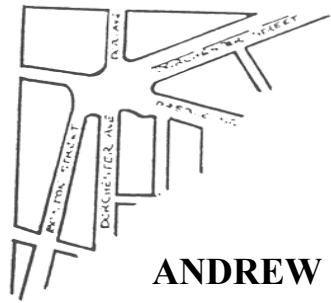




PCA

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WASHINGTON VILLAGE
235 Old Colony Ave.- South Boston, MA
BCDC - 3 November 2015



ANDREW SQUARE REDEVELOPMENT PROPOSAL

MISSION:

To bring economic vitality to the Andrew Square Triangle, by creating a walkable neighborhood with community-serving businesses, upgrading housing stock, striking a healthy balance between residents and industrial users, providing healthier food options, encouraging lower impact and less polluting industrial uses, and improving the quality of life for residents. In short, to build a vibrant and sustainable triangle (Dorchester Avenue, Dorchester Street, Old Colony Ave.) that balances a residential/commercial/industrial base.

GOALS:

- Attract more community-serving businesses, including those offering healthy food options
- Create a walkable and sustainable community
- Maintain the industrial base and jobs, but transition spaces for cleaner and healthier uses
- Provide new parking options
- Honor the history of the Andrew Square area
- Develop partnerships with local businesses and financial institutions, organizations and churches, political leaders, policing officials from all involved agencies, the MBTA and the Boston Redevelopment Authority
- Maintain historic and standard building heights

VISION:

The history of Andrew Square in South Boston is rich and deep. It is a community strategically located near the expressway, public transportation and downtown Boston, and serves as the crossroad to Dorchester, Roxbury, and the South End.

Yet, Andrew Square urgently requires an economic boost and a facelift. The area is shabby and rundown. Many of the commercial and residential buildings have blighted exteriors, and the business sector lags, with an unhealthy and unbalanced emphasis on fast food, pizza and Keno. Although the larger community has many residences, including a large number of newer condominiums, the heart of Andrew Square is pocked with drug dealers, drug addicts, alcoholics, and prostitutes. It is a neighborhood hanging in the balance.

That was not always the case, and the Andrew Square Civic Association (ASCA) is working to preserve the elements that have made the square unique, historic and beautiful. In addition, the organization envisions a vibrant commercial-residential triangle (Dorchester Avenue, Dorchester Street and Old Colony Avenue) that would bring new, neighborhood-serving businesses with attractive street-facing frontages.

The vision? ASCA surveyed its residents, and the response is consistent and overwhelming. Residents have expressed the desire and ability to walk to nearby sit-down restaurants and café's offering healthy food choices, to a supermarket, a post office, a pharmacy, a bookstore, a bakery, and a florist. With the MBTA station located close by, shoppers/diners could come by train or bus to Andrew Square, or stop off on their way home on the Red Line. With the addition of new

parking options, and a traffic circulation plan to keep traffic moving, Andrew Square could become a thriving urban center.

An important element, and perhaps the first step, of the Andrew Square redevelopment is to draw an anchor tenant to the area, such as a supermarket (Trader Joe's, Whole Foods, etc.). The area lacks healthy eating options, and a supermarket would go a long way toward improving good nutrition in the neighborhood. Once an anchor is in place, other businesses, restaurants and shops likely would follow. Already, Gold's Gym brings people and creates foot traffic along Dorchester Avenue. The Andrew Square Civic Association would like to build on this, connecting Gold's customers to other businesses in the area, and making Andrew Square Triangle a multi-stop shopping and dining spot.

ASCA encourages a balance of uses. The City of Boston and the Boston Redevelopment Authority have approved the construction of many new condominiums in the area. Those residences now exist alongside the remaining industrial spaces in Andrew Square, but little planning has gone into protecting and accommodating the new residents. For the health of the community, ASCA will not support the location of heavy industrial, pollution creating or traffic-intensive uses within the Triangle.

Instead, ASCA supports the pursuit of more businesses and mixed-use proposals (residential on top and commercial on the bottom), as well as a concentrated mix of alternative uses (music practice studios, design spaces for architects, artists, graphic designers and others working in creative fields) to establish Boston's only "creative campus". A creative campus would allow for Andrew Square's industrial spaces to be used in a more low-density, low-intensity manner.

A positive first step is the Dorchester Avenue Improvement Project, which will bring wider sidewalks, new street lighting, more trees and flowers and greenery to Andrew Square. Members of ASCA participated in the project's task force, and work is set to commence in March 2010.

WHAT RESIDENTS WANT:

The survey of ASCA members has identified the following:

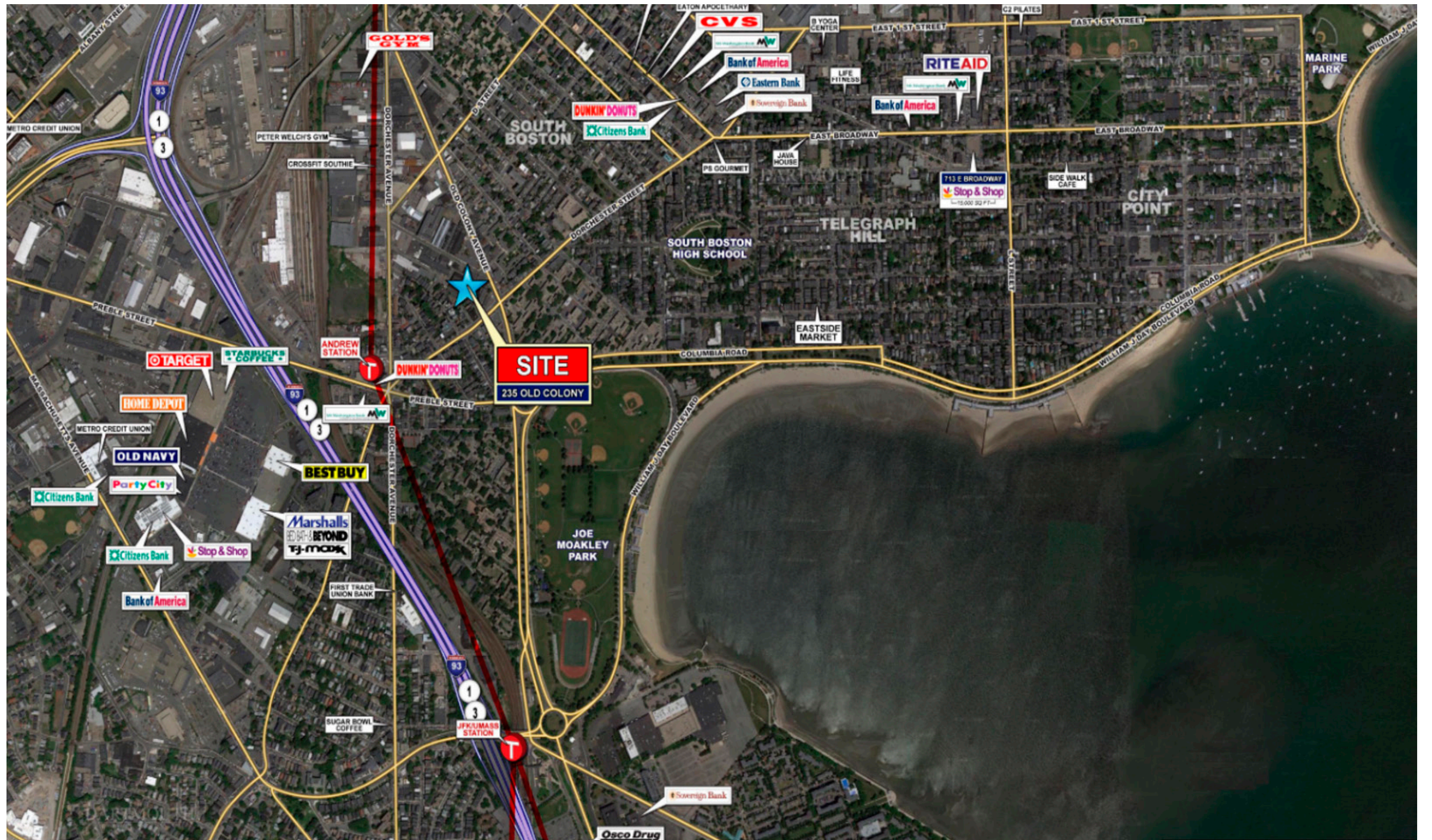
- Food market: Trader Joe's, Whole Foods
- Post Office
- Pharmacy
- Book Store
- Bakery
- Café/Breakfast spot
- Medium to high-end eat-in restaurants
- Florist
- Clothing/Retail Stores
- Off-street and/or Metered Parking

