ERP).

The Proponent stated that the results of the one-hour and eight-hour maximum modeled CO ground-level concentrations from CAL3QHC were added to EPA supplied background levels for comparison to the NAAQS. These values represent the highest potential concentrations at the intersection as they are predicted during the simultaneous occurrence of "defined" worst case meteorology. The highest one-hour traffic-related concentration predicted in the area of the Proposed Project, for the modeled conditions (0.4 ppm) plus background (2.2 ppm) is 2.6 ppm for the all a.m. peak cases at the intersection of Old Colony Avenue and Dorchester Street. The highest eight-hour traffic-related concentration predicted in the area of the Project for the modeled conditions (0.4 ppm) plus background (1.9 ppm) is 2.3 ppm for the same location and scenario. All concentrations are well below the one-hour the National Ambient Air Quality Standards (NAAQS) of 35 ppm and the eight-hour NAAQS of 9 ppm. Accordingly, the Proponent has demonstrated that the Proposed Project will be in conformance with the NAAQS and as a result, no further study shall be required.

Noise

The Proponent was required to conduct a noise analysis of the existing noise levels at the Proposed Project site as well as future noise levels. A description of the Proposed Project's mechanical systems and their locations were also required to be included.

The Proponent was required to demonstrate compliance with the sound level limits set by the Massachusetts DEP Noise Policy and City of Boston Noise Regulations and if deemed necessary include measures designed to minimize and eliminate adverse noise impacts on nearby sensitive receptors.

The Proponent performed a noise analysis, which included a baseline sound monitoring program which measured existing sound levels in the vicinity of the Proposed Project site, computer modeling which predicted operational sound levels from mechanical equipment associated with the Proposed Project and a comparison of future Proposed Project sound levels to applicable City of Boston Noise Regulations.

The Proponent stated that the anticipated mechanical equipment noise levels from the Proposed Project, at each receptor location, took into account attenuation, due to distance, structures, and noise-control measures, are anticipated to be at or below the octave-band requirements of the City of Boston Noise Regulations. The anticipated sound levels from Proposed Project-related equipment, as modeled, are predicted to remain below 50 dBA; accordingly, within the nighttime residential zoning limits for the City of Boston at the nearest residential receptors. Overall, the Proponent has demonstrated that the Proposed Project can operate without significant impact on the existing acoustical environment and that predicted sound levels from the Proposed Project, with the inclusion of appropriate noise controls (as described in the PNF) will comply with the sound level limits set by the Massachusetts DEP Noise Policy and City of Boston Noise Regulations, .

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee (IGBC) Article 37 Comment Letter)

**Boston Water and
Sewer Commission**

980 Harrison Avenue
Boston, MA 02119
617-989-7000
Fax: 617-989-7718



December 4, 2015

Mr. Christopher Tracy, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Washington Village, South Boston
ExPNF

Dear Mr. Tracy:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (ExPNF) for the Washington Village in South Boston. This project is very similar to the 235 Old Colony Avenue project that was submitted to the Executive Office of Energy and Environmental Affairs (MEPA) a few months ago. The Commission's comments on the Environmental Notification Form (ENF) were submitted to MEPA on August 11, 2015.

The Commission's concerns expressed in the earlier letter also apply to the Washington Village ExPNF. To summarize the previous comments, the proponent must: (1) retain one inch of runoff from the site, (2) provide measures to control stormwater pollutants and (3) participate in a program that removes four gallons of inflow/infiltration for each gallon of sewage added to the sewer system.

The General Comments in the Commission's comment letter for the 235 Old Colony Avenue ENF also apply to this ExPNF. The proponent should review these comments prior to submitting a site plan. Mr. Phil Larocque at the Commission will provide guidance in the site plan review process.



Thank you for the opportunity to comment on this project.

Yours truly,

A handwritten signature in black ink, appearing to read 'John P. Sullivan', written over a faint, rectangular stamp or box.

John P. Sullivan, P.E.
Chief Engineer

JPS/pwk

c.