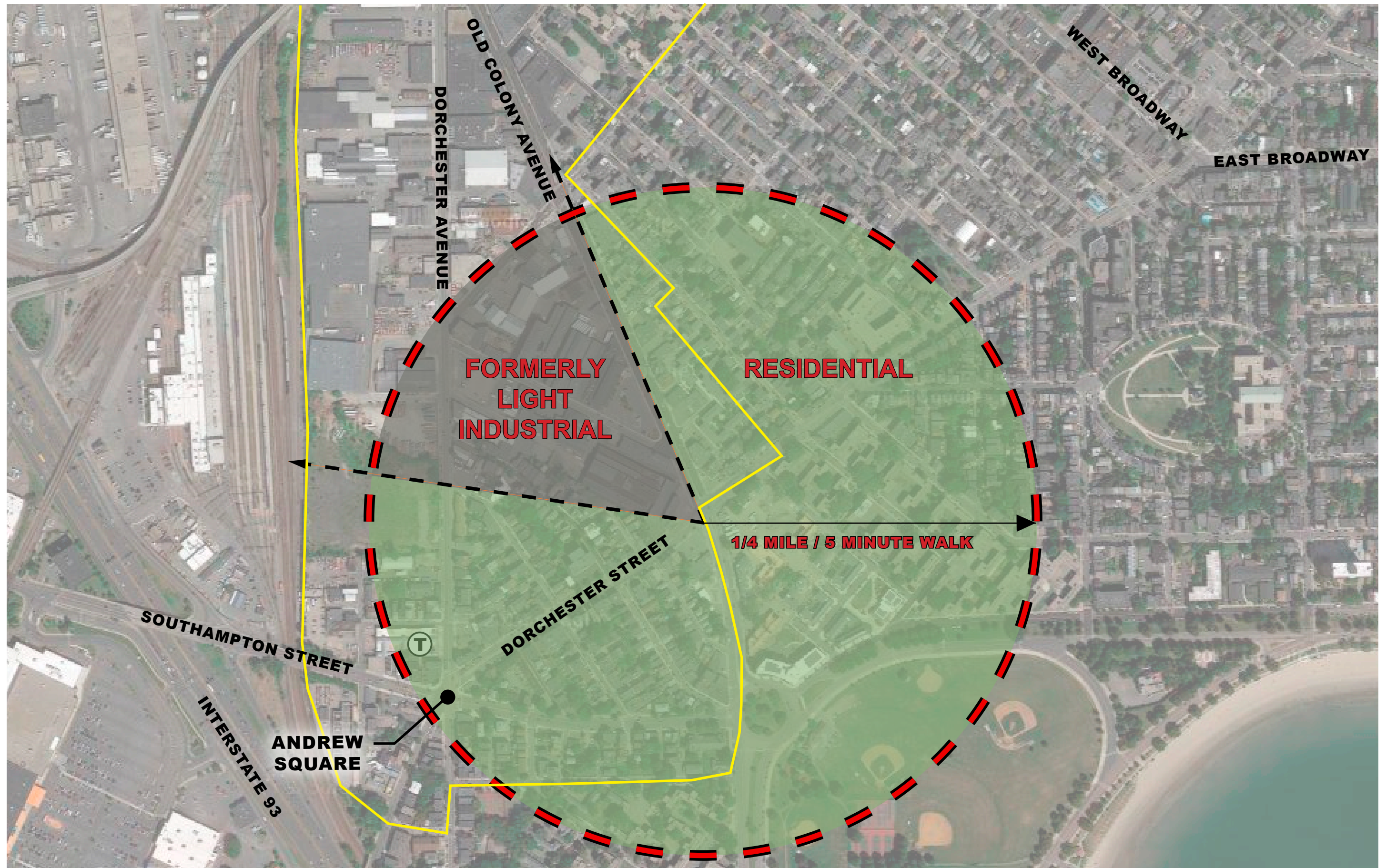
PARTNERS:

Mt. Washington Bank, the 4th Presbyterian Church, Crown Linen, Dunkin Donuts (two locations), Gold's Gym, Iron Workers Local #7, Courtyard at Marriott, Marr Construction, and the Stadium, are among potential partners. Support from city and state elected officials, the MBTA and the Boston Redevelopment Authority also is critical.

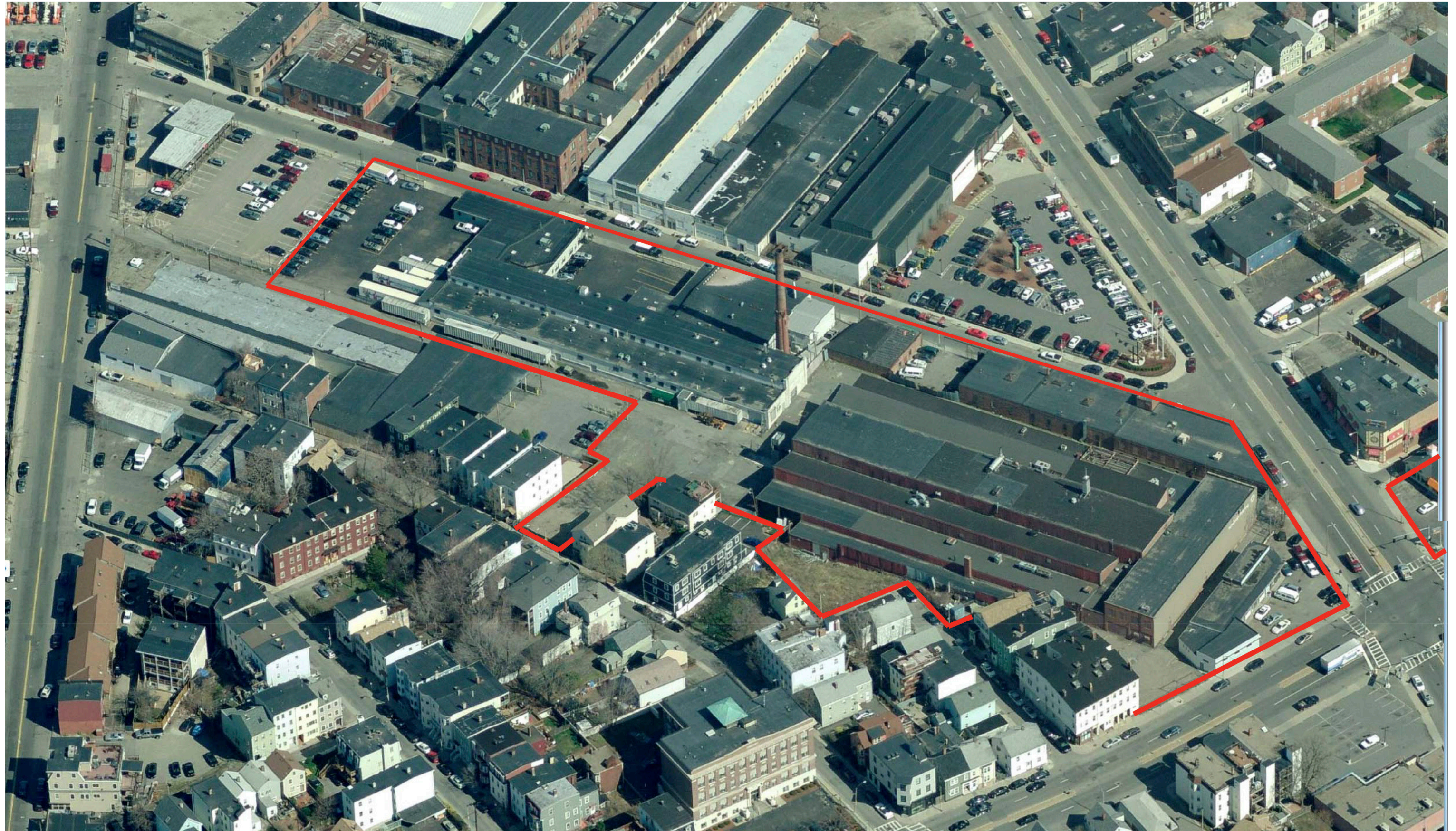
ASCA has reached out to many of the local businesses in an effort to get them involved, and that effort will continue. Support from the City of Boston, Boston Redevelopment Authority, elected officials and others is critical in identifying new businesses to locate to Andrew Square.

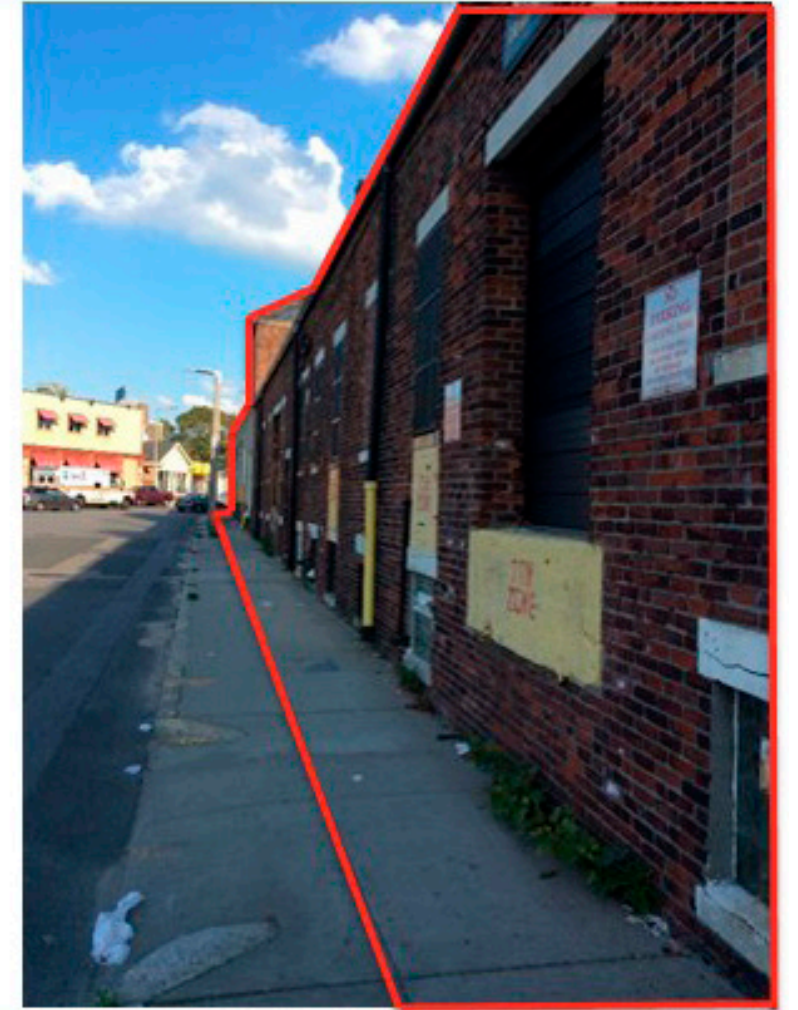
The Mayo Group, which has plans to build a mixed-use development on a large parcel along Dorchester Avenue, known locally as the old junkyard property, is an invested stakeholder in the community. The Mayo Group and ASCA have ongoing discussions about the proposed mixed-use development project and the future of Andrew Square as a whole.