David Pogoreic – DJ Properties, LLC
M. Zlody – Boston Environment
P. Laroque, BWSC

To: Christopher Tracy
Project Manager, BRA

From: Patty McCormick
Bill Gleason
Kristen Abbott
Ted Bolton
Stephen Minehan
Dennis O'Connor
Peter Welch
Linda Zablocki
Noreen Rocher
Jennifer Evans

Date: December 4, 2015

Re: Washington Village Mixed Use Development
Old Colony Ave
South Boston Ma. 02127

We the above signed members of the IAG for The Washington Village Mixed Use Development offer our support for the proposed development of 656 units of housing, 83 of which to be deemed affordable, and 150,000 sq ft retail space in 8 buildings on six city blocks in South Boston with the recommendations stated below. We support the proposal for the PDA for this project, as it outlines the future zoning uses for all of these parcels to be built out only as specifically outlined in the article 80 filing provided to and presented to us at multiple meetings.

We further request that all governing documents for this project to state that all open space and public realm improvement spaces outlined to us be deeded to remain public open space in perpetuity. Governing documents should also state that two retail spaces will be permanently deeded for a 17k sq ft supermarket this was seen as a critical need for the area to obtain as we absorb this amount of density in residential development.

As representatives our various civic groups, business owners, and community leaders we listened carefully and thoughtfully throughout the Article 80 process , and even for many of us years leading up to that process, the comments and concerns of our neighbors. The two overwhelming areas of comments were height and density, and parking ratios. Throughout our discussions, meetings, and comments it became clear to most of us that the overwhelming negative impact requiring mitigation was to increase the parking ratio to 1:1 for the residential component. We request the proponent to be required to increase parking.

Height and density was viewed by some as too overwhelming but the unique circumstances of this project seeking to offer desperately needed non luxury workforce housing units and providing 83 affordable units was seen as outweighing those effects. The importance of keeping young people and young families in the City of Boston was our overwhelming motivator to absorb the two towers on this eastern side of Dorchester Ave. Further factors that helped was the amount of public realm improvements, open space, and the addition of widened sidewalks and over 100 street trees. Reinventing these current brownfield sites into a vibrant residential neighborhood was also welcomed by all. A robust retail component and the creation of this retail hub to make the surrounding Andrew Sq neighborhood a much more pleasant walkable neighborhood less reliant on car travel was greatly appreciated by the group.

The addition of a one acre programmable open space and surrounding plazas was universally appreciated and will prove a healthy break from city living for current and new residents alike. Proposed programming should again be required in all governing documents to include at least 8 public events a year in addition to a seasonal farmer's market bringing fresh local produce to residents. All events should be communicated with Andrew Sq. Civic Association to help promote throughout the neighborhood.

Transit Oriented Development is dependant on reliable transit and we wanted to be sure to take this opportunity to remind all of friends in government and planning that transit feels neglected at the present time and the critical need to improve and expand all forms of public / communal transit is paramount to the health of our city. Car sharing, bike sharing, and bike storage are necessary complements to a transit oriented development.

We further request that the developments retail parking lots accommodate parking for the surrounding neighborhood during overnight hours and in snow emergencies when it is banned on major thoroughfares. All retail short term parking street spots should revert to resident parking for overnight hours and the development should be held to its commitment of no net loss in number of street parking spots.

A letter outlining recommendations for community benefits will be provided.

Thank you for the opportunity to serve on this IAG and provide comments on this transformational development.



Christopher Tracy <christopher.tracy@boston.gov>

FW: Washington Village IAG Letter

1 message

Denise Lynch <dlynch@vericlaiminc.com>

Fri, Dec 4, 2015 at 5:39 PM

Reply-To: dlynch@vericlaiminc.com

To: Christopher Tracy <christopher.tracy@boston.gov>, Bill.Linehan@boston.gov, jared.hogan@boston.gov, Allison John <john.allison@boston.gov>, "Bombard, Jacob (SEN)" <Jacob.Bombard@masenate.gov>, "Biele, David (HOU)" <David.Biele@mahouse.gov>, Ryan Spitz <ryanspitzlaw@gmail.com>, Mark McGonagle <mark.mcgonagle@boston.gov>, Michelle.Wu@boston.gov, james.sutherland@cityofboston.gov, david.sokoler@cityofboston.gov, dan.lynch@mail.house.gov, Joseph Hanley <JHanley@mqmlp.com>
 Cc: Linda Zablock <LindaZee817@yahoo.com>, Pattie McCormick <PMcCormick@bgcb.org>

Good Afternoon, All,

I would like to indicate my support for the proposed "Washington Village" development, and add my name to the attached letter. We look forward to the day when area residents will be able to utilize the much needed services and amenities this development will provide to Andrew Square!

Thank you,

Denise Lynch

From: Bill Gleason [mailto:billyinboston@aol.com]**Sent:** Friday, December 04, 2015 1:43 PM

To: stephenminehan@yahoo.com; ronoco@comcast.net; sminehan@yahoo.com; noracityside@aol.com; dryan@dryanassociates.com; dlynch@VeriClaimInc.com; denise.lynch1@verizon.net; jjacks28@aol.com; lindazee817@yahoo.com; LiDoran@sbchc.org; tedbolton@hotmail.com; kristinabbott1@gmail.com; peter@peterwelchsgym.com; mmepaige@yahoo.com; PMCCORMICK@BGCB.org

Subject: Fwd: Washington Village IAG Letter

Hello All,

----- Forwarded message -----

From: **William Gleason (via Google Docs)** <wbnamail@gmail.com>

Date: Fri, Dec 4, 2015 at 1:11 PM

Subject: Washington Village IAG Letter

To: wbnmail@gmail.com

Cc: christopher.tracy@boston.gov, Bill.Linehan@cityofboston.gov, jared.hogan@boston.gov, john.allison@boston.gov, jacob.bombard@masenate.gov, David.Biele@mahouse.gov, ryan.spitz@boston.gov, mark.mcgonagle@cityofboston.gov, michelle.wu@boston.gov, James.Sutherland@cityofboston.gov, Fhaikh.Hasib@boston.gov, David.Sokoler@cityofboston.gov, Dan.Lynch@mail.house.gov, jhanley@mqmlp.com

William Gleason has attached the following document:

To: Christopher Tracy
Project Manager, BRA

From: Dennis M. O'Connor
ASCA member- 18 Ward Street #3

Date: December 4, 2015

Re: Washington Village Mixed Use Development
Old Colony Ave
South Boston, MA 02127

Dear Chris,

As a member of the Washington Village IAG, I hereby support the proposed Washington Village Mixed Use Development currently under Article 80 review. For over a year, the Proponent has worked closely with the IAG, Andrew Square Civic Association, abutters and South Boston residents and addressed most of our concerns. Overall, the community and neighborhood will benefit from the open space, safer/cleaner streets and retail stores including a supermarket chain. I realize the tradeoff is increased density, higher buildings, fewer parking spaces and more traffic.

From a broader perspective, I would like to see improvements to the Andrew Square area. Once construction begins, my neighborhood will experience unprecedented disruptions in traffic, parking and noise levels. By adding 656 new units taxed as residential and 95,000SF of retail space, the annual revenue increase will be in the millions of dollars. The re-zoning of the Dorchester Ave./Old Colony triangle that is currently in discussion will bring in substantially more revenue to the city. With this windfall, I would like the city planners and local politicians to consider the following improvements to our neighborhood:

- More public trash receptacles along the 5 major roads that converge at Andrew Square
- More street lights on the side streets and fix any broken ones
- Courtesy Dog Litter Bag stations
- Do not litter signs along the 5 major roads leading into Andrew Square (with fines listed)
- More frequent trash pickup days
- Moving or improving the drug clinics and street beggars
- Fixing the chipped/broken, concrete stairs and seats at the Moakley Park stadium

I would volunteer to sit on any committee or create a committee with a mission to improve the area for our current as well as future citizens.