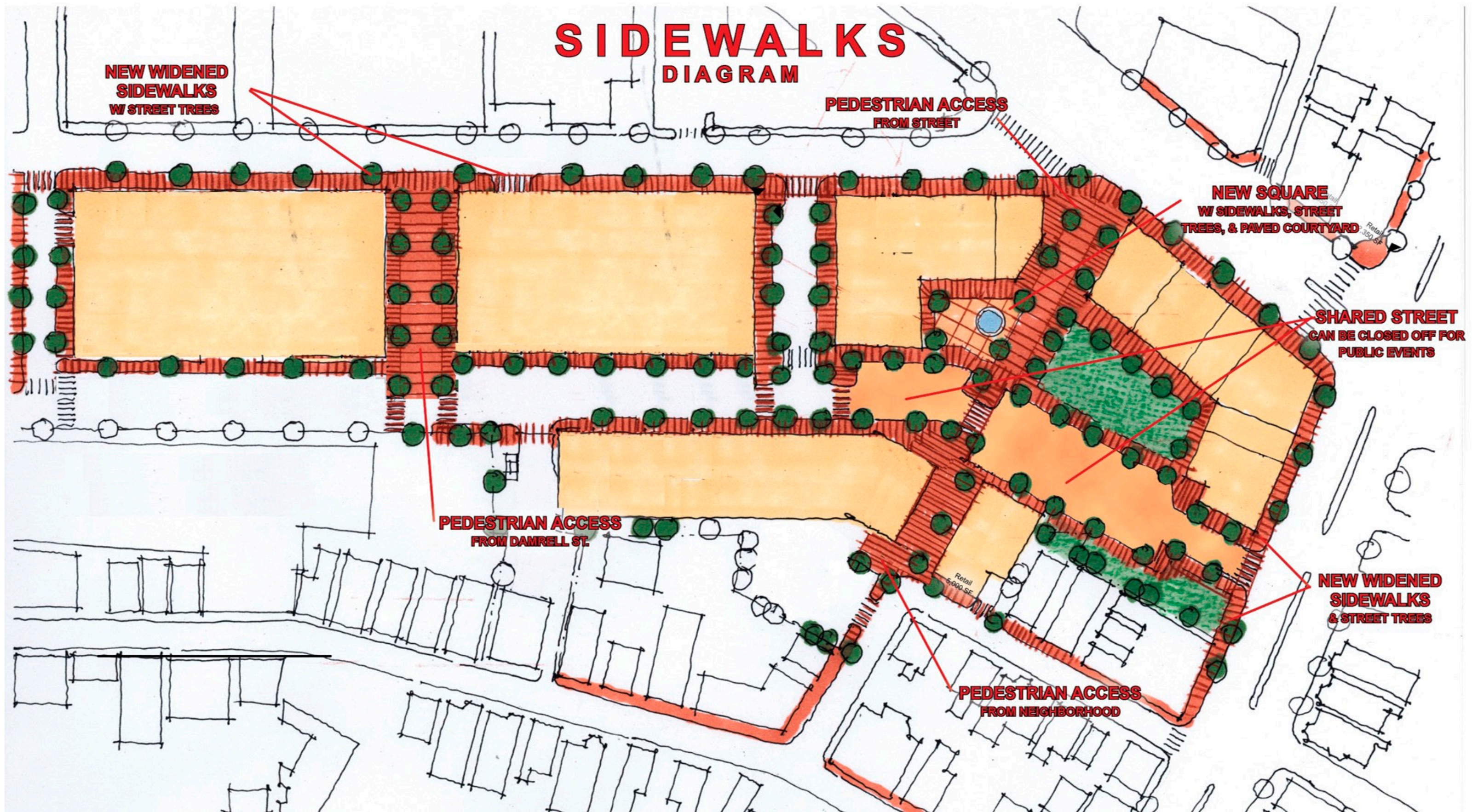


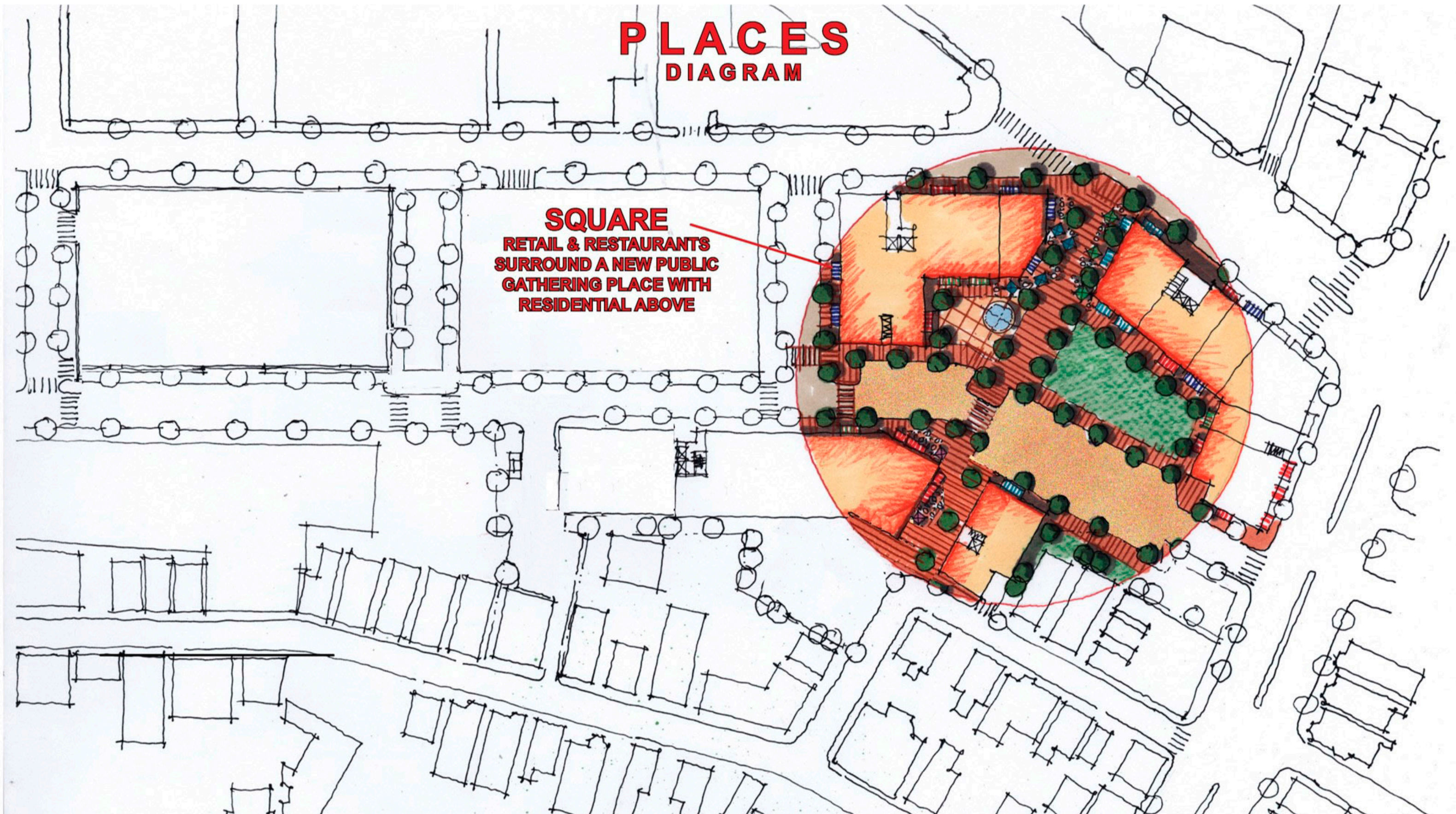






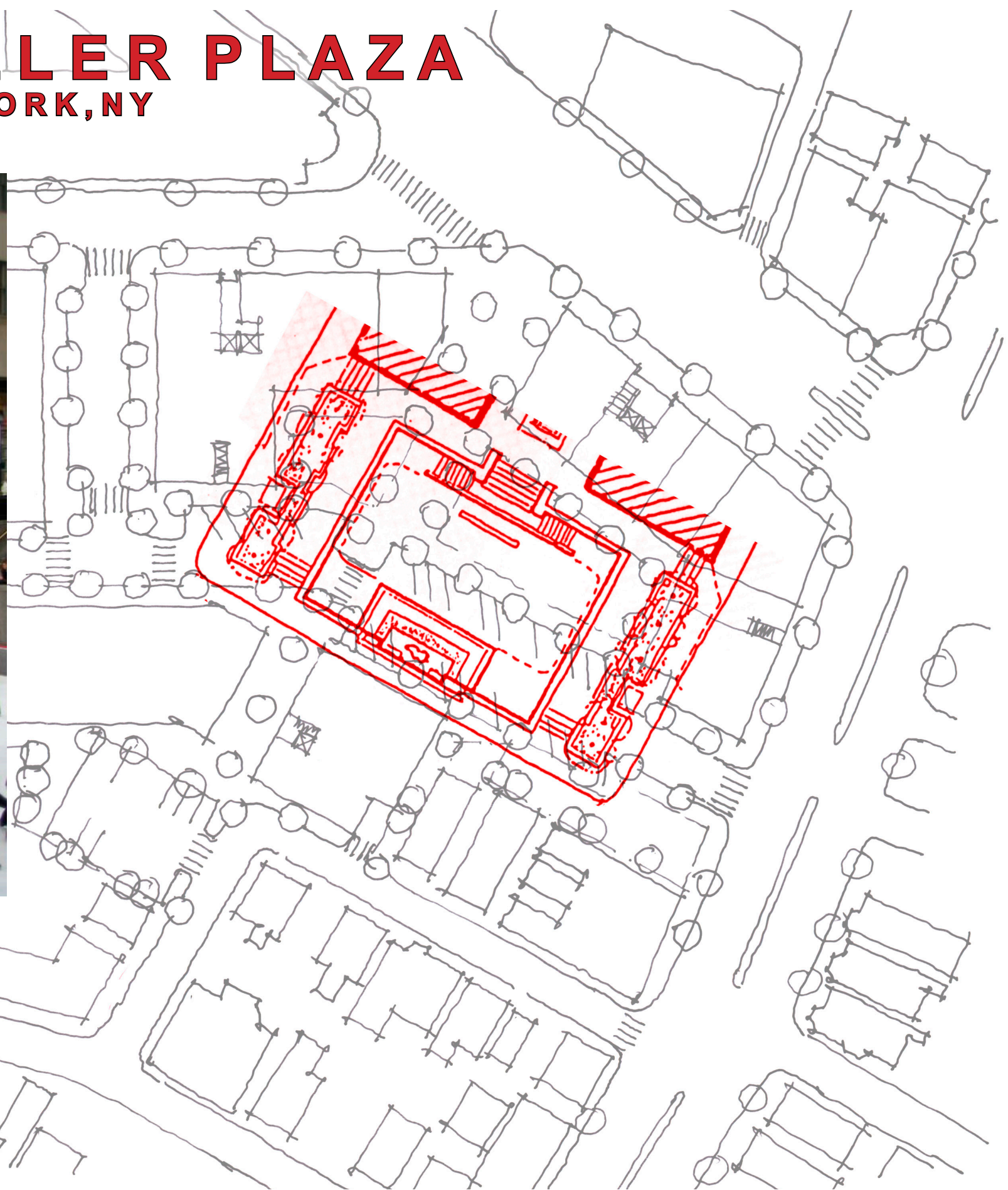






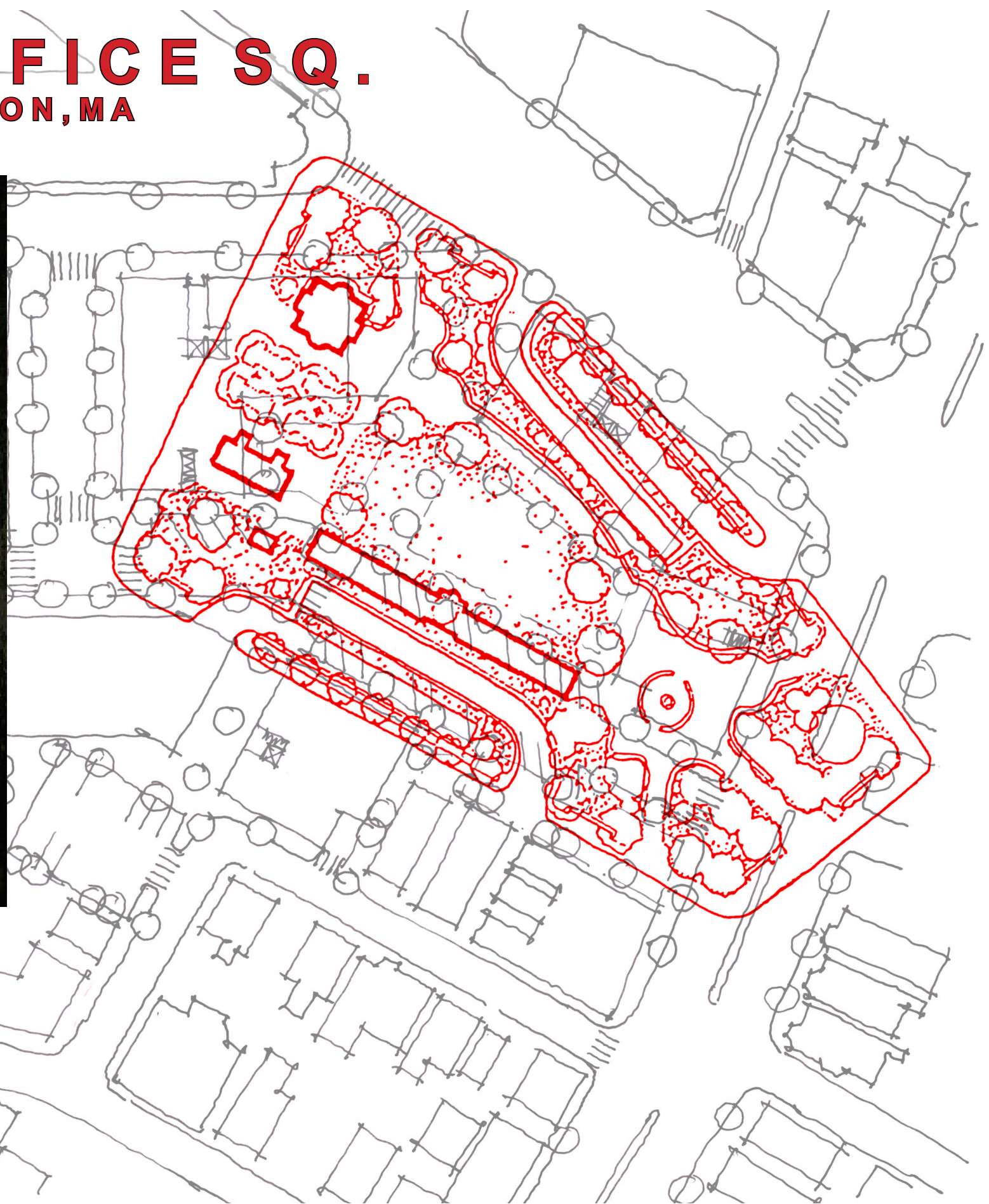
ROCKEFELLER PLAZA

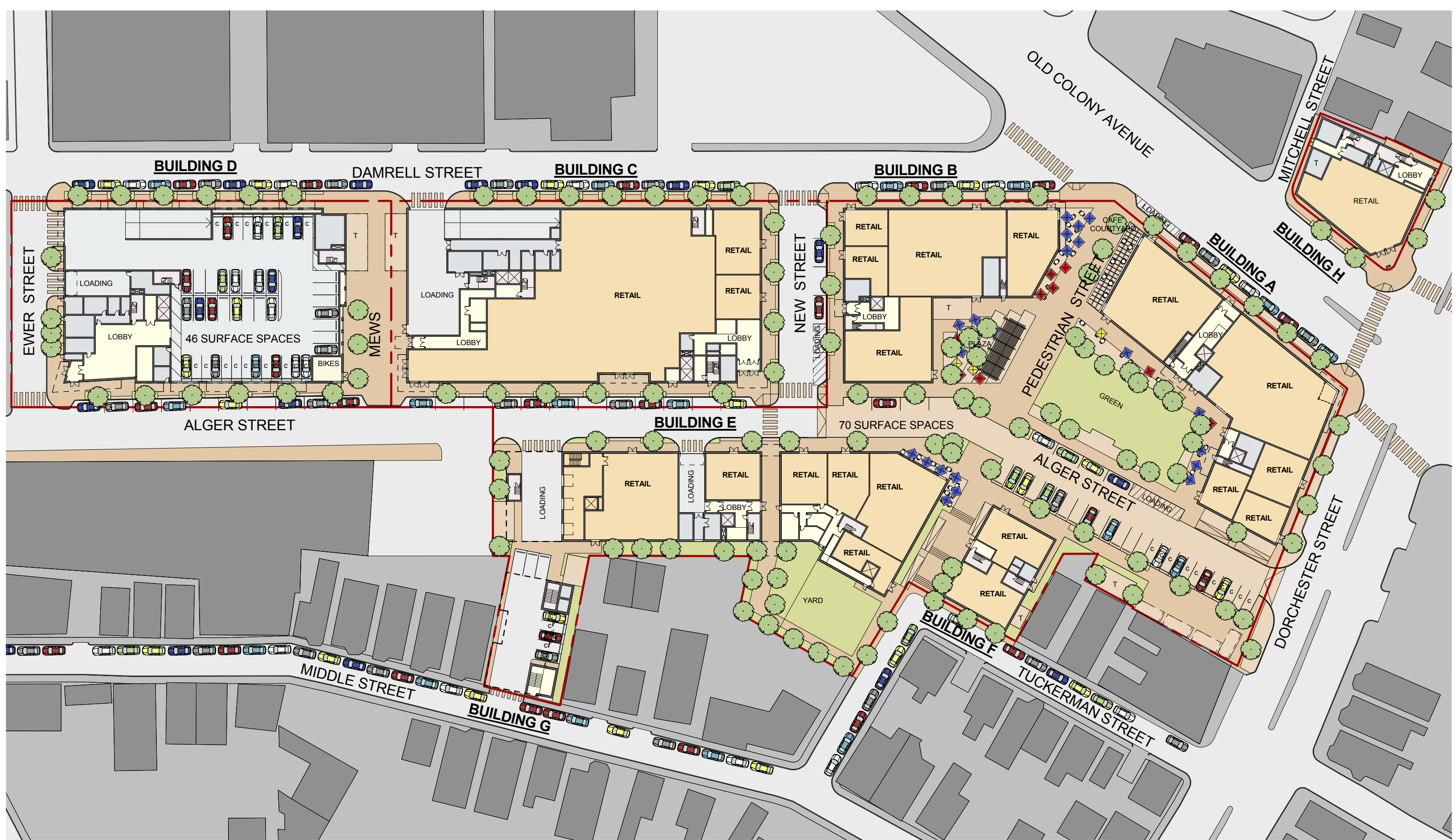
NEW YORK, NY

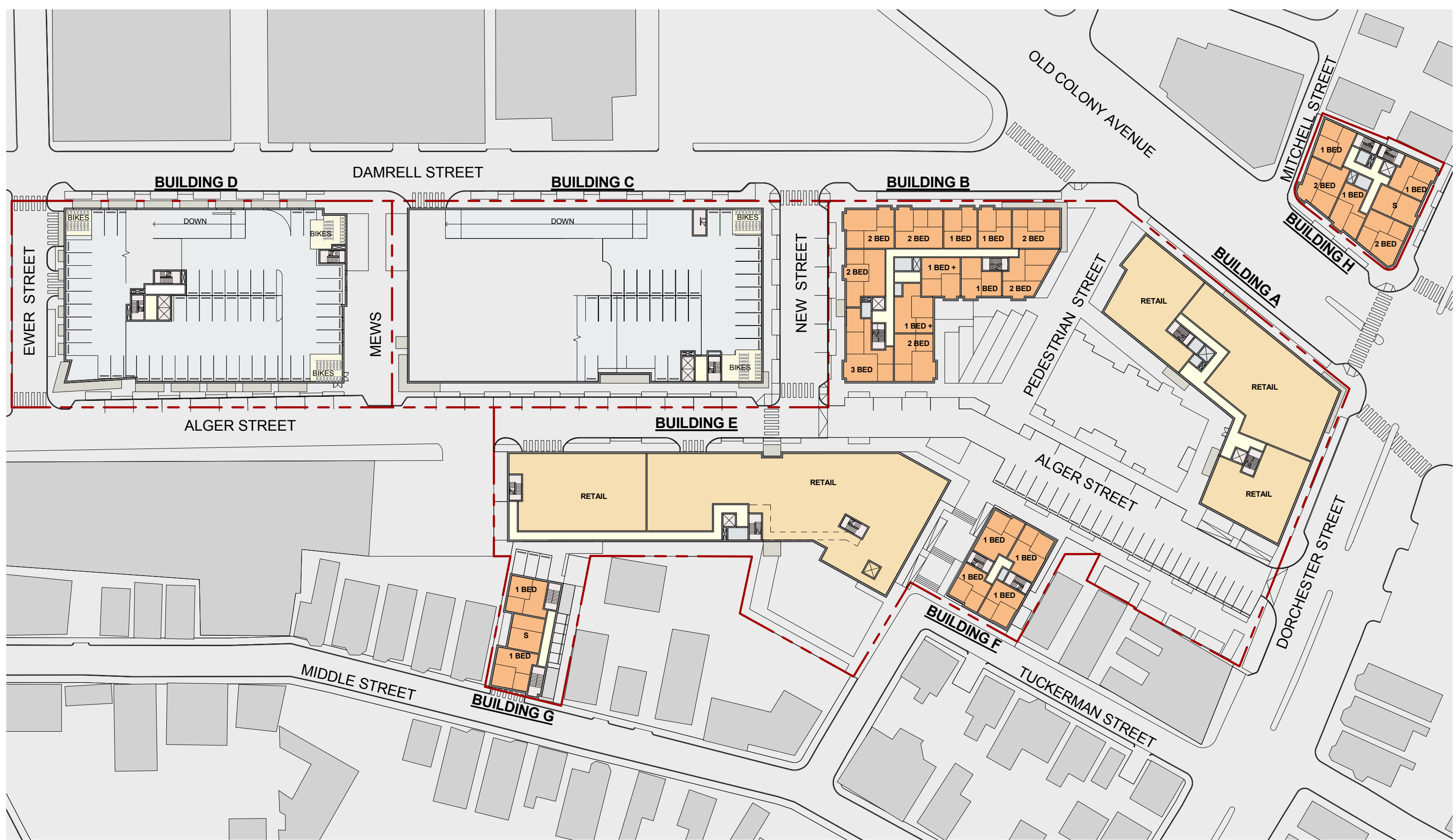


POST OFFICE SQ.