Sincerely,

Dennis M. O'Connor



Christopher Tracy <christopher.tracy@boston.gov>

Washington Village

1 message

lindazee817@yahoo.com <lindazee817@yahoo.com>

Thu, Dec 3, 2015 at 2:17 PM

To: Christopher.Tracy@boston.gov

This letter is in support of the Washington Village project with some concerns. I would like to see a 1:1 parking ratio without adding any hight to the project. The height of the tower is very high for this area and I wish it was less, BUT the benefit to the Andrew Square and the surrounding neighborhoods surmounts this concern. I feel that the development of Washington Village will be the anchor to whatever comes after on the Dorchester Avenue Corridor and all wil blend and complement each other.

I am standing with the old saying of, " don't throw out the baby with the bath water. "

Can't wait to be able to walk to shopping in an area that this the open space and welcoming entries to all.

Thank you
Linda Zablocki

Sent from my iPad



Christopher Tracy <christopher.tracy@boston.gov>

" " washington village iag

1 message

Linda E. Doran <LiDoran@sbchc.org>

Thu, Dec 3, 2015 at 11:02 AM

To: "Christopher Tracy (christopher.tracy@boston.gov)" <christopher.tracy@boston.gov>

Hi Chris – still waiting for photos with images of the view from 49 Middle Street facing the proposed towers – haven't heard anything from the person you requested the info from a few weeks back. Also many of the abutters on Middle and Tuckerman are still unaware of the impact of the project since there was no abutters outreach other than a 40 minute meeting back in July. Please read below about my and other IAG member comments. I think the comment period needs to be extended and additional community outreach needs to be done for a project of this size. Thanks – Linda Doran

From: Linda E. Doran

Sent: Thursday, December 03, 2015 10:49 AM

To: 'Dryan1234'; Stephen Minehan

Cc: ronnoco@comcast.net; Pattie McCormick; sminehan@yahoo.com; noracityside@aol.com; dryan@dryanassociates.com; dlynch@VeriClaimInc.com; denise.lynch1@verizon.net; a (jjacks28@aol.com); linda zablocki; ted bolton; kristinabbott1@gmail.com; peter@peterwelchsgym.com; mmepaige@yahoo.com; Bill Gleason (billyinboston@aol.com); jd4702@aol.com

Subject: RE: " " Re: washington village iag

Thank you Debbie – you've echoed my sentiments exactly and saved me the trouble of writing a similar e-mail to the IAG team. As a direct abutter to the project I have a number of concerns that haven't been addressed, despite numerous requests for additional information from the developer's team. I will not sign this IAG letter.

Thanks – Linda Doran

49 Middle Street

From: Dryan1234 [mailto:dryan1234@aol.com]

Sent: Thursday, December 03, 2015 6:11 AM

To: Stephen Minehan

Cc: ronnoco@comcast.net; Pattie McCormick; sminehan@yahoo.com; noracityside@aol.com; dryan@dryanassociates.com; dlynch@VeriClaimInc.com; denise.lynch1@verizon.net; a (jjacks28@aol.com); linda zablocki; Linda E. Doran; ted bolton; kristinabbott1@gmail.com; peter@peterwelchsgym.com; mmepaige@yahoo.com; Bill Gleason (billyinboston@aol.com)

Subject: " " Re: washington village iag

Thanks Billy for drafting this response. I do have a few concerns. One is that the first paragraph states that the

IAG offers "full" support for the project. I don't believe that is true since we are also asking for a significant change in the plan to accommodate additional parking.

I have thought more about it as well and am not comfortable signing on in full support - only with respect to height and density. I think the project (retail portion and open space portion) will be a wonderful addition to the neighborhood, however, without additional infrastructure in place (wider roads and additional public transportation) to accommodate the additional 1,000 or so people that will live and work here, I think it is too much for the neighborhood to bear. It is a nightmare driving through the square to get to the expressway if you are driving (which many people do - from all of South Boston). And based upon my current trips on the T, Andrew Station cannot handle the current population, how do we expect it to handle an addition 1,000 people? I am also concerned with the height of the building along the Dorchester and Old Colony Ave corner - since the Old Colony Housing Development was pushed to keep 3 story buildings on the Old Colony Ave and push the 4 story buildings further into the development. I think they need to bring down the corner building to 4 stories. If this is allowed to be 6 stories, I fear the precedent will be set for another 6+ story building on the opposite corner (where D'Angelos is)