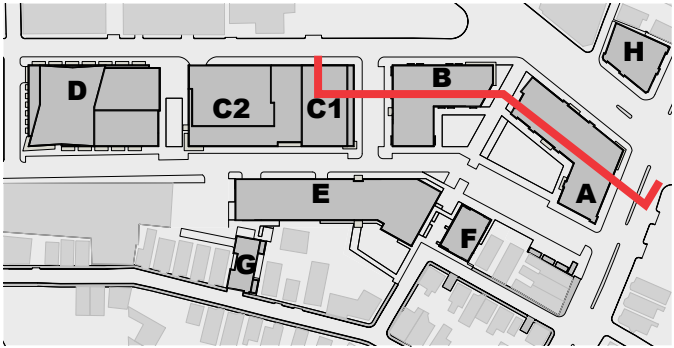
BOSTON, MA



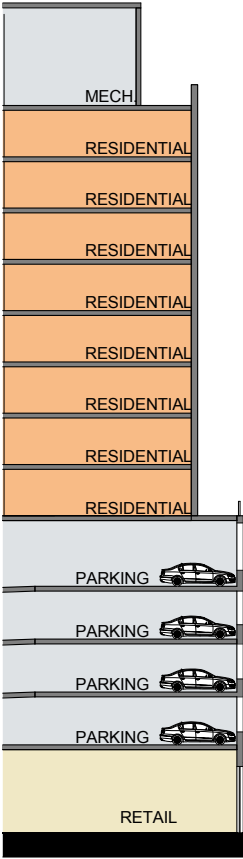




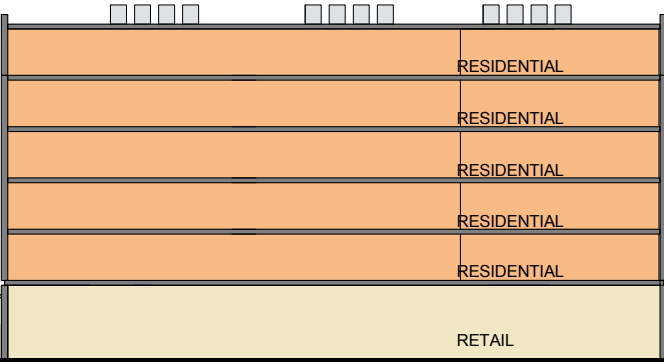




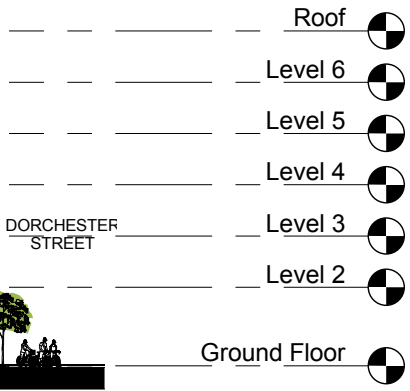
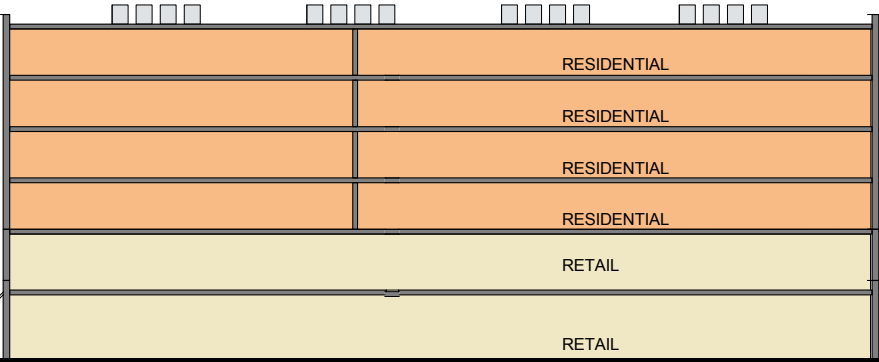
BUILDING C1



BUILDING B



BUILDING A













DJ PROPERTIES LLC

WASHINGTON VILLAGE

VIEW FROM DORCHESTER AVE. /
ALGER STREET INTERSECTION





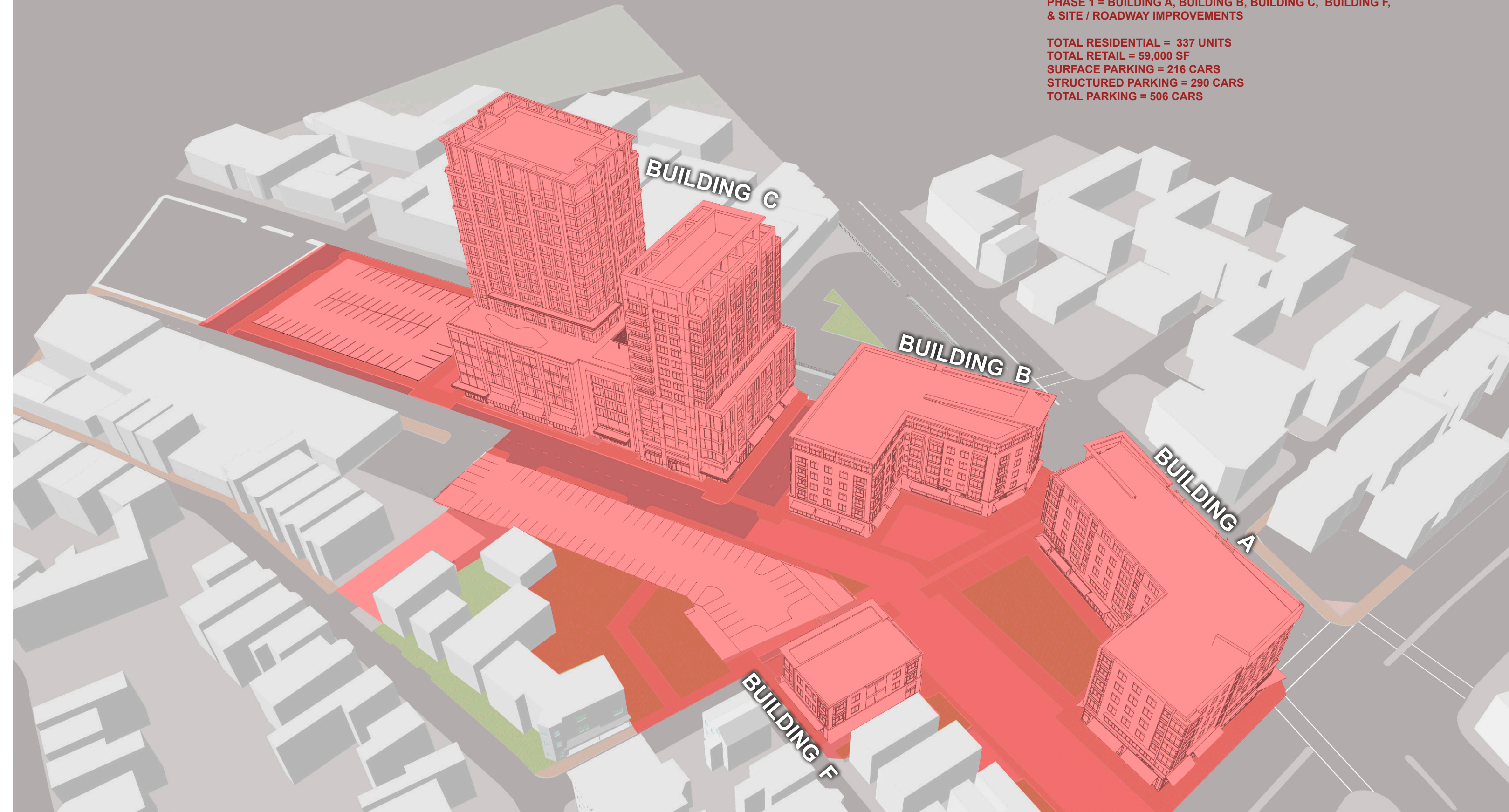




CONSTRUCTION PHASE I

PHASE 1 = BUILDING A, BUILDING B, BUILDING C, BUILDING F,
& SITE / ROADWAY IMPROVEMENTS

TOTAL RESIDENTIAL = 337 UNITS
TOTAL RETAIL = 59,000 SF
SURFACE PARKING = 216 CARS
STRUCTURED PARKING = 290 CARS
TOTAL PARKING = 506 CARS