Just my thoughts

Debbie

Sent from my iPad

On Dec 2, 2015, at 4:09 PM, Stephen Minehan <stephenminehan@yahoo.com> wrote:

Hello All,

Thank you Billy, I think the letter is framed perfectly. Related to Dennis' comments about the open space, I don't remember hearing about how the programming (car shows, farmers market, skating rink, food trucks, concerts) would be managed. As Dennis mentioned I am not sure if we need something explicitly written into the governing documents about this. I believe the other items (security, maintenance, upkeep and snow removal on the property) were addressed but I am not 100% sure.

Thanks again.

Steve

From: "ronnoco@comcast.net" <ronnoco@comcast.net>
To: Pattie McCormick <PMcCormick@BGCB.org>
Cc: sminehan@yahoo.com; stephenminehan@yahoo.com; "noracityside@aol.com" <noracityside@aol.com>; Debbie <dryan1234@aol.com>; dryan@dryanassociates.com; dlynch@VeriClaimInc.com; "denise.lynch1@verizon.net" <denise.lynch1@verizon.net>; "a (jjacks28@aol.com)" <jjacks28@aol.com>; linda zablocki <lindazee817@yahoo.com>; Linda E. Doran <LiDoran@sbchc.org>; ted bolton <tedbolton@hotmail.com>; kristinabbott1@gmail.com; peter@peterwelchsgym.com; mmepaige@yahoo.com; "Bill Gleason (billyinboston@aol.com)" <billyinboston@aol.com>
Sent: Wednesday, December 2, 2015 2:24 PM
Subject: Re: washington village iag

Thanks, Billy! Do you think we should put in writing our understanding that the proponent will be responsible for security, maintenance, upkeep and snow removal on the property or is that not necessary? What about the open space ideas (car shows, farmers market, skating rink, food trucks, concerts)? Do we put that in our understanding and supporting documents? -Dennis

----- Original Message -----

From: "Pattie McCormick" <PMcCormick@BGCB.org>

To: sminehan@yahoo.com, stephenminehan@yahoo.com, ronnoco@comcast.net, "noracityside@aol.com" <noracityside@aol.com>, "Debbie" <dryan1234@aol.com>, dryan@dryanassociates.com, dlynch@VeriClaimInc.com, "denise.lynch1@verizon.net" <denise.lynch1@verizon.net>, "a (jjacks28@aol.com)" <jjacks28@aol.com>, "linda zablocki" <lindazee817@yahoo.com>, "Linda E. Doran" <LiDoran@sbchc.org>, "ted bolton" <tedbolton@hotmail.com>, kristinabbott1@gmail.com, peter@peterwelchsgym.com, mmepaige@yahoo.com, "Bill Gleason (billyinboston@aol.com)" <billyinboston@aol.com>

Sent: Wednesday, December 2, 2015 1:39:45 PM

Subject: FW: washington village iag

Hi All –

Here's first draft from Billy Gleason. Thanks Billy!! Please review and send your comments asap.

Thanks,

Pattie

From: William Gleason (via Google Docs) [mailto:wbnamail@gmail.com]

Sent: Wednesday, December 02, 2015 1:23 PM

To: Pattie McCormick

Subject: washington village iag

William Gleason<mailto:wbnamail@gmail.com> has attached the following document:

[<https://ssl.gstatic.com/docs/documents/share/images/services/document-4.png>]

washington village iag

[Unknown profile photo]attached is our first draft. my internet is out in the building so I had to do at starbucks.

Google Docs: Create and edit documents online.