CONSTRUCTION PHASE II

PHASE 2 = BUILDING E, BUILDING G, & BUILDING H

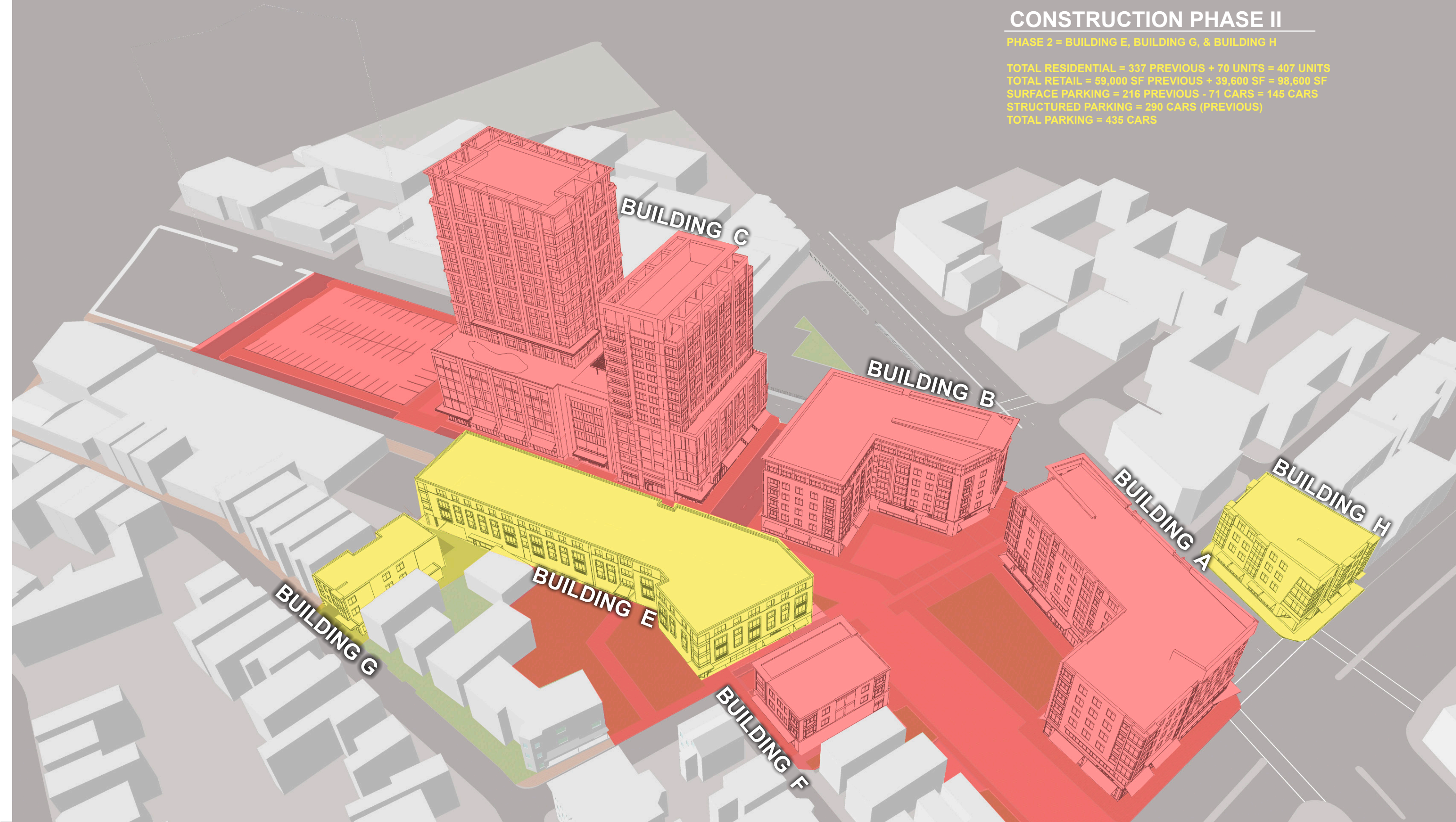
TOTAL RESIDENTIAL = 337 PREVIOUS + 70 UNITS = 407 UNITS

TOTAL RETAIL = 59,000 SF PREVIOUS + 39,600 SF = 98,600 SF

SURFACE PARKING = 216 PREVIOUS - 71 CARS = 145 CARS

STRUCTURED PARKING = 290 CARS (PREVIOUS)

TOTAL PARKING = 435 CARS



BUILDING D

CONSTRUCTION PHASE III

PHASE 3 = BUILDING D

TOTAL RESIDENTIAL = 407 UNITS PREVIOUS + 249 UNITS = 656 UNITS
TOTAL RETAIL = 98,600 SF (PREVIOUS)
SURFACE PARKING = 145 PREVIOUS - 75 CARS + 46 CARS = 116 CARS
STRUCTURED PARKING = 290 PREVIOUS + 154 CARS = 444 CARS
TOTAL PARKING = 560 CARS