[Logo for Google Docs]<MailScanner has detected definite fraud in the website at "drive.google.com". Do not trust this website: MailScanner has detected definite fraud in the website at "drive.google.com". Do not trust this website: <https://drive.google.com/>

>



Christopher Tracy <christopher.tracy@boston.gov>

Re: 235 Old Colony Ave a/k/a Washington Village

1 message

Jen <jjacks28@aol.com>

Wed, Nov 18, 2015 at 10:31 PM

To: Christopher Tracy <christopher.tracy@boston.gov>

Hi Chris

Unfortunately I will not be attending tomorrow night's meeting due to a previous commitment. Will there be another board meeting before the 45 day filing period is over? If so please if possible not on a Thursday night.

We are still not happy about the parking spots being taken away on Middle and Tuckerman Streets and want to know what is the best way to approach the BRA and developers about the neighbors' concerns on this issue and a better definite answer than we received at last week's meeting.

Also has there ever been any thought to make Damrell & Alger Streets one ways in opposite directions? By doing so there could be parking on both sides or angle parking (which would increase the number of parking spots) and also help Middle St not be a cut through street which it is going to be if Alger is not accessible from Dorchester St when coming from Andrew Square. We already have a lot of cars that cut down Middle to avoid the lights at Andrew Square and do not need any more added because of this development. Also if the streets are one ways they are much safer for pedestrians walking and crossing.

Please let me know what the proper channel is to voice these concerns before the 45 day waiting period is over.

Thank you
Jen

Sent from my iPhone

On Nov 18, 2015, at 5:33 PM, Christopher Tracy <christopher.tracy@boston.gov> wrote:

Just a friendly reminder about tomorrow night, Ironworkers Hall @ 6:30pm, hope to see you there.
Thanks

-Chris

----- Forwarded message -----

From: **Christopher Tracy** <christopher.tracy@boston.gov>

Date: Wed, Nov 4, 2015 at 10:21 AM

Subject: Re: 235 Old Colony Ave a/k/a Washington Village

To: sminehan@yahoo.com, ronoco@comcast.net, NoraCitySide@aol.com, dryan@dryanassociates.com, Linda Doran <LiDoran@sbchc.org>, Jen <jjacks28@aol.com>, Ted Bolton <tedbolton@hotmail.com>, kristinabbott1@gmail.com, Pattie McCormick <pmccormick@bgcb.org>, dlynch@vericclaiminc.com, pistol welch <Peter@peterwelchsgym.com>, lindazee817@yahoo.com, mmepaige@yahoo.com, Bill Gleason <billyinboston@aol.com>, stephenminehan@yahoo.com

Cc: David Nagle <cromaneconsult8@gmail.com>, Michael Christopher <michael.christopher@boston.gov>, Mark McGonagle <mark.mcgonagle@boston.gov>, Daniel Manning <daniel.r.manning@boston.gov>, "Collins, Nick - Rep (HOU)" <Nick.Collins@mahouse.gov>, "Zaferakis, Nick" <Nick.Zaferakis@mail.house.gov>, "Lynch, Dan" <dan.lynch@mail.house.gov>, Michael Flaherty <michael.flaherty@boston.gov>, "Bombard, Jacob (SEN)" <Jacob.Bombard@masenate.gov>, Joseph Hanley <JHanley@mqmllp.com>,

December 1, 2015

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: Washington Village, 235 Old Colony Ave in South Boston

Dear Sir or Madam:

It is with great excitement that I write to support the plan for Washington Village in the Andrew Square neighborhood of South Boston. The name itself, Washington Village which was the original name for Andrew Square, embraces our past and gives us hope for the future – as the former industrial area that it encompasses has been vacant and blighted for many years.

It has been my hope that someday a project would come along that would revive this area with a comprehensive plan. This plan will certainly accomplish that with trees and open space, business serving retail (the anchor being a grocery store!), new streets with a walkable-programmable plaza and middle class housing. It will become a destination that Andrew Square can be proud of and I for one look forward to this transformation.

In closing, I trust the Boston Redevelopment Authority, City of Boston and all of its agencies will work with DJ Properties and the Andrew Square neighborhood to scrutinize the many facets of this plan so that it will be a model for the city and “a future meeting space for Andrew Square”.

Sincerely,

Pattie McCormick
7 Gifford Place
South Boston, MA 02127