BUILDING C

BUILDING B

BUILDING A

BUILDING H

BUILDING E

BUILDING G

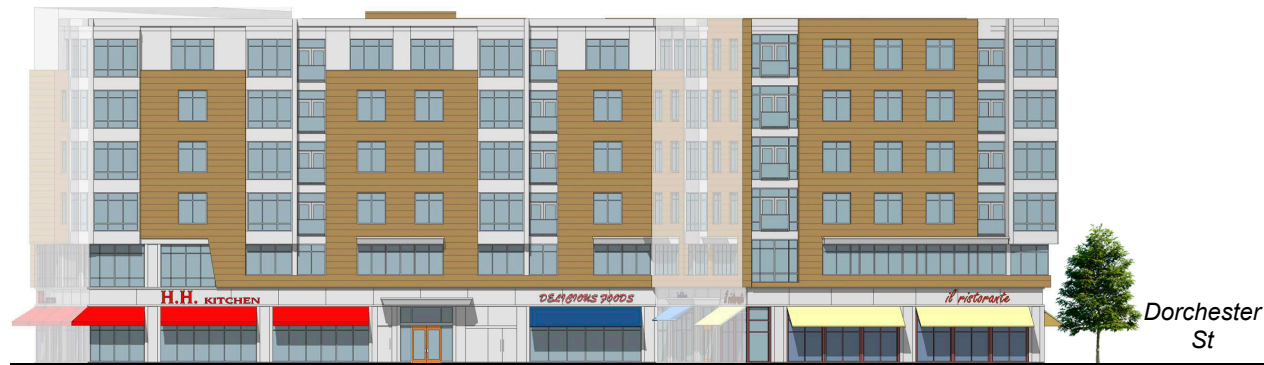
BUILDING F



BLDG A - Old Colony Avenue Elevation



BLDG A - Pedestrian Street/ Green Street Elevation



BLDG A - Alger Street Elevation



BLDG A - Dorchester Street Elevation



BLDG B - Cafe Court/ Plaza Elevation



BLDG B - Damrell Street Elevation

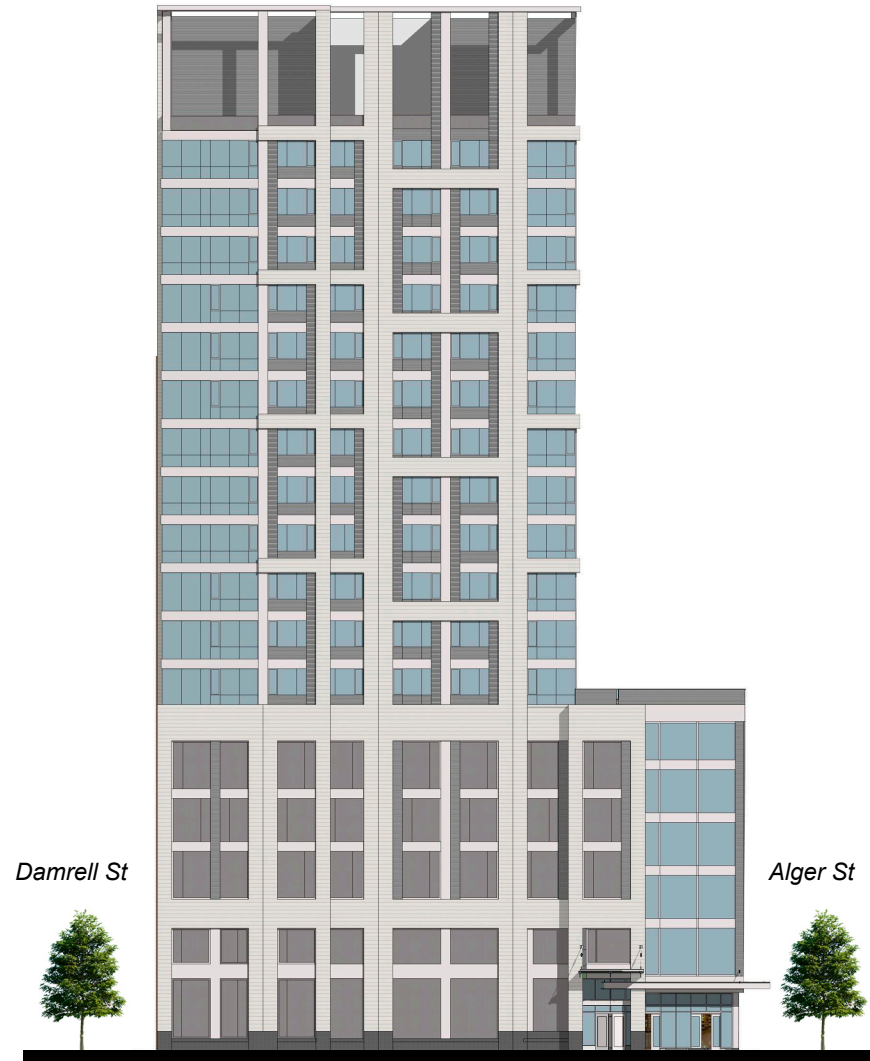


BLDG B - New Street Elevation



BLDG B - Alger Street Elevation

PHASE 1



BLDG C - Mews Elevation



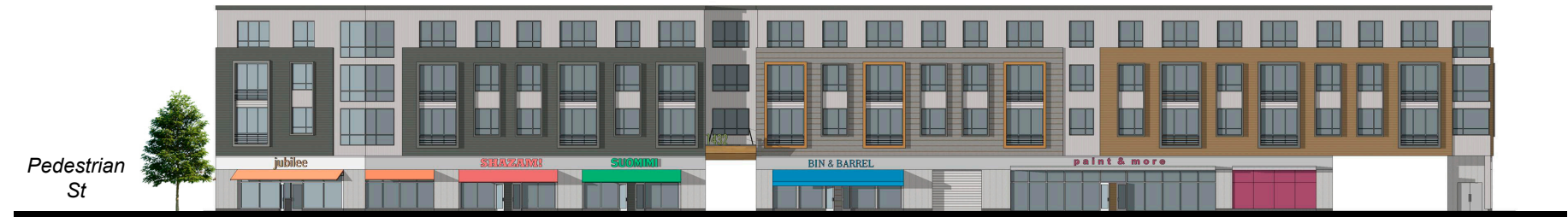
BLDG C - Alger Street Elevation

	Penthouse	☐
	Level 18	☐
	Level 17	☐
	Level 16	☐
	Level 15 / East Pent	☐
	Level 14	☐
	Level 13	☐
	Level 12	☐
	Level 11	☐
	Level 10	☐
	Level 9	☐
	Level 8	☐
	Level 7	☐
	P4	☐
	P3	☐
	P2	☐
	P1	☐
	Ground Floor	☐

PHASE 1



PHASE 1



BLDG E - Alger Street Elevation



BLDG E - Pedestrian Street Elevation

- Roof
- Level 4
- Level 3
- Level 2
- Ground Floor



BLDG E - Rear Elevation



BLDG E - Side Elevation

- Roof
- Level 4
- Level 3
- Level 2
- Ground Floor



BLDG F - Side Elevation



BLDG F - Alger Street Elevation



BLDG F - Pedestrian Street Elevation



BLDG F - Tuckerman Street Elevation

- Roof
- Level 3
- Level 2
- Ground Floor



BLDG G - Side Elevation



BLDG G - Rear Elevation



BLDG G - Side Elevation

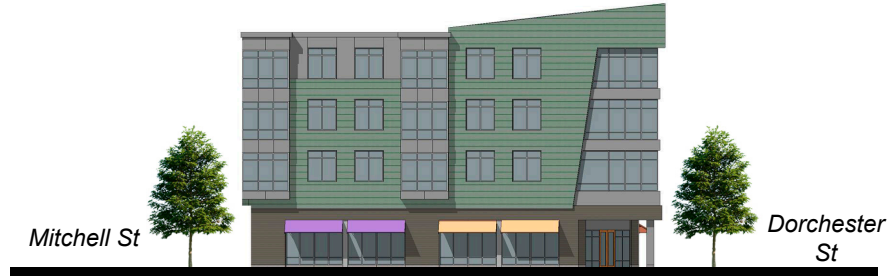


BLDG G - Middle Street Elevation

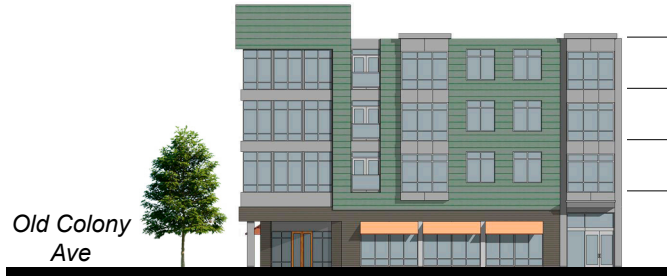
- Roof
- Level 3
- Level 2
- Ground Floor



BLDG H - Mitchell Street Elevation



BLDG H - Old Colony Avenue Elevation



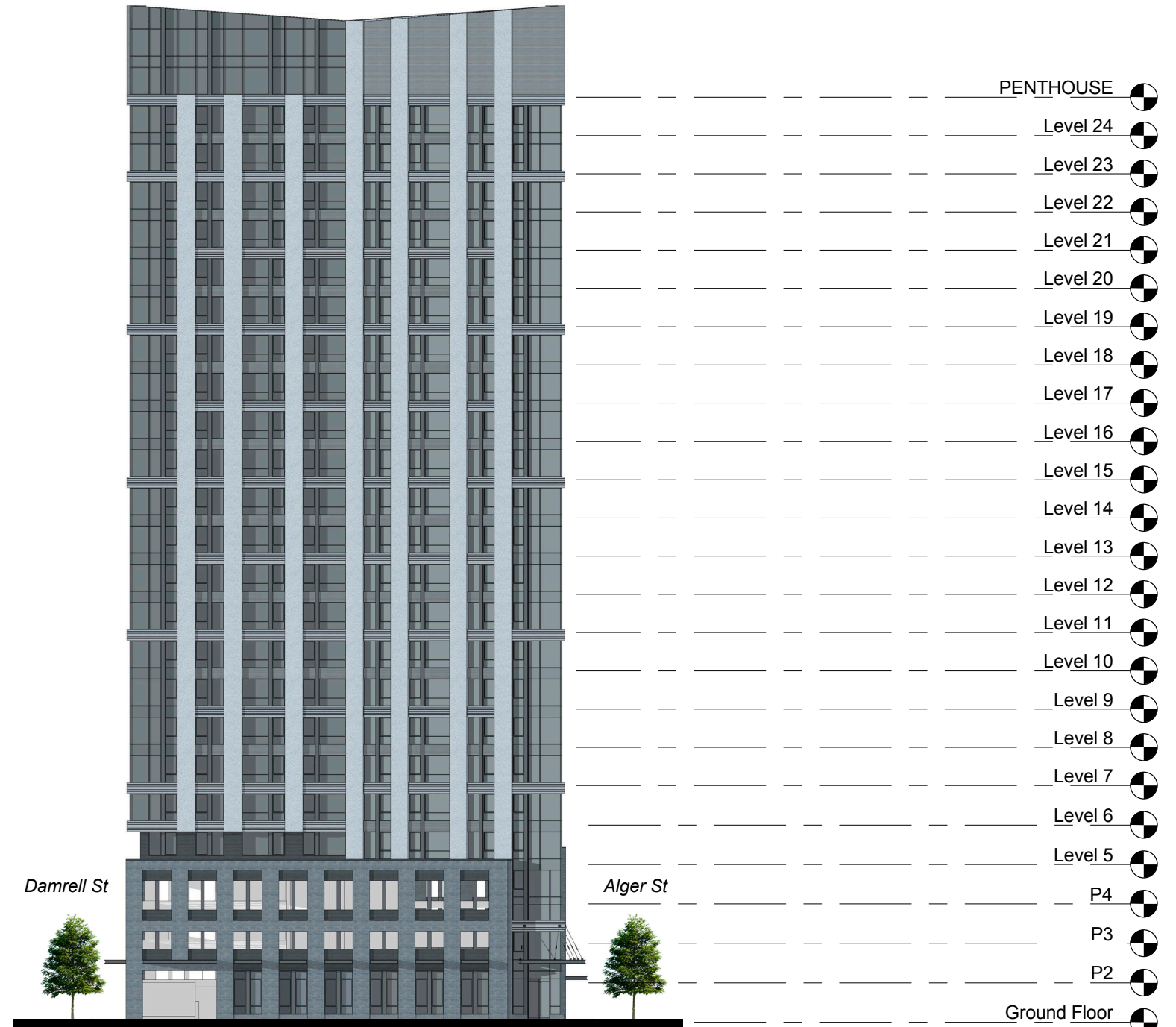
BLDG H - Dorchester Street Elevation

- Roof
- Level 4
- Level 3
- Level 2
- Ground Floor

PHASE 2

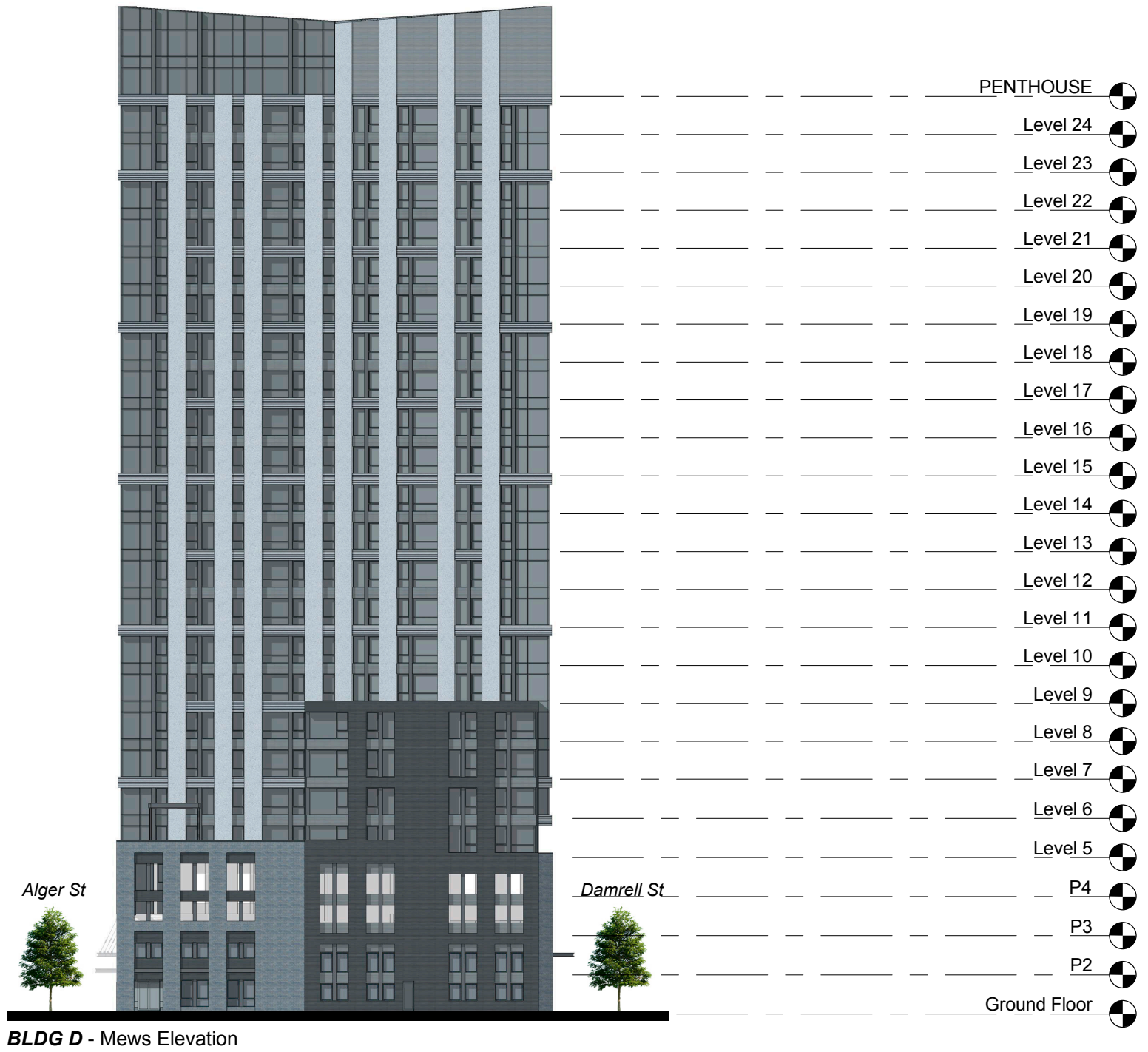
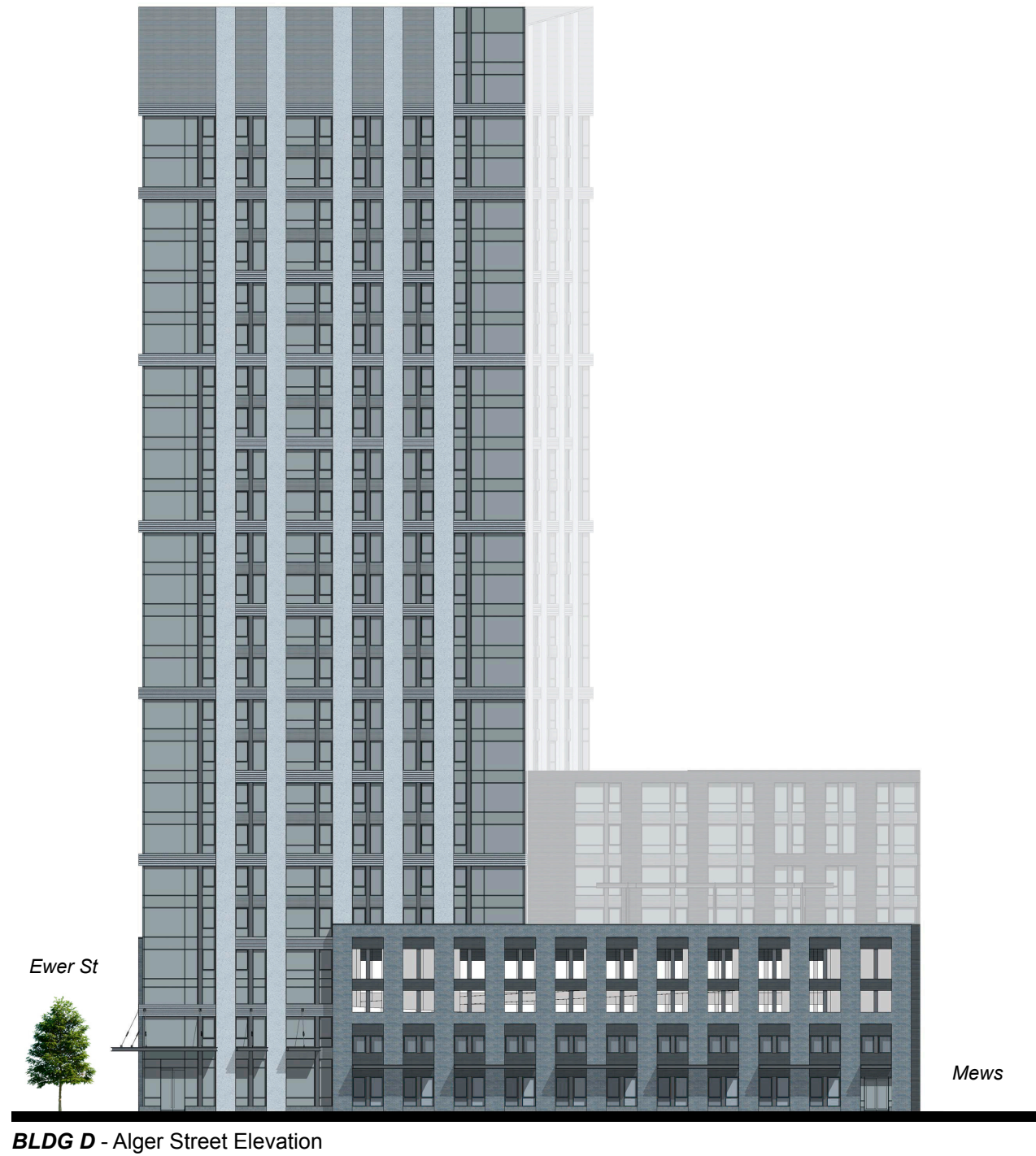


BLDG D - Damrell Street Elevation



BLDG D - Ewer Street Elevation

PHASE 3



PHASE 3

BUILDING A

RETAIL ON FLOOR	1-2
RESIDENTIAL ON FLOORS	3-6 TOTAL HEIGHT 69'-8"

RETAIL	25,800 SF
RETAIL COMMON	2,250 SF
RESIDENTIAL GROSS SF	60,200 SF
TOTAL GROSS SF	88,250 SF

1 BED	28
1 BED +	8
2 BED	12
3 BED	8
S	8

Grand total: 64

BUILDING D

PARKING ON FLOORS	1-4
RESIDENTIAL ON FLOORS	5-24
MECH PENTHOUSE ON FLOOR	25 TOTAL HEIGHT 278'-0"

OPEN PARKING GARAGE GROSS	50,700 SF
RESIDENTIAL GROSS SF	230,400 SF
AMENITY	1,850 SF
TOTAL GROSS SF	282,950 SF

GROUND FLOORPARKING*	18,000 SF
TOTAL GARAGE PARKING*	154 CARS

1 BED	64
1 BED +	24
2 BED	100
S	61

Grand total: 249

BUILDING G

RESIDENTIAL ON FLOORS	1-3 TOTAL HEIGHT 37'-8"
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RESIDENTIAL GROSS SF	6,400 SF
TOTAL GROSS SF	6,400 SF

1 BED	4
S	2

Grand total: 6

BUILDING B

RETAIL ON FLOOR	1
RESIDENTIAL ON FLOORS	2-6 TOTAL HEIGHT 69'-8"

RETAIL	11,300 SF
RESIDENTIAL GROSS SF	64,850 SF
TOTAL GROSS SF	76,150 SF

1 BED	15
1 BED +	10
2 BED	30
3 BED	5

Grand total: 60

BUILDING E

BASEMENT / STORAGE	
RETAIL ON FLOOR	1-2
RESIDENTIAL ON FLOORS	3-4 TOTAL HEIGHT 48'-8"

RETAIL	36,000 SF
RETAIL COMMON	3,250 SF
RESIDENTIAL GROSS SF	42,100 SF
TOTAL GROSS SF	81,350 SF

1 BED	24
2 BED	8
3 BED	4
S	10

Grand total: 46

BUILDING H

RETAIL ON FLOOR	1
RESIDENTIAL ON FLOORS	2-4 TOTAL HEIGHT 48'-8"

RETAIL	3,600 SF
RESIDENTIAL GROSS SF	18,500 SF
TOTAL GROSS SF	22,100 SF

1 BED	9
2 BED	6
S	3

Grand total: 18

NOTE: -RETAIL AREAS MEASURED TO OUTSIDE FACE OF EXTERIOR WALL
-RESIDENTIAL AREAS MEASURED TO CENTERLINE OF EXTERIOR WALL
-BASEMENT AND PENTHOUSE MECHANICAL EXCLUDED FROM COUNTS
-RESIDENTIAL GROSS INCLUDES CIRCULATION AND SUPPORT UPPER FLOOR MEP
-* GROUND FLOOR PARKING EXCLUDED FROM COUNTS

BUILDING C

RETAIL ON FLOOR	1
PARKING ON FLOORS	2-5
RESIDENTIAL ON FLOORS	6-17
MECH PENTHOUSE ON FLOOR	18 TOTAL HEIGHT 214'-0"

RETAIL GROSS SF	19,000 SF
OPEN PARKING GARAGE GROSS	100,900 SF
RESIDENTIAL GROSS SF	204,900 SF
AMENITY	2,250 SF
TOTAL GROSS SF	327,050 SF

TOTAL GARAGE PARKING 290 CARS

1 BED	79
2 BED	79
S	47

Grand total: 205

BUILDING F

RETAIL ON FLOOR	1
RESIDENTIAL ON FLOORS	2-3 TOTAL HEIGHT 37'-8"

RETAIL	2,900 SF
RESIDENTIAL GROSS SF	7,450 SF
TOTAL GROSS SF	10,350 SF

1 BED	8
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Grand total: 8

PROJECT TOTALS

RETAIL GROSS SF	98,600 SF
RETAIL COMMON	5,500 SF
RESIDENTIAL GROSS SF	634,800 SF
AMENITY GROSS SF	4,100 SF
OPEN PARKING GARAGE GROSS	151,600 SF
TOTAL GROSS SF	894,600 SF

FAR (GROSS/ SITE @ 213,076 SF) 4.2

STUDIOS	131 UNITS = 20%
1 BEDROOM	226 UNITS = 35%
1 BEDROOM +	47 UNITS = 7%
2 BEDROOM	235 UNITS = 35%
3 BEDROOM	17 UNITS = 3%
TOTAL UNIT COUNT	656 UNITS

SURFACE PARKING	116 CARS
STRUCTURED PARKING	444 CARS
TOTAL PARKING	560 CARS
(0.7 SPACES PER UNIT & 1 PER 1000SF RETAIL)